

Midtown Infrastructure Implementation Strategy - Final Report

Date: May 10, 2022

To: Infrastructure and Environment Committee

From: Chief Planner and Executive Director, City Planning; General Manager, Parks, Forestry and Recreation; General Manager, Transportation Services; General Manager, Toronto Water

Wards: 8 - Eglinton-Lawrence, 12 - Toronto-St. Paul's and 15 - Don Valley West

SUMMARY

This report recommends adopting the Midtown Infrastructure Implementation Strategy (Attachment 1) and Public Realm Implementation Strategy (Attachment 2) to support improved capital project planning and delivery in one of the City's significant growth areas - the Yonge-Eglinton Secondary Plan (YESP) area, known as Midtown.

In recent years, Midtown has experienced the most development projects of any secondary plan area in the city outside of the Downtown. The area is expected to continue experiencing significant growth over the next 30 years. Over the period of 2016-2051, Midtown is expected to become home to approximately 93,000 new people, which is equivalent to adding more than the 2016 population of the City of Peterborough to the area.

The Implementation Strategy is based on the principle that growth in Midtown will be matched with investment in community facilities, parks, the public realm, local transportation facilities and municipal servicing over time, so that the area grows and evolves as a complete community.

The Strategy supports more effective capital planning and development review in Midtown by creating a shared understanding of project needs and priorities, as well as available funding tools, coordination opportunities, delivery mechanisms, and project phasing. The Strategy outlined in this report:

- focuses on near (2021-2026) and mid-term (2027-2031) projects that align with the City's 10-year window for capital planning and current development-related delivery opportunities;
- identifies long-term (2032-2051) projects that will need to be considered and advanced through future annual updates to the capital plan and ongoing development review; and,

- identifies key actions to advance near and mid-term projects, and prepare for advancing key long-term projects in the future.

Notably, nearly half (47%) of planned projects in Midtown will be delivered through City capital programs, funded through a mix of growth funding tools, such as Development Charges, Parkland Dedication and Section 37, and non-growth related funding tools such as taxes, user fees and debt. The private sector is also expected to play a significant role in delivering over a third of projects through development, either as a base requirement or in-kind contribution. The School Boards and the Toronto Public Library are expected to deliver a small, but important, share of the projects, as well.

The near and mid-term projects identified in the Strategy fall within the current 10-year capital planning horizon, and the majority (71%) have funding identified within a capital plan approved by the City, Toronto Public Library, or School Boards, or within an approved development application. Projects that currently have partial or no funding identified will need to be further assessed and brought forward in future budget submissions or as part of future development approval processes.

The Strategy recognizes that concurrent infrastructure and facility improvements will be implemented over time by multiple parties, and that coordination across infrastructure types and with development will be critical to optimizing investment dollars and project outcomes. For this reason, the Strategy identifies opportunities for greater coordination across Divisions, Agencies and Boards as part of annual capital planning and ongoing development review.

Nine key actions are identified in the Strategy that provide direction on infrastructure coordination, improving and expanding parkland and the public realm, and identifying sites with potential to accommodate new community facilities. Several of these key actions are already underway, while others represent new initiatives and approaches that should be advanced to support a more coordinated approach to project delivery in Midtown.

The Strategy concludes with a monitoring framework for tracking implementation progress and ensuring infrastructure requirements and priorities reflect changing conditions over time. It is anticipated that the first five-year monitoring report will be released by 2027.

The Public Realm Implementation Strategy (Appendix 1 to the Strategy and Attachment 2 to the report) complements the broader Infrastructure Implementation Strategy for Midtown and provides preliminary concept plans to guide the future design of nine of the eleven Public Realm Moves identified in the Yonge-Eglinton Secondary Plan, including the Eglinton Green Line, Park Street Loop, Davisville Community Street, Merton Street Promenade, Pailton Crescent Connector, Balliol Green Street, Midtown Greenways, Redpath Revisited, and Yonge Street Squares.

RECOMMENDATIONS

The Chief Planner and Executive Director, City Planning, General Manager, Parks, Forestry and Recreation; General Manager, Transportation Services, and General Manager, Toronto Water recommend that:

1. City Council adopt the Midtown Infrastructure Implementation Strategy, included as Attachment 1 to this report, and direct City staff to utilize the Strategy in the review of development applications, future capital planning processes and advancing partnership opportunities with City Agencies and Boards.
2. City Council adopt the Public Realm Implementation Strategy (Attachment 2 to this report) and direct City staff to utilize the concept plans in:
 - a) assessing development applications and securing development-related public realm improvements in the Yonge-Eglinton Secondary Plan area; and,
 - b) advancing the future detailed design and evaluation of the Public Realm Moves, subject to feasibility analysis, public consultation and Council approval, using standards and best practices current at the time of implementation.

FINANCIAL IMPACT

The Yonge-Eglinton Secondary Plan area has experienced significant growth and change in recent years, and is expected to continue to grow over the coming decades. While there are no immediate financial impacts to the City's budget resulting from the adoption of this report, the report identifies investments in City infrastructure and community facilities to be considered in future capital plans and budgets to serve anticipated growth within the Secondary Plan area.

The City-led capital projects identified within the Midtown Infrastructure Implementation Strategy are intended to inform and be considered within the City's 10-year Capital Budget and Plan as part of the annual budget process. Projects that are intended to be delivered through development as base requirements or in-kind contributions are intended to be considered and advanced through the development application review process. Projects identified by the Toronto Public Library will be advanced through annual updates to their 10-year Capital Budget and Plan. Projects that are identified for delivery by School Boards will be advanced through their long-term accommodation needs planning and subject to Provincial funding and approvals.

Many of the City-led near-term (2021-2026) and mid-term (2027-2031) projects identified in the Implementation Strategy are included in the 2022-2031 Council Approved Capital Budget and Plan for each of the respective implementing City Divisions, with associated cash flow requirements and secured funding sources. New projects identified for implementation over the near, mid and long-term will need to be further reviewed, scoped, and assessed in terms of their financial impacts and funding

requirements from growth funding tools and within the approved debt affordability framework. It is expected this will be completed as part of ongoing capital planning among City Divisions.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

EQUITY STATEMENT

The Yonge-Eglinton Secondary Plan, Midtown Infrastructure Implementation Strategy and appended Public Realm Implementation Strategy provide a holistic approach to managing growth and change in the area while considering potential impacts on equity-deserving groups, Indigenous peoples and vulnerable residents of Toronto.

The Midtown Infrastructure Implementation Strategy and Public Realm Implementation Strategy support the intent of the Secondary Plan to establish a complete community that provides overall quality of life for people of all ages, abilities and incomes. Elements of a complete community that are addressed in the Implementation Strategies include improved mobility options, community service facilities, an attractive and vibrant public realm and publicly-accessible parks, open spaces and recreational facilities, alongside local stores, services and employment, and a range of housing. The parks and public realm improvements identified in the Secondary Plan and Implementation Strategies can also play a role in telling the story of a place, for example through street names and interpretive features and other local design elements. In this way, improvements to parks and the public realm can be used to advance reconciliation by celebrating Indigenous cultures and histories, and supporting Indigenous cultural and ceremonial practices. The Implementation Strategies also reflect Divisional capital planning frameworks, which apply an equity lens to prioritizing and directing investment in new infrastructure, facilities and services to better serve vulnerable communities and redress existing inequalities across Toronto.

Together, the Yonge-Eglinton Secondary Plan, Midtown Infrastructure Implementation Strategy and Public Realm Implementation Strategy will provide a roadmap for prioritizing and delivering key complete community elements and place-keeping opportunities in Midtown as the neighbourhood evolves, within the city-wide context.

DECISION HISTORY

At its July 14, 2021 meeting City Council received an Interim Report on the Midtown Infrastructure Implementation Strategies, and requested the Chief Planner and Executive Director, City Planning to report back in the second quarter of 2022 to the Planning and Housing Committee on the status of the Midtown Zoning Review and to the Infrastructure and Environment Committee on the status the Midtown Infrastructure Implementation Strategy. Council also adopted adopt the Eglinton Green Line Landscape and Public Realm Standards, and directed City staff to utilize the Standards

in assessing development applications and securing public realm improvements on Eglinton Avenue East between Yonge Street and Mount Pleasant Road.
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH24.8>

Attachment 4 provides the previous decisions with respect to the Yonge-Eglinton Secondary Plan (YESP) as well as aligned initiatives on zoning and mobility, and status updates on other Council motions from the adoption of the YESP in July 2018.

COMMENTS

1. Background

Policy 5.3.2.1 of the Official Plan recognizes the importance of detailed Council-adopted action-oriented plans, strategies and guidelines to implement the vision and policy directions of the Official Plan. The Official Plan identifies implementation strategies as critical to the City's success in managing growth as they assist in setting priorities over time and aligning corporate and community priorities.

The Yonge-Eglinton Secondary Plan builds on the Official Plan's policy foundation for detailed plans, strategies and guidelines. The Secondary Plan recognizes that as the Midtown neighbourhood continues to grow and change, the provision of infrastructure needs to keep pace with growth (Policies 2.2 and 8.3). Policy 9.2 of the Secondary Plan similarly requires the preparation of Infrastructure Implementation Strategies to address the provision of infrastructure taking into account budgeting and program availability, and also requires the development of a monitoring framework to track the City's successes and potential for changing circumstances. This report's Midtown Infrastructure Implementation Strategy and Public Realm Implementation Strategy support the achievement of these objectives.

2. Overview

The Midtown Infrastructure Implementation Strategy provides a roadmap for delivering improvements to community facilities, parks, the public realm, local transportation and municipal services in the Yonge-Eglinton Secondary Plan area, in order to address existing gaps and future needs as the community grows and evolves. The Strategy is based on the principle that population growth will be supported with investment in community facilities and infrastructure that is phased in over time. At its core, the Strategy provides a framework for systemizing continued investment to support the area's development as a complete community.

The Strategy accounts for long-term infrastructure needs in Midtown to the year 2051, while:

- focusing on near-term (2021-2026) and mid-term (2027-2031) projects that align with the City's 10-year window for capital planning and active development-related delivery opportunities;

- documenting projects anticipated to be delivered over the long-term (2032-2051) through future annual updates to the capital budget and plan and/or future development; and,
- identifying key actions that should be taken now to advance near and mid-term projects, and prepare for advancing key long-term projects in the future.

For projects that will be completed in the near-term (2021-2026), the Strategy documents achievements that preceded finalization of this Implementation Strategy and showcases those improvements that are projected to be completed in the next five years.

For projects that will be completed in the mid-term (2027-2031) to long-term (2032-2051), this Strategy sets the stage for a more effective approach to capital planning and development review across City Divisions, Agencies, and Boards, by providing a shared understanding of project needs and priorities in Midtown, as well as available delivery mechanisms, potential coordination opportunities, and project funding sources. As a consolidated source of information and priority actions, the Strategy will focus efforts in the immediate term, and help staff and decision-makers move projects forward more effectively and predictably, while providing clarity to the Midtown community as progress is tracked over time.

By documenting Midtown's evolving needs, the Strategy will also support the City in identifying funding needed for infrastructure improvements through the new growth funding tools framework, including the new Community Benefits Charge and future updates to the Development Charges By-Law. Beyond Midtown, the Strategy serves as a first generation template for integrated infrastructure implementation planning and investment in other growth areas.

3. Growth Context

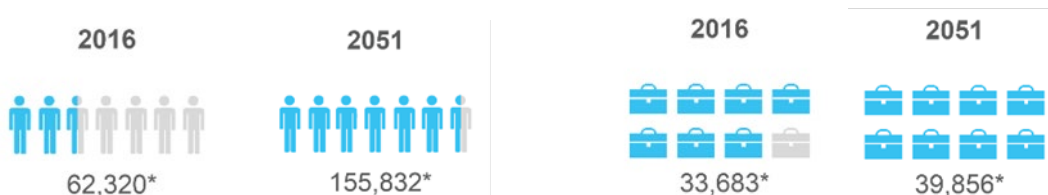
In recent years, Midtown has experienced the most development projects of any secondary plan area in the city outside of the Downtown, and it is anticipated that the area will continue to experience significant growth over the next 30 years.

A growth estimate for Midtown was prepared in 2017 based on the Council-approved Yonge-Eglinton Secondary Plan (YESP) (OPA 405), and updated in August 2021 to reflect provincial modifications to the Plan. With the final approved Plan, it is now estimated that Midtown's population will grow by ~150%, from ~62,000 people in 2016 to 156,000 people in 2051 (Figure 1). This increase of 93,000 people by 2051 is 20,000 people more than was estimated in 2017 based on the Council-approved Plan. The estimated population growth of over 93,000 people is equivalent to adding more than the 2016 population of the City of Peterborough, and by 2051 Midtown's population of 156,000 will be larger than the City of Barrie's 2016 population. Recognizing that this growth will occur over time, Figure 2 below illustrates the estimated growth in residential units in Midtown from 2021 to 2051, based on data from development applications and built form analysis undertaken by the City.

Alongside significant population growth, the number of jobs located in Midtown is expected to increase as well, albeit more modestly from approximately 34,000 jobs in 2016 to 39,500 jobs at full build out in 2051 – an increase of 17% (Figure 1). Provincial modifications to the YESP resulted in approximately 3,000 fewer jobs than were estimated in 2017 based on the Council-approved Plan.

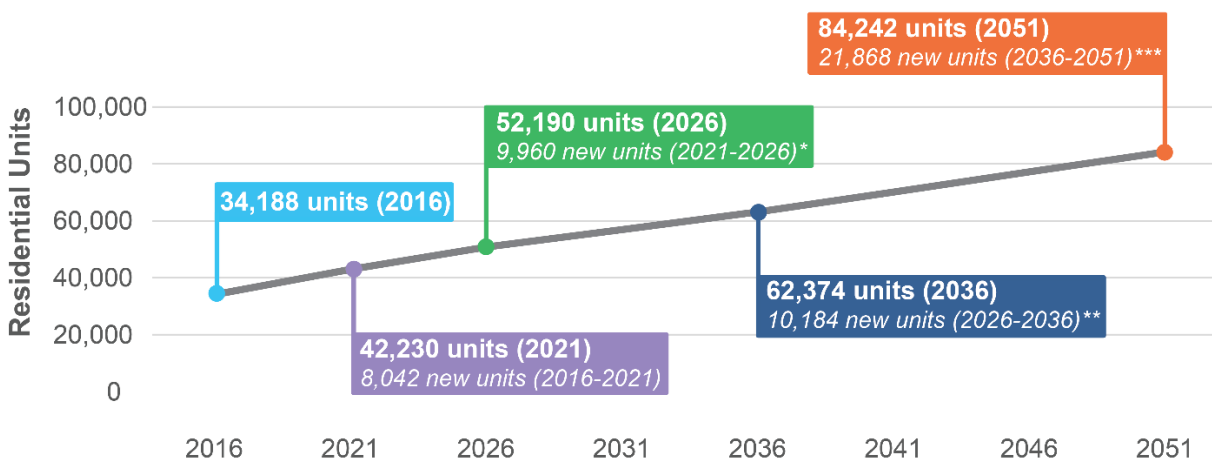
Sections 3.2 and 3.3 of the Strategy provides additional details regarding the distribution of growth in Midtown and development activity.

Figure 1: Population & Job Growth in Midtown, 2016-2051



*each person is equal to 25,000 people, and each briefcase is equal to 5,000 jobs

Figure 2: Midtown Growth over Time (Residential Units, 2016-2051)



*Approved as of December 31, 2020
 **Under review as of December 31, 2020
 ***Estimated full build-out for Midtown

Note: Additional development applications submitted from January 1 to December 31, 2021 include 8,445 residential units.

4. Approach

Inter-divisional Working Group

The Midtown Infrastructure Implementation Strategy was developed through an inter-divisional working group with staff from City Planning, Parks, Forestry & Recreation (PF&R), Transportation Services, and Toronto Water, with advisory support from Legal Services, Engineering & Construction Services (ECS) and other teams. City Planning

also served as a liaison to the Toronto Public Library (TPL), the Toronto District School Board (TDSB), Toronto Catholic District School Board (TCDSB), Children's Services, Social Development, Finance & Administration (SDFA), and CreateTO to coordinate input to the Strategy.

Needs Assessment & Prioritization

Through its review and coordination, the working group confirmed capital improvements that are required to address existing infrastructure gaps and future needs. Capital improvements were identified based on needs assessments completed in 2018 and updated in 2021 to account for the revised Midtown growth estimate resulting from the approved Yonge Eglinton Secondary Plan.

The approach to prioritizing capital improvements is outlined in Section 5.1 of the Strategy and reflects each Division's, Agency's, and Board's approach to project evaluation and prioritization, taking into account Midtown's needs within the city-wide context. Common considerations used to prioritize infrastructure projects include:

- the condition of existing infrastructure and facilities;
- existing and future provision/service-levels as the community grows and evolves over time;
- equitable distribution of infrastructure and facility investments;
- additional considerations regarding economic development, sustainability, and/or other factors; and,
- coordination with other projects, and timing to avoid impacts from other projects.

Parks Consultation

Complementary to the prioritization framework identified above, PF&R also initiated an online interactive mapping activity in summer 2021 to help identify opportunities and confirm priorities for park improvements. The consultation asked for feedback on how the public uses existing Midtown parks, areas of concerns, and ideas to make the parks more enjoyable and welcoming. Feedback from this consultation has been incorporated in the development of the park improvement priorities outlined in the Midtown Infrastructure Implementation Strategy. Over 1,200 people were reached as part of this consultation, and over 700 comments were received from over 300 participants. A summary of the public comments can be found in Attachment 3 of this report.

5. Infrastructure Phasing Plan

Capital projects identified by the inter-divisional working group to address existing gaps and future needs in Midtown are outlined in Sections 5.2 to 5.6 of the Strategy, and listed below by phase, including:

- recent accomplishments and near-term projects (2021-2026);
- mid-term projects (2027-2031); and,
- long-term projects and other projects subject to future funding and delivery opportunities.

The recommended project phasing reflects current information, available funding and delivery opportunities, as well as:

- the 30-year planning horizon and 10-year capital planning cycle;
- Divisional, Agency and Board project prioritization criteria; and,
- opportunities to coordinate projects across Divisions, Agencies, School Boards and with private development.

Notably, nearly half (47%) of planned projects in Midtown will be delivered through City capital programs, which are funded through a mix of growth funding tools (Development Charges, Section 37, Parkland Dedication) and non-growth related funding tools (such as taxes, user fees and debt). The private sector is also expected to play a significant role in delivering over a third of projects through development, either as a base requirement or in-kind contribution. Specific to municipal servicing, each development through the development application review process will continue to be required to check the adequacy of water and sewer infrastructure capacity. Where new and/or additional infrastructure upgrade projects are identified to accommodate and to account for local, site-specific impacts from an individual development, the upgrade project should be secured through the development approvals process. The School Boards and the Toronto Public Library are expected to deliver a small, but important, share of the projects, as well. More information on the Funding and Delivery Toolbox is provided in Section 4 of the Strategy.

In Midtown, where concurrent infrastructure and facility improvements are being implemented over time, coordination across infrastructure types and with development is critical to optimizing investment dollars and project outcomes, and can result in changes to project prioritization and phasing for the purposes of sequencing, building or co-delivery. To support ongoing coordination, Section 5.1.3 of the Implementation Strategy emphasizes opportunities to coordinate across Divisions, Agencies and School Boards, particularly during annual capital planning. Section 5.8 also provides overlay mapping for planned parks, Public Realm Moves, community services and facilities, transportation and municipal servicing, which is intended to be referenced through ongoing capital planning and development review.

As implementation proceeds, project phasing may be adjusted over time as opportunities arise to accelerate certain projects or as funding availability changes. Any adjustments to project phasing will be reflected in future monitoring reports to Council and the applicable Division's Capital Plan.

Recent Accomplishments & Near-term Project Highlights (2021-2026)

Recent accomplishments and near-term projects are identified below and include new and expanded child care centres; new pupil spaces at four schools through replacements, additions and program changes; a new community and aquatic centre and upgrades to existing facilities; upgrades to existing libraries (interior and public realm improvements); a new community space; new parks; improvements to existing parks, including new outdoor recreation facilities; public realm improvements and municipal servicing upgrades (Tables 1 and 2). The recently completed and near-term

projects (by 2026) account for a 24% of all projects identified for implementation in Midtown over the next 30 years.

Table 1: Recent Accomplishments

Completed Projects	
Child Care	New child care centre at 45 Dunfield Ave (April 2021)
Schools	Davisville Junior Public School (replacement school with new pupil spaces) (August 2021)
Recreation	North Toronto Memorial Community Centre State of Good Repair (2019)
New Parkland	Five completed parks (85 Keewatin Ave, Manor Community Green, Cudmore Creek Park, Montgomery Square Park, 66 Broadway Ave)
	New secured parks along Broadway Ave, within the Montgomery-Helendale block, and other locations
Improvements to Existing Parks	Trace Manes Park (2020)
	Kay Gardner Beltline Park (2021)

Table 2: Near-term Project Highlights

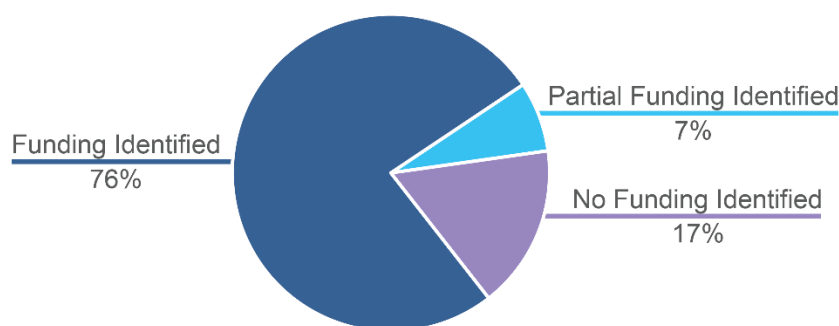
Near-term Projects (2021-2026)		Status	Delivery Method	Funding Status
Child Care	Additional child care spaces at Davisville Junior Public School	Underway	Joint - City-Led (CS) & TDSB	Funding Identified
	New child care centre at 117-127 Broadway Ave	Underway	Private - Development	Funding Identified
Schools	St. Monica's Catholic School (replacement school with new pupil spaces)	Planned	TCDSB	Partial Funding Identified
	Hodgson Middle School (classroom addition)	Planned	TDSB	Funding Identified
	John Fisher Junior Public School (program change)	Planned	TDSB	No Funding Required
Libraries	Mount Pleasant Library (interior renovations – under construction)	Underway	TPL	Funding Identified

Near-term Projects (2021-2026)		Status	Delivery Method	Funding Status
	Northern District Library (public realm improvements – targeted completion in 2023)	Underway	TPL	Funding Identified
	Northern District Library (interior renovation or relocation)	Planned	TPL	Partial Funding Identified
Community Space	~2,000 m2 of community space secured at 140 Merton Street (construction targeted for 2023)	Underway	Private - Development	Funding Identified
Recreation	Davisville Aquatic and Community Centre (design completed and soon to be tendered)	Underway	Joint - City-Led (PF&R & TDSB)	Funding Identified
New Parkland	20 Castlefield Ave	Planned	City-Led (PF&R)	Partial Funding Identified
	Square at Roselawn	Planned	Private - Development	Funding Identified
Improvements to Existing Parks	Eglinton Park (Phase 1 construction targeted for 2023)	Underway	City-Led (PF&R)	Partial Funding Identified
	Redpath Avenue Parkette (construction targeted for 2023-2024)	Underway	City-Led (PF&R)	Funding Identified
	Beltline Trail entrance at Moore Ave	Planned	City-Led (PF&R)	Funding Identified
	Beltline Trail - other improvements	Planned	City-Led (PF&R)	No Funding Identified
Public Realm Moves	Yonge Street Squares located at St. Clements Ave, Roselawn Ave, Westblock Yonge St & Berwick Ave, Soudan Ave, Manor Rd	Underway	Private - Development	No Funding Identified (active development applications; pending Notice of Approval Conditions)
Municipal Servicing	Watermain upgrades on Broadway Ave, Duplex Ave, Yonge St	Planned	City-Led (TW)	Funding Identified

Near-term Projects (2021-2026)	Status	Delivery Method	Funding Status
Storm sewer upgrades on Balliol St, Bayview Ave, Martin Rd, Merton St	Planned	City-Led (TW)	Funding Identified

Many of the near-term projects are already underway, and 76% have funding identified within the City's approved 10-year capital plan, external capital plans (TDSB, TCDSB, TPL), and/or secured through development approvals (Figure 3). Of those projects that have partial or no funding identified, over half (6) are public realm projects contingent on delivery through active development applications, some of which are currently pending Notice of Approval Conditions (NOAC).

Figure 3: Funding Status for Near-term Projects (2021-2026)



Mid-term Project Highlights (2027-2031)

Approximately 20% of the infrastructure improvements identified for Midtown are recommended to be completed in the mid-term (2027-2031). These planned projects are identified below and include one school expansion, five new parks, improvements to nine existing parks, wayfinding and signage throughout Midtown; portions of two Yonge Street Squares, and 17 sewer upgrades (Table 3).

Table 3: Mid-term Project Highlights (2027-2031)

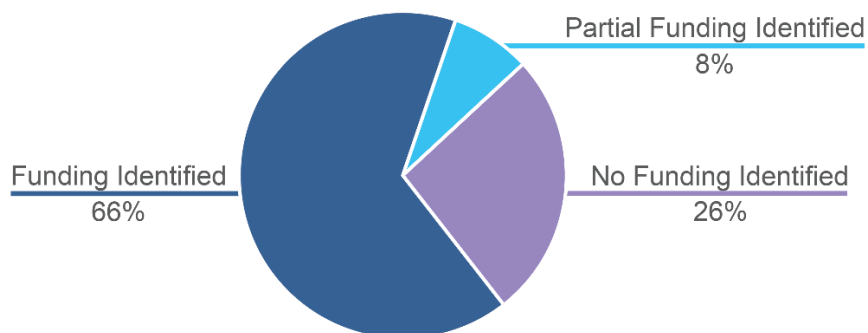
Mid-term Projects (2027-2031)	Status	Delivery Method	Funding Status
Schools Davisville Junior Public School (classroom addition)	Planned	TDSB	No Funding Identified
New Parks* Soudan Priority Park Area	Underway	Joint - City-Led (PF&R) & Private	Partial Funding Identified
Canada Square Park	Underway	Private - Development	No Funding Identified

Mid-term Projects (2027-2031)	Status	Delivery Method	Funding Status
Montgomery/Helendale Parkette	Underway	TBD (Private - Development or City-Led)	Partial Funding Identified
Eglinton Park (full completion)	Underway	City-Led (PF&R)	Partial Funding Identified
Improvements to Existing Parks	Planned	City-Led (PF&R)	No Funding Identified
Targeted improvements (e.g. Howard Talbot Park, June Rowlands Park, Alexander Muir Memorial Gardens/Lawrence Park Ravine/Blythwood-Sherwood Ravine System)			
Wayfinding & Signage Improvements throughout Midtown	Planned	City-Led (PF&R)	No Funding Identified
Public Realm Moves	Underway	Private Development	No Funding Identified
Davisville Special Square (north-west and north-east corners)			
Yonge-Eglinton Crossroads Special Square (south-west corner)	Underway	Private Development	No Funding Identified
Municipal Servicing	Planned	City-Led (TW)	Funding Identified
Combined sewer upgrades on Keewatin Ave, Mount Pleasant Rd, Sheldrake Blvd, St. Clements Ave			
Storm sewer upgrades on Blythwood Cres, Castle Knock Rd, Castlewood Rd, Elvina Gdns, Erskine Ave, Keewatin Ave, Lilian St, Redpath Ave, Roselawn Ave, Sheldrake Blvd, Sherwood Ave, Yonge St			

**Other new parks to be secured as part of active and future development applications and as part of City-led acquisitions (e.g. Redpath Avenue Parkette expansion).*

Of the mid-term projects, 66% have funding identified within the City's approved 10-year capital plan, or the TDSB capital plan, as applicable (Figure 4). Projects that currently have partial or no funding identified should be scoped, aligned with funding sources and brought forward as part of development review approvals and annual budgeting processes, to advance delivery in the medium term.

Figure 4: Funding Status for Mid-term Projects (2027-2031)



Long-term Projects (2032-2051) & Other Projects Subject to Future Funding and Delivery Opportunities

While focusing on near and mid-term projects, the Strategy accounts for infrastructure needs beyond 2031 to support future growth and change in Midtown. As such, the Strategy identifies:

- projects with expected delivery in the long-term (2032-2051); and,
- other projects where delivery timelines will be determined in response to growth-related demand, land acquisition opportunities, development-related opportunities and/or future capital programming.

Taken together, the projected phasing includes 45% of planned infrastructure projects in Midtown being delivered in the first 10-years of the Strategy (2021-2031), with the remaining 55% of projects generally being delivered from 2032-2051 and in response to growth-related demand and delivery opportunities.

Long-term and other projects that are not included in the 10-year capital plan and budget will be considered as part of future annual updates to the capital budget and plan and/or future development application reviews when conditions support their advancement. Inclusion of projects in future capital plans will be determined by the relevant Divisions, Agencies and School Boards in accordance with their respective approaches to project evaluation and prioritization, and subject to feasibility analysis, land availability, funding availability and Provincial approval, where applicable.

Given that continued growth in Midtown is expected over the next 30 years, ongoing monitoring and coordination will be important to ensure requirements, priorities and phasing reflect changing conditions and implementation opportunities over time. Any refinements to the project list will be reflected in future monitoring reports to Council.

The full list of projected infrastructure projects is provided in Sections 5.2 to 5.6 of the Implementation Strategy. Key highlights of projects that will be phased in over the long-term and/or in response to growth, demand and delivery opportunities include:

- New child care facilities;
- Potential new school at Canada Square, and various other school projects that will be defined to address the pupil demands;
- Mount Pleasant Library relocation;
- Potential expanded or new community recreation centre;
- Relocation of Central Eglinton Community Centre, and other new and replacement human service/community spaces;
- New parks, such as potential parks decking the Davisville Yard and the TTC Trench; and,
- Various Public Realm Moves.

6. Key Actions

Section 5.8 of the Implementation Strategy identifies nine key actions to focus efforts by City staff and external partners to advance near and mid-term projects, and prepare for advancing long-term projects in the future. Several of these key actions are already underway, while others represent new initiatives and approaches that should be advanced to support a more coordinated approach to project delivery in Midtown.

Key Actions to Support Near & Mid-term Projects

1. Through future budget submissions and development application reviews, identify and allocate funding for near and mid-term projects that currently have either partial or no funding identified.

Projects identified for implementation in the near and mid-term with only partial or no funding currently identified should be scoped, aligned with funding sources and brought forward in future budget processes or secured through the development application review process to advance delivery within the next 10 years. Coordination across Divisions, Agencies and Boards and with development should be explored for opportunities to optimize planned investments and potentially unlock funding and delivery opportunities for these projects.

2. Initiate annual capital integration meetings to support inter-divisional coordination earlier in the project lifecycle.

Existing capital coordination tools at the City have been focused on the latter stages of the project lifecycle, particularly in terms of construction coordination in order to minimize disturbance and cost. However, coordination earlier on in the project lifecycle is critical to optimizing investment dollars and project outcomes. For projects in Midtown, there is an opportunity for Divisions to meet jointly during the annual capital planning process to review planned projects within the rolling five to 10-year timeframe, as well as active development applications, and evaluate opportunities to coordinate project planning, design and/or construction, and/or leverage planned projects to deliver additional improvements. Outcomes could include adjusted scope and delivery timelines (resulting from project bundling or sequencing) to optimize public benefits through coordination, and/or adjustments to the project management and delivery approach.

The annual capital planning process also allows for a coordinated review of evolving needs in Midtown within the context of rapid growth.

3. Align iterative updates to the Midtown Infrastructure Implementation Strategy and Divisional, Agency and Board strategic plans, facility master plans, and long-term accommodation plans.

The Strategy reflects current Divisional, Agency and School Board strategies and plans regarding capital needs and facilities planning. Future updates to these strategies and plans should integrate the Strategy's priorities and recommendations for Midtown where necessary, and identify any priorities, projects or recommendations that should be updated within the Strategy over time. Alignment across the strategies and plans can be reviewed as part of the Strategy's five-year monitoring report to Council, as well as through the annual capital planning process.

4. Expand and improve parkland by:

- *prioritizing parkland dedication over cash-in-lieu wherever appropriate;*
- *continuing to acquire new parkland; and,*
- *leveraging existing City assets (e.g. city-owned parking lots, transit facilities, existing parks).*

Significant challenges exist in Midtown for expanding parkland, largely due to the high cost of land and strong competition in the real estate market. Nonetheless, the City has succeeded in expanding the park system through on-site parkland dedications, off-site parkland dedications and City acquisitions and transfers. PF&R will continue to pursue parkland dedications, purchases and other land acquisitions to expand the parks system, guided by the locations identified in the Strategy and their Divisional prioritization criteria. Specifically, PF&R will focus dedications and acquisitions in strategic locations, such as land assemblies that build on existing parks and previously acquired land. City Divisions and agencies will need to support this outcome by placing a stronger focus on leveraging existing City assets to improve and expand parkland.

5. Secure and deliver public realm improvements through the development application review process and future capital programming, in accordance with the Public Realm Move concept plans.

The Public Realm Implementation Strategy (provided as an Appendix to the broader Implementation Strategy, and Attachment 2 to this report) provides preliminary concept plans to guide the future design and delivery of nine of the eleven Public Realm Moves identified in the Yonge-Eglinton Secondary Plan, including the Eglinton Green Line, Park Street Loop, Davisville Community Street, Merton Street Promenade, Pailton Crescent Connector, Balliol Green Street, Midtown Greenways, Redpath Revisited, and Yonge Street Squares. The other two Public Realm Moves include the Yonge Street Extensions, which are being considered by Transportation Services as part of the ActiveTO Midtown Complete Streets Pilot Project; and, the Mount Pleasant Arboretum, which will be revisited following the outcomes of the ActiveTO Midtown Complete Streets Pilot Project.

The concept plans provided in the Public Realm Implementation Strategy are expected to inform the delivery of streetscape improvements in Midtown through:

- the review and approval of individual development proposals on immediately adjacent properties;
- opportunities to incorporate elements into the design of other City capital projects, such as road reconstruction to maintain state of good repair, subject to evaluation by Transportation Services as part of their capital planning process; and,
- capital projects advanced by the Civic Design Unit of City Planning where funding is secured through Section 37 contributions, philanthropy and/or local partnerships such as with Business Improvement Areas.

Key Actions to Support Long-term Projects

6. Identify sites with potential to accommodate community facilities through the development review process and in partnership with CreateTO.

Several planned community facilities in Midtown are dependent on securing new sites, which can be challenging due to the limited number of potential sites that are available, and stiff competition between different community uses, and with private development. For example, within the 30 year plan horizon there will be a need for new school sites, as well as sites for new child care facilities, community spaces and the relocation of the Central Eglinton Community Centre and Mount Pleasant Library. Opportunities to secure new sites, either for standalone facilities or facilities that are integrated with other public uses or private development, will continue to be evaluated through the development application review process, and by CreateTO through its mandate to manage the City's real estate portfolio and develop City buildings and lands for municipal purposes, including through municipally-driven redevelopment opportunities.

7. Complete stakeholder consultation for the ongoing Davisville Yard and McBrien Study.

The Davisville Yard and McBrien Study Stage 1 was initiated in 2021 to explore the feasibility of a decking structure over the Davisville rail yard to accommodate a new signature park and development scenarios, alongside redevelopment of the current TTC office space at 1900 Yonge Street and potential reconfiguration of existing transit operations. Stakeholder and public consultation, including with local resident associations, commenced in Q2 2022 to inform the Vision and the Guiding Principles, as an important next step in the study process.

8. Advance the TTC Trench Decking Feasibility study.

PF&R, in consultation with the TTC, other City Divisions and community stakeholders, will lead a Technical Feasibility Review evaluating opportunities to deck the TTC Trench between Imperial Street and Berwick Avenue. The review will explore engineering feasibility considerations, design and programming opportunities, applicable funding and partnership opportunities, and will outline a proposed conceptual design, costing estimates and phasing and project delivery recommendations. The planning is projected

to be initiated in the near-term (2021-2026) subject to available funding and will be informed by the Midtown Parks and Public Realm Plan (2018) and directions established through the Davisville Yard study.

9. Prepare for new projects to be advanced in future capital plans by:

- *pre-screening and prioritizing long-term projects; and,*
- *undertaking the necessary evaluation and feasibility analysis to support implementation of candidate projects.*

Long-term projects, and projects whose timing is dependent on future capital programming, will require further evaluation and feasibility analysis before they can be advanced as part of Divisional, Agency or School Board strategic plans and future annual updates to either the City's capital plan, or capital plans prepared by the Agencies and/or School Boards.

Project screening and prioritization is traditionally undertaken by Divisions, Agencies and School Boards through their respective facility master plans and other strategies and plans that support capital planning. It is critical for Divisions, Agencies and School Boards to anticipate and continue capturing key Midtown projects within their screening and prioritization processes in order to identify which projects meet their criteria to be advanced for further evaluation and feasibility analysis first. This will ensure Divisions, Agencies and School Boards are well-positioned to include new Midtown projects in capital plans as needs emerge over time. Notably, the Transportation Services Division is currently developing a pre-screening approach for evaluating long-term projects, as a complement to their traditional capital planning tools which focus primarily on near and mid-term needs. It is expected this pre-screening approach will be used to further evaluate and advance public realm projects in Midtown, as opportunities arise.

7. Monitoring Framework

The Yonge-Eglinton Secondary Plan (Policy 9.2.3) requires the City to monitor and report to Council on the provision of infrastructure in Midtown every five years in order to ensure requirements, priorities and phasing reflect changing conditions over time. To support future monitoring reports to Council, Section 6 of the Implementation Strategy includes a monitoring framework, with:

- measurable indicators across all infrastructure types;
- additional reporting requirements regarding achievements and updates; and
- roles and responsibilities for data collection and report preparation.

It is anticipated that the first five-year monitoring report will be released by 2027. Additionally, City Planning will provide an annual summary of development activity in Midtown to the implementing Divisions, Agencies and School Boards in order to inform ongoing capital needs assessments and annual capital planning.

8. Related Initiatives

The implementation of infrastructure in Midtown will continue to be informed by and coordinated with various initiatives, both city-wide and area-specific, including the Eglinton Crosstown, TTC Line 1 Monitoring, ActiveTO Yonge Street Pilot, Cycling Network Plan, Basement Flooding Study (Area 40), Davisville Yard and McBrien Site Study, and Canada Square Redevelopment. More information on each is provided in Section 5.7 of the Strategy.

9. Conclusion & Next Steps

The Strategy reflects collaboration across Divisions, Agencies and the School Boards to establish a shared understanding of priorities for advancing infrastructure and facility improvements in Midtown over the near, mid and long-term in order to address existing gaps and future needs so that the area evolves as a complete community.

Next steps for ongoing project implementation and coordination across Divisions, Agencies, School Boards and with development will be focused on annual development tracking and capital planning, alongside the ongoing review of development applications and advancement of project-specific studies. In particular:

- City Planning will prepare an annual summary of development activity in the Yonge-Eglinton Secondary Plan area each year in Q2, and share the summary with PF&R, Transportation Services, and Toronto Water to inform their evaluation of capital needs and priorities as part of the annual update to the 10-year Capital Plan and Budget; and,
- The core members of the inter-divisional working group, including PF&R, Transportation Services, Toronto Water, and City Planning will meet annually for the purpose of coordinating Midtown project phasing and delivery through Divisional capital plans, and tracking implementation progress.

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ATTACHMENTS

1. Midtown Infrastructure Implementation Strategy
2. Appendix 1: Public Realm Implementation Strategy
3. Parks Consultation Summary
4. YESP Decision History & Status Update on Council Motions

All attachments provided under separate cover