



TE31.14.1

VIA EMAIL (teycc@toronto.ca)

April 2, 2018

City Clerk, Attention Ellen Devlin
Toronto and East York Community Council

RE: TE31.14 - 1925-1951 Yonge St, 17-21 Millwood Rd, and 22 Davisville Ave –
OP Amendment & Zoning Amendment Applications – Request for Directions
Report

**Major infrastructure deficiencies affecting this development and the
Midtown area**

Dear Chair and Councillor Kristyn Wong-Tam, TEYCC Members:

The South Eglinton Ratepayers' and Residents' Association (SERRA) strongly supports the Request for Directions Report from City Planning.

However, SERRA would like to draw attention to ever-increasing major infrastructure deficiencies impacting Midtown, not only because of development growth in Midtown, but also elsewhere in the Yonge Street corridor. There is also the impact of the Eglinton Crosstown LRT to consider in the 2021 timeframe.

Our Councillor, Josh Matlow, has clearly stated that development growth in Midtown must be supported by an appropriate level of hard and soft infrastructure.

We are concerned about the lack of infrastructure capacity:

- 1) Transportation -Yonge transit Line - Midtown to/from downtown at rush hour
- 2) Schools - Midtown, with a number of schools already over capacity

Please see the attachment for background about these matters.

The Request for Direction Report already recommends the following:

2. In the event that the Ontario Municipal Board allows the appeal in whole or in part:

a) City Council direct the City Solicitor to request the Ontario Municipal Board to withhold the issuance of any Order(s) on the Official Plan Amendment and Zoning By-law Amendment appeal for the subject lands pending confirmation of water, sanitary and stormwater capacity from the Chief Engineer and Executive Director, Engineering and Construction Services, and pending receipt of a satisfactory Functional Servicing Report;

We would like to ask for the following addition to the *Request for Direction Report – Recommendations, point 2a.*:

“In addition, that City Council directs the City Solicitor to request the Ontario Municipal Board to withhold the issuance of any order(s) on the Official Plan Amendment and Zoning By-law Amendment appeal for the subject lands pending confirmation of:

- public transit capacity to/from the Toronto downtown core area from the Executive Director, Transportation Services Division.

- public school capacity from the Director of Education, TDSB.

Of a more minor nature, we are requesting a laneway at the eastern property line of the development to provide access from both Millwood Rd and Davisville Ave (instead of a single development access point on Millwood Rd, as requested in the Report by City Planning). We believe this will improve traffic flow to/from the development, limit traffic on Millwood during Davisville PS school hours as well as provide a buffer between the development and the Davisville PS.

We would like to request that a Community Consultation meeting be arranged ASAP, preferably before the first OMB meeting of April 26, 2018.

Yours truly,

Andy Gort,
President SERRA

Cc. Josh Matlow, Councillor Ward 22,
David Driedger, Senior Planner
Lynda H. Macdonald, Acting Director, Community Planning TEY District
Barbara Gray, Executive Director, Transportation Services Division
Dr. John Malloy, Director of Education, TDSB
Shelley Laskin, Trustee TDSB, Ward 11
Daniel Castaldo, Strategy and Planning, TDSB
SERRA Board
FoNTRA Steering Committee
Davisville Village residents:
John Hiddema, Bob Connell, Richard Crosland and Bruce McGovern

Attachment – Midtown development infrastructure issues

1) Transit capacity and station platform deficiencies (Yonge Line):

Current condition:

- Rapid growth of ridership, including north of the 401
- Only 15% of Midtown expected growth completed
- Southbound AM peak hour trains (Source - MIF review, TTC 2016 data) now:
 - 80% full when leaving the Sheppard station (24K Line capacity)
 - 100% full at the Eglinton station

Forecast (4-5 yrs):

- Development growth continuing all along the Yonge Street corridor, including in the York region
- Crosstown LRT planned to be operational in 2021.
- Future extension of Yonge Line into Richmond Hill anticipated
- Automated train control (ATC) installed, increasing Yonge Line peak capacity to 28K-33K range..

SERRA modeling suggests that by 2023, even with automatic train control (ATC):

- **southbound Yonge Line at AM peak hours to be 90% FULL when leaving the Sheppard station (at 28K capacity)**
- **next to NO AM peak transit capacity to remain for riders south of 401.**

East Relief Subway Line:

- Will be required, but don't expect to provide effective relief for Yonge Line north of Bloor, unless located in close N-S vicinity of the Yonge Line.
- East relief Line would take many years to plan and construct.

During the PM peak hours northbound riders for all Yonge Line destinations will experience insufficient northbound Yonge Line capacity.

An additional issue is subway station capacity such as at the Davisville station. Frequently, platforms fill to overcapacity, creating dangerous safety issues.

At this time, we are not aware of any planning solution to remedy this rapidly emerging Yonge Line capacity issue north of Bloor.

2) Midtown school capacity deficiencies:

Current condition (Ward 11 – TDSB):

- At least 51 developments are at various stages in TDSB ward 11
- School capacity issues arising at some schools such as the Eglinton PS.
- Remedies to direct students to other local schools in the SERRA area are providing only short term relief due to the continuing growth of the Midtown student population.

Forecast (to 2022 and 2027);

- The situation is projected to grow significantly worse already by 2022
- Source for data is TDSB report – Ward 11 Forum – LTPAS, Accommodation and Space – data as of Oct. 31, 2017

The TDSB has begun to actively oppose midtown developments with being admitted as a “Party” for the 174-188 Soudan Avenue and 71-73 Redpath Avenue OMB appeal. They will argue a requirement for adequate school facilities to accompany development growth (as per planning regulations of the Growth Plan for the Greater Golden Horseshoe (2017), the PPS, the City’s Official Plan and the Yonge-Eglinton Secondary Plan).

The TDSB has identified the **need for a new school in the Y-E area**. However, at this time there is **no funding and no vacant TDSB owned land in the Y-E vicinity**. The TDSB has been blocked from collecting Educational Development Charges (EDCs).