



c/o The City Institute at York University
Seventh Floor, Kaneff Tower, Keele Campus
Toronto, ON M3J 1P3

June 6, 2021

Marilyn Toft
12th floor, West Tower, City Hall
100 Queen Street West
Toronto, ON M5H 2N2

Dear Mayor Tory, Councillor Pasternak and Toronto's City Councillors,

It was our pleasure to speak at the Infrastructure and Environment Committee and now write to City Council in support of 2021.IE22.11, and specifically:

14. City Council direct the General Manager, Transportation Services to consider various safety barrier options for separating cyclists from vehicles / trucks on cycle tracks in the design for Chesswood Drive, that allows for separators between cycling and road traffic, to discuss these options with the local community and local Councillor prior to implementation of this bicycle lane project.

Our team is intimately familiar with the DUKE Heights BIA, and our Cargo Bike Library is partly located about two minutes walk from Chesswood Drive and Finch Avenue West. We are supportive of the Toronto Green Standard, and its recommendation for Trees in Soil Cells and Green Gutters as seen below:

3.2.6.1/Trees in Soil Cells "Soil cells can be used under conventional concrete or unit pavers as well as under pervious interlocking concrete pavers. In addition, given their structural integrity, soil cells be used under vehicular load bearing sidewalks, parking lay-bys or cycling infrastructure to increase soil volumes."

3.2.19/ Green Gutters "Green gutters are shallow planters that extend the full length of a street section which may incorporate breaks at intervals to accommodate pedestrian movement. Green gutters can be installed as separation between conflicting uses such as between Cycling Infrastructure and Vehicle Lanes within street types where space allows...Green gutters are typically planted with low-growing grasses or sedums and are designed to attenuate, filter and infiltrate stormwater runoff."

Placing trees and green gutters rather than people next to the roadway prevents flooding while protecting the cycle track and sidewalk. All of this can be accommodated even in a narrow right of way, but success depends on soil volume and the way stormwater is redirected to tree roots. Street trees serviced in this manner thrive, while otherwise, they often do not, as can be seen elsewhere in the BIA, and the City of Toronto.

This green approach is beneficial for users of the track, allowing taxpayers and local workers to safely transport heavy loads on the cycle track, while enabling people walking to be safer as well

with a design that does not expose them unsafe truck movements. Given that the road is being resurfaced there is an opportunity here for Toronto's Transportation and Water units to act jointly to meet commercial, safety and ecological needs in the detailed design process.

Sincerely,

A handwritten signature in black ink that reads "Harris". The signature is written in a cursive style with a large, stylized 'H' at the beginning.

Darnel Harris (Executive Director)

Our Greenway Conservancy