

Midtown Infrastructure Implementation Strategy



April 2022



Land Acknowledgement

We acknowledge the land within Midtown is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

African Ancestral Acknowledgement

The City of Toronto acknowledges all Treaty peoples – including those who came here as settlers – as migrants either in this generation or in generations past – and those of us who came here involuntarily, particularly those brought to these lands as a result of the Trans-Atlantic Slave Trade and Slavery. We pay tribute to those ancestors of African origin and descent.

Prepared by:

City of Toronto

City Planning Division

Strategic Initiatives Policy & Analysis

In collaboration with:

Parks, Forestry and Recreation

Transportation Services

Toronto Water

Toronto Public Library

Toronto Children's Services

Social Development, Finance and Administration Toronto

Toronto District School Board

Toronto Catholic District School Board

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List of Acronyms

BFFP – Basement Flooding Protection Program
BIA – Business Improvement Area
CBC – Community Benefits Charge
CIL – Cash In Lieu
CRC – Community Recreation Centre
CREM – Corporate Real Estate Management
CS – Children’s Services
CP – City Planning
CS&F – Community Services & Facilities
DC – Development Charges
ECS – Engineering & Construction Services
FAAB – Financial Analysis and Accountability Branch
FMP – Facilities Master Plan
GTA – Greater Toronto Area
ICU – Infrastructure Coordination Unit
LOS – Level of Service
LRT – Light Rail Transit
MIF – Midtown in Focus
OPA – Official Plan Amendment
PF&R – Parks, Forestry & Recreation
POPS – Privately-Owned Publicly Accessible Spaces
PPR Plan – Parks and Public Realm Plan
SME – Subject Matter Expert
SOGR – State of Good Repair
SPA – Site Plan Application
TCDSB – Toronto Catholic District School Board
TDSB – Toronto District School Board
TPL – Toronto Public Library
TS – Transportation Services
TTC – Toronto Transit Commission
TW – Toronto Water
UF – Urban Forestry
UGC – Urban Growth Centre
WWF – Wet Weather Flow
YESP – Yonge Eglinton Secondary Plan Area
ZBA – Zoning By-Law Amendment

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Executive Summary

Growth Context

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.

Approach

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:

- 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;
- documents 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.

Delivery Mechanisms

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, such as Development Charges and 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. The School Boards and the Toronto Public Library are expected to deliver a small, but important, share of the projects, as well.

Funding

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.

Coordination

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.

Key Actions

Nine key actions are identified in the Strategy 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. The key actions are as follows:

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.
2. Initiate annual capital integration meetings to support inter-divisional coordination earlier in the project lifecycle.
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.
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).
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.
6. Identify sites with potential to accommodate community facilities through the development review process and in partnership with CreateTO.
7. Complete stakeholder consultation for the ongoing Davisville Yard and McBrien Study.
8. Advance the TTC Trench Decking Feasibility 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.

Monitoring Framework

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.

Appendix 1

Complementing the broader Infrastructure Implementation Strategy, a Public Realm Implementation Strategy (Appendix 1) 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.

1

Introduction

1.1 Overview

1.2 Structure

1. Introduction

This Midtown Infrastructure Implementation Strategy supports planning for growth and change in one of Toronto’s fastest growing communities centred at the intersection of Yonge Street and Eglinton Avenue. An overview of the Strategy and its structure are provided below.

1.1. Overview

The purpose of the Midtown Infrastructure Implementation Strategy is to provide a roadmap for delivering improvements to community services and facilities, parks, the public realm, local transportation and municipal services in the YESP (Official Plan Amendment 405) in order to address existing gaps and future needs as the community grows and evolves over time. The Strategy is based on the principle that population growth will be matched with investment in community facilities and infrastructure that is phased in over time to ensure that improvements keep pace with growth.

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.

The Strategy is intended to inform a coordinated approach to development review and capital planning for Midtown across City Divisions (including but not limited to Parks, Forestry & Recreation, Transportation Services, Toronto Water, and City Planning), and identifies appropriate delivery mechanisms, funding sources, and phasing for planned improvements. Recommended project phasing reflects Divisional prioritization frameworks and capital coordination opportunities. To ensure requirements and priorities reflect changing conditions over time, the Strategy identifies indicators that will be tracked in a monitoring report to Council every five years.

1.2. Structure

The sections of this Strategy serve as building blocks for sharing information on where we are coming from, where we are going, and how we will get there. The intent is to provide a holistic view of the planning and development context in Midtown, alongside clear documentation of City processes, procedures, tools and key actions for funding and delivering infrastructure and facilities that are required to meet the community’s evolving needs and to serve future growth. In this way, the Strategy is intended to serve as a consolidated resource for City staff across the various Divisions involved in delivering infrastructure and facilities, as well as for Council and the community – so that they may have confidence in the vision for Midtown and the City’s approach for ensuring infrastructure keeps pace with growth.

The remaining sections of the Strategy include:

2. **Background** information on the genesis of the YESP, and Council direction for the Infrastructure Implementation Strategy;
3. An overview of **Midtown Today and Tomorrow**, in terms of the community's demographic, built form and infrastructure characteristics, and estimated future growth;
4. The **Funding & Delivery Toolbox**, including growth funding tools, Divisional and external capital programs, development review and approvals, and other funding sources and implementation tools;
5. **Infrastructure Needs & Phasing Plan**, including the approach to project prioritization and coordination, and documentation of

existing facilities and future needs, delivery mechanisms, and recommended phasing for future projects. A sub-section is provided for each infrastructure and facility type, including community facilities (child care, libraries, schools, recreation facilities and human services), parks, public realm, local transportation and municipal servicing (watermains and sewers), followed by an overall summary and key actions to focus efforts by City staff and external partners; and,

6. The **Monitoring Framework** for tracking implementation progress through measurable indicators, and ensuring infrastructure requirements and priorities reflect changing conditions over time.

2

Background

- 2.1 Midtown in Focus Plan and OPA 289**
- 2.2 Yonge-Eglinton Secondary Plan and OPA 405**
- 2.3 Midtown Zoning Review**

2. Background

The genesis of planning for growth and change in Midtown is outlined below, extending from the Midtown in Focus study in 2012 to the new Yonge Eglinton Secondary Plan (YESP) approved in 2019 and 2021-2022 Zoning Review, which was initiated concurrently with this Infrastructure Implementation Strategy to fulfill the vision for Midtown (Figure 1).

2.1. Midtown in Focus Plan and OPA 289

The City of Toronto initiated the Midtown in Focus study in 2012 to explore public realm improvements in the Yonge-Eglinton Urban Growth Centre and surrounding area. The resulting Midtown in Focus: Parks, Open Space and Streetscape Master Plan (MIF Plan) established a comprehensive vision and a flexible, phased approach for improving parks, open spaces and streetscapes to create a high-quality public realm for the Midtown study area.

Council adopted the MIF Plan in 2014 and supported its use as an input to:

- prioritizing local capital investment;
- obtaining and directing Section 37 funds for community improvements;
- identifying a parkland acquisition strategy; and
- guiding the review of development applications.

The MIF Plan informed policy amendments to the YESP through Official Plan Amendment (OPA) 289, including a new public realm structure plan, adopted by Council in 2015.

2.2. Yonge-Eglinton Secondary Plan and OPA 405

In June 2015, Council directed City Planning to undertake further review of the YESP in consultation with other City Divisions, the public and stakeholders. The Secondary Plan review focused on:

- promoting appropriate built form and improvements to the public realm;
- defining growth and stable areas and the relationships between them;
- quantifying estimated potential growth in the area; and
- assessing physical and social infrastructure to identify existing and anticipated shortfalls.

Following three years of study, in May 2018 City Planning recommended a new YESP through OPA 405 (Map 1). The YESP provides a framework to ensure Midtown develops as a complete community, maintains the diversity of its neighbourhoods and integrates land use and infrastructure planning. The Secondary Plan includes policy direction to direct growth and built form in Midtown's 22 Character Areas, along with eleven Public Realm Moves, new and expanded parks and open spaces, community services and facilities, and strategies for housing, energy and mobility throughout the area.

Council adopted OPA 405 with amendments, endorsing the Midtown Parks and Public Realm Plan and Community Services and Facilities Strategy, and directing City Staff to coordinate and prepare Infrastructure Implementation Strategies for parks, public realm, community services and facilities, transportation and municipal servicing. Under Section 26 of the *Planning Act*, the Provincial Minister of Municipal Affairs issued his approval of OPA 405 in June 2019, with modifications that included the contemplation of greater height ranges for development in certain areas of Midtown.

2.3. Midtown Zoning Review

Through its adoption of OPA405, Council directed staff to undertake a zoning review of Midtown’s Character Areas to implement the land use and built form policies of the YESP and provide clarity on anticipated growth. The Midtown Zoning Review is supported by a consultant-led Built Form Study to develop appropriate built form standards that respond to area characteristics and height ranges in the YESP policies, while considering site-specific conditions. The Study

also identified built form scenarios to estimate potential increased population and jobs resulting from Provincial modifications to the YESP.

The Midtown Zoning Review has been undertaken concurrently with the development of the Midtown Infrastructure Implementation Strategy, to inform anticipated growth and coordinate the consideration of holding provisions that may be implemented through zoning to ensure adequate infrastructure, as appropriate.

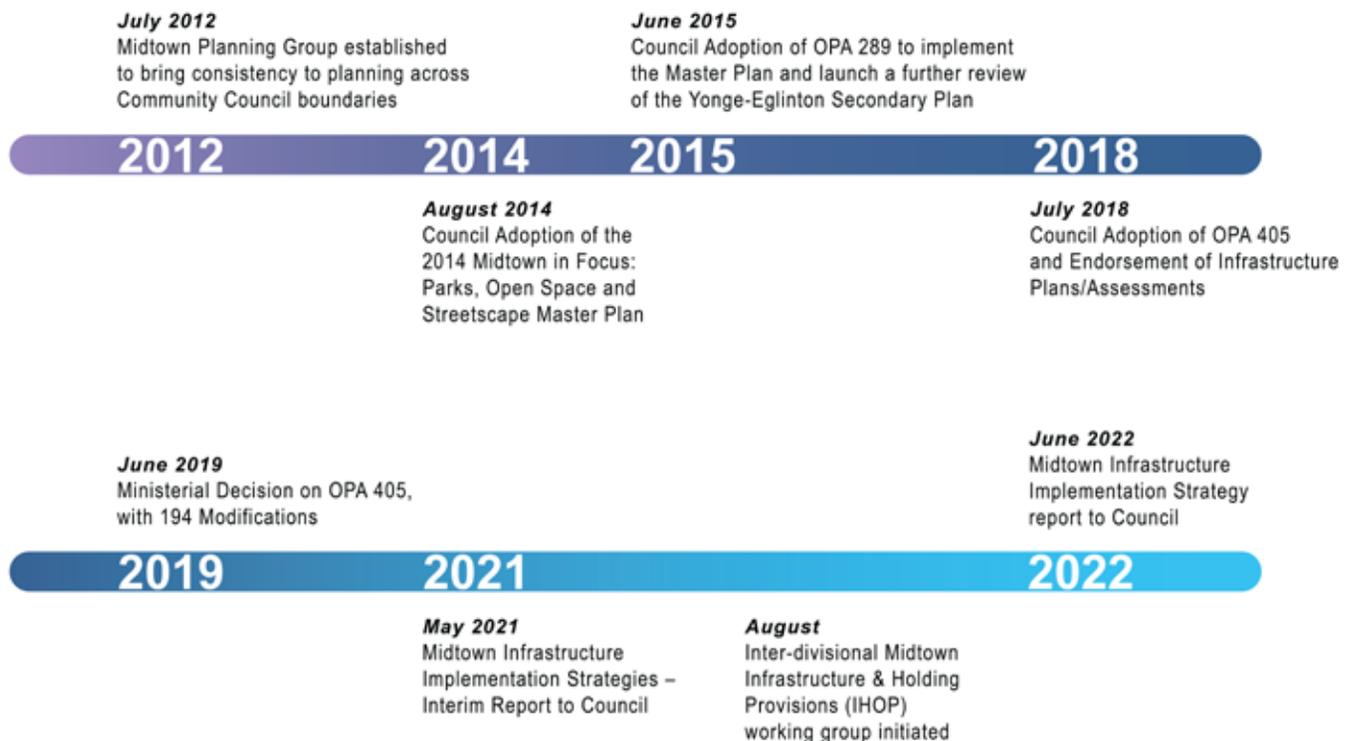
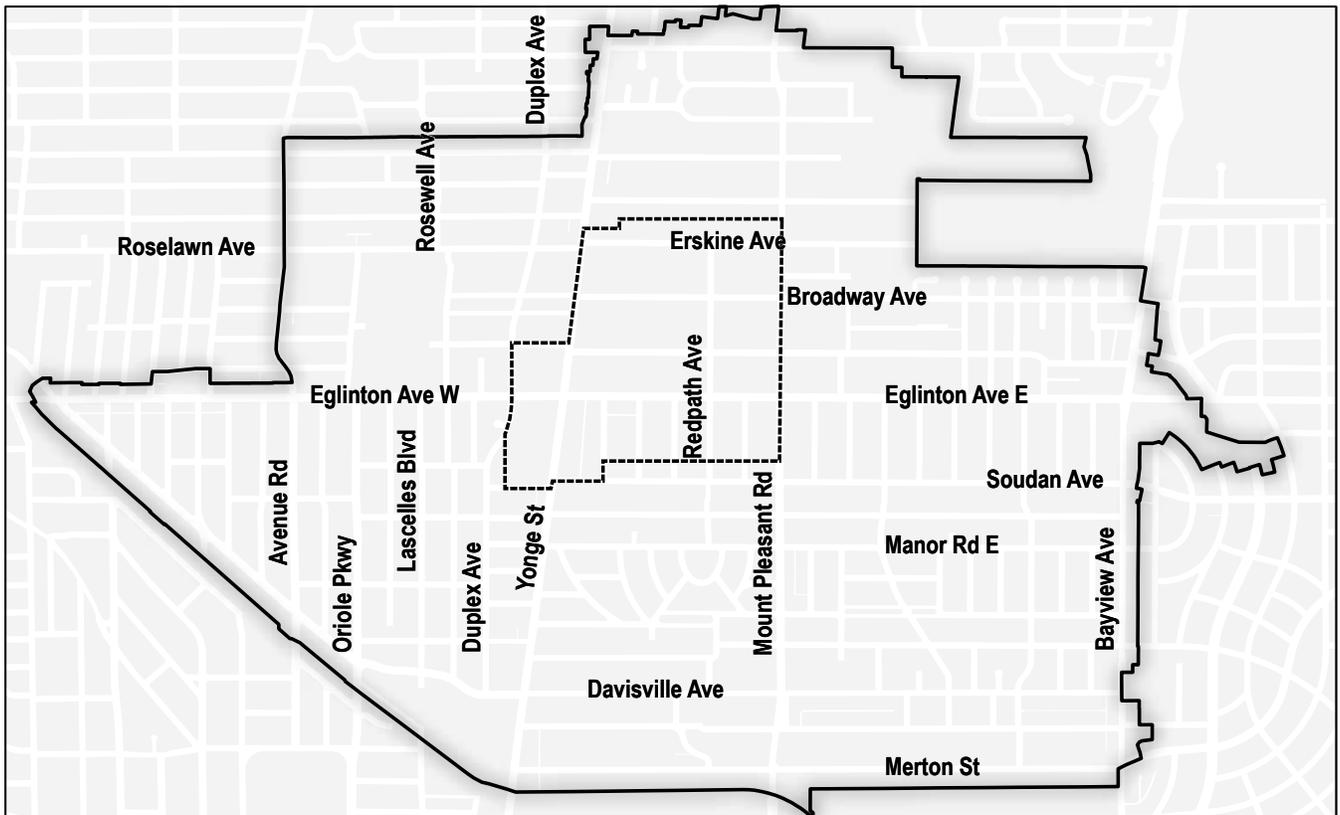


Figure 1: Overview Timeline of Midtown Initiatives



Bird's eye view of Yonge-Eglinton



- Yonge-Eglinton Secondary Plan / Midtown Study Area Boundary
- ▤ Yonge-Eglinton Centre

Map 1: Midtown Study Area

3

Midtown Today & Tomorrow

- 3.1 Midtown Today
- 3.2 Growth Estimate
- 3.3 Development Activity

3. Midtown Today & Tomorrow

The following section provides an overview of Midtown today – including the community’s demographic, built form and infrastructure characteristics – and estimated growth based on land use policies in the Yonge-Eglinton Secondary Plan (YESP) (Official Plan Amendment 405) and a complementary built form study. The profile of Midtown ‘today and tomorrow’ provided in this section forms a critical part of the foundation for determining the infrastructure and facility needs of Midtown over the near, mid and long-term, as well as phasing plans, outlined in Section 5 of this Strategy.

3.1. Midtown Today

3.1.1. Equity

Within the context of the COVID-19 pandemic, which has had a disproportionate impact on racialized, Indigenous and equity-deserving communities, the City has reinforced an equity lens for directing resources and renewing its practices to better serve vulnerable communities and redress existing inequalities. Equity is increasingly considered as part of the evaluation for where and how to prioritize and deliver many types of new infrastructure, facilities and services – including many of those addressed in this Strategy.

Measures of ethnic origin and income can serve as indicators for race and equity. Based on data from the 2016 Census, Midtown is home to significantly more people of European origin, and fewer people of Caribbean, African or Asian origin than the city-wide average (Figure 2).

The incidence of low income households in Midtown is also lower than the city-wide average,

at 15.9% versus 20.2%. More generally, the average income for households in Midtown is \$116,000, which is slightly higher than the city-wide average income of \$103,000 (Figure 3).

Within this context, Midtown is not considered a priority area in terms of improving access to services and infrastructure for equity-deserving communities.

Midtown has also not been identified as a Neighbourhood Improvement Area under the Toronto Strong Neighbourhoods Strategy 2020. As such, the urgency for directing improvements to Midtown is based on other measures highlighted in this section of the report, primarily with regard to shifting demographics, existing infrastructure and facility deficiencies, and significant population growth at a scale unlike that experienced by most other parts of the city.

3.1.2. Age Profile

As of 2016, the latest year for which Census data was available at the time of this report, Midtown was home to 62,320 people, with shifting demographics represented by a growing number of children and older adults, alongside a stable proportion of working age adults (63%) that remain slightly above the city-wide average rate of 57% (Figure 4 & 5).

Notably, the proportion of children 0-14 years in Midtown steadily increased from 2006 to 2016 by 25%, while city-wide the proportion of children 0-14 years declined. Between 2006 and 2016, the proportion of adults 65 years and over in Midtown also increased by 43%, which is double the city-wide rate (Figure 4, 2018 Community Services & Facilities Strategy).

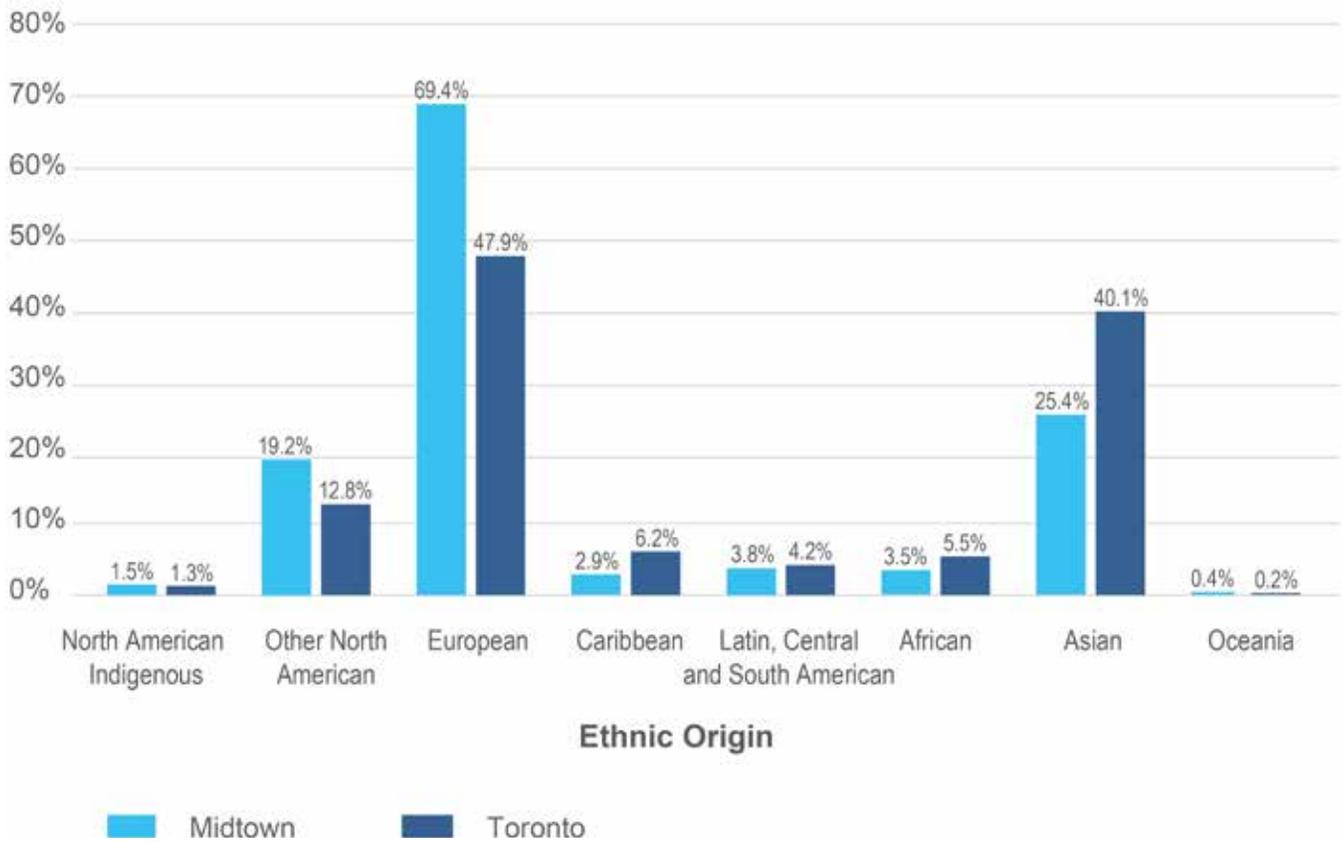


Figure 2: Ethnic Origin of Population in Midtown and Toronto (2016)



Figure 3: Average Household Income in Midtown & Toronto (2016)

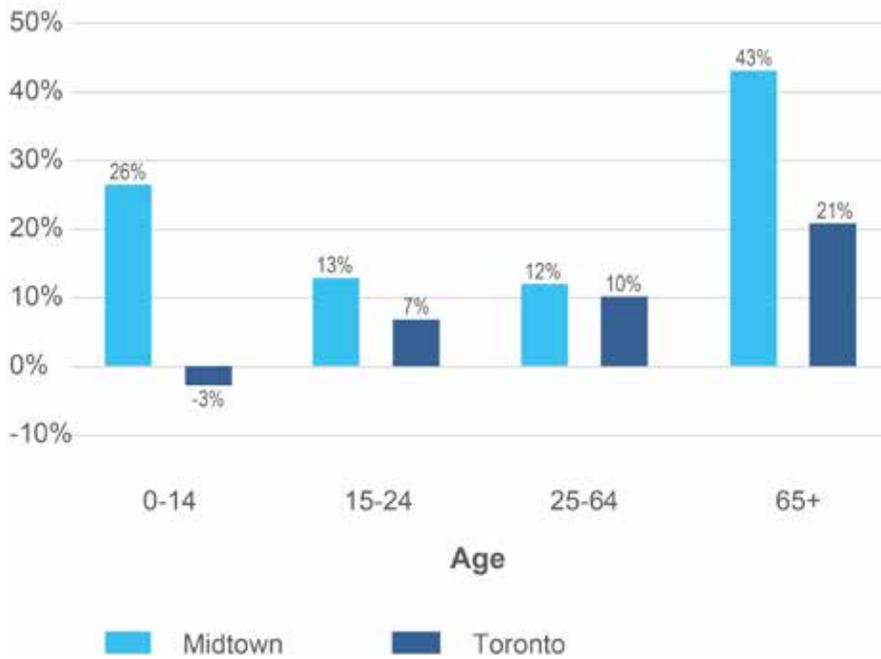


Figure 4: Percentage Change in Age Groups, Midtown and City, 2006 to 2016

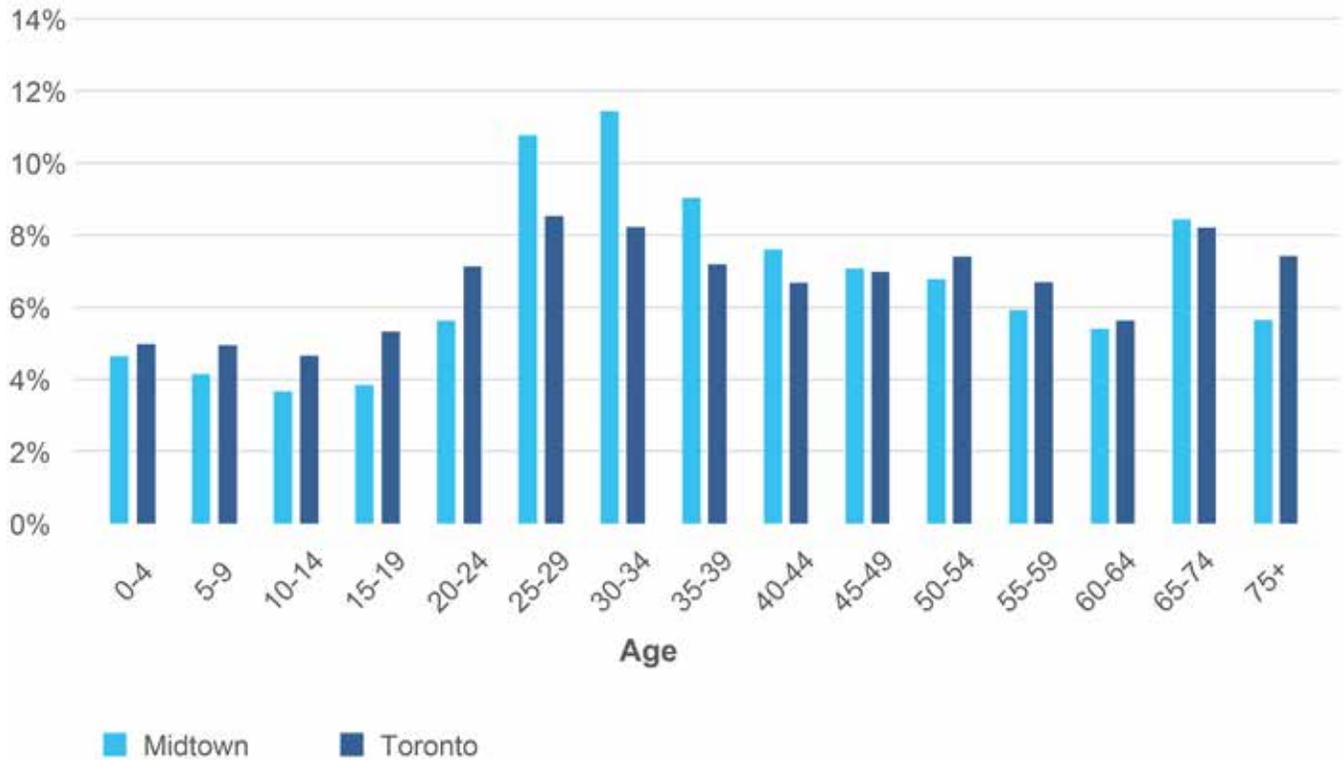


Figure 5: Age Distribution in Midtown and Toronto (2016)

3.1.3. Built Form

In terms of built form, in 2016, 25% of Midtown residents lived in low-rise building types (including single and semi-detached homes, row houses or duplexes), 15% lived in multi-unit buildings less than five storeys in height, and 60% lived in a multi-unit building types five or more storeys in height. Given these built form characteristics, residents in Midtown today are more likely to live in medium and high-rise buildings than residents in other parts of the city (Figure 6).

3.1.4. Infrastructure & Facilities

Infrastructure and facility needs assessments completed in 2018 and updated in 2021-2022 found that Midtown’s existing population is sufficiently served by child care centres, libraries and recreation facilities. However, the assessments identified a number of existing infrastructure and facility gaps, including that:

- elementary schools are over capacity;
- human services organizations face challenges accessing affordable, secure spaces to meet demand;

- the park provision rate is well below the city-wide average and declining;
- the local transportation network includes narrow sidewalks, missing links, long uninterrupted blocks, and few comfortable cycling facilities; and,
- ongoing upgrades to sewers and watermains are needed for non-growth related state of good repair (SOGR) and service level improvements.

As part of capital planning and development review, work has been ongoing to deliver infrastructure and service improvements to the Midtown area to address existing gaps and future needs.

Section 5 of this report provides further information on current infrastructure and facilities in Midtown, recent projects that have been delivered or are in delivery, and future projects that will delivered to serve the needs of a growing population over the near, mid and long-term.

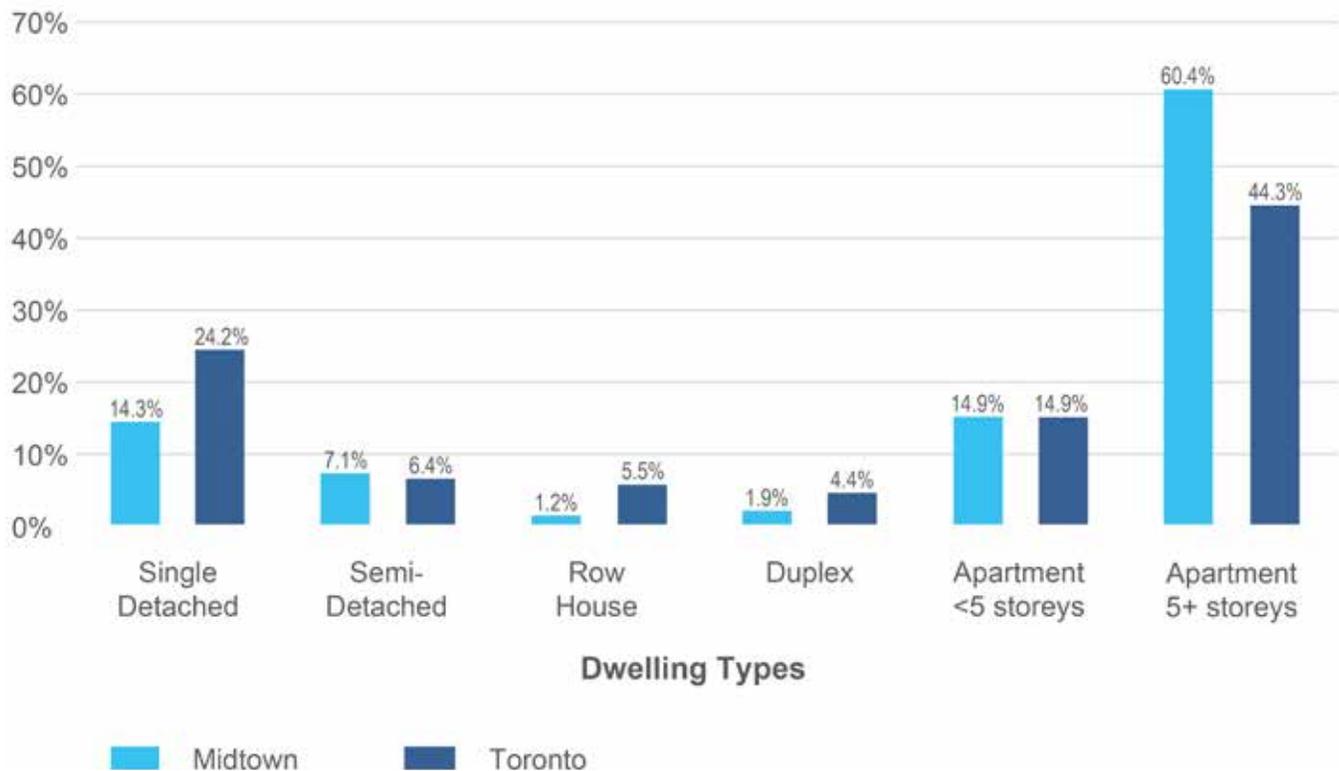


Figure 6: Structural Dwelling Types in Midtown and Toronto, 2016



CHILD CARE

50% OF 0-4 POPULATION SERVED

Child care provision in Midtown meets the City's target of serving 50% of the 0-4 year old population



SCHOOLS

2,500 PUPIL SPACE SHORTAGE

Midtown has a shortage of 2,500 elementary pupil spaces to serve the existing population.



LIBRARIES

MOUNT PLEASANT LIBRARY BRANCH SIZE: 6,000 SF

At 6,000 sf, Mount Pleasant Library Branch is an under-sized Neighbourhood Library Branch (target size is 10-20,000 sf)

NORTHERN DISTRICT LIBRARY BRANCH SIZE: 45,750 SF

Northern District Library is a well-sized District Library, but requires renovation to introduce key library services that are currently unavailable



RECREATION

EXISTING CRCs PER POPULATION: 2 PER 62,632 PEOPLE

The provision of CRCs in Midtown within the City's target of 1:34,000 people



PARKS

5.8m² PARKLAND PER RESIDENT

The park provision rate in Midtown is well below the City-wide average of 28m² per resident



ACTIVE TRANSPORTATION

WALKING 10.4% AND CYCLING 2.1%

Improvements to the local transportation network are needed to support higher walking and cycling mode shares



MUNICIPAL SERVICING

NEED FOR ONGOING UPGRADES

Ongoing sewer and watermain upgrades are needed to maintain municipal services in Midtown

Figure 7: Existing Infrastructure & Facility Conditions

3.2. Growth Estimate

An original growth estimate prepared in 2017 was used to inform the 2018 Midtown Community Services & Facilities Strategy and the 2018 Yonge-Eglinton Municipal Servicing Assessment. After the Ministerial approval and modification of the YESP, staff revised the population and employment estimates in August 2021 to reflect the modified policy framework. It is now estimated that Midtown’s population will grow by ~150%, from ~62,000 people in 2016 to 156,000 people at build out in 2051 (Table 1). This increase of 93,000 people over the next thirty years is 20,000 people more than was estimated in 2017 based on the Council-approved Plan (Table 1). Notably, over half of the population growth in Midtown is expected to occur within the Yonge-Eglinton Urban Growth Centre (UGC), which is estimated to grow from ~19,500 to ~67,000 people, or 247%, by 2051 (Table 1). Across the Midtown area as a whole, the estimated population growth of over 93,000 people by 2051 is equivalent to adding more than the 2016 population of the City of Peterborough (Figure 11), and by 2051 Midtown’s population of 156,000 will be larger than the City of Barrie’s 2016 population (Figure 12).

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% (Table 2). Ministerial modifications to the YESP included changes to the requirements for the construction or replacement of office space, which resulted in approximately 3,000 fewer jobs than were estimated in 2017 based on the Council-approved Plan (Table 2). These modifications also affected the distribution of jobs within Midtown, as employment in the areas outside of the UGC is now estimated to remain steady or slightly decrease, while most of the job growth will occur within the UGC.

In terms of density, in 2016, the Yonge-Eglinton UGC already accommodated 575 people and jobs per hectare, exceeding the 400 people and jobs per hectare density target set out in the Provincial Growth Plan and the highest density of any UGC in Ontario. At the buildout of the Plan, the density is estimated to grow to 1,367 people and jobs per hectare. Across Midtown as a whole, density is expected to increase from 140 people and jobs per hectare in 2016, to 284 people and jobs per hectare at full buildout (Figure 10, Map 2 and 3).

Table 1: Midtown Population Growth Estimate (2016-2051)

Location	Existing Population (2016)	2051 Growth Estimates (Total Population)		Net New Population Growth (2016-2051)
		2051 Population (Nov 2017 Estimate)	2051 Population (Aug 2021 Estimate)	
Midtown (YESP Area)	62,320	135,332	155,832	93,512
Yonge-Eglinton UGC	19,309	58,034	66,944	47,635

Table 2: Midtown Employment Growth Estimate (2016-2051)

Location	Existing Jobs (2016)	2051 Growth Estimates (Total Jobs)		Net New Job Growth (2016-2051)
		2051 Jobs (Nov 2017 Estimate)	2051 Jobs (Aug 2021 Estimate)	
Midtown (YESP Area)	33,683	42,680	39,856	6,173
Yonge-Eglinton UGC	17,817	23,497	24,574	6,757



*each person is equal to 25,000 people

Figure 8: Population Growth in Midtown, 2016-2051

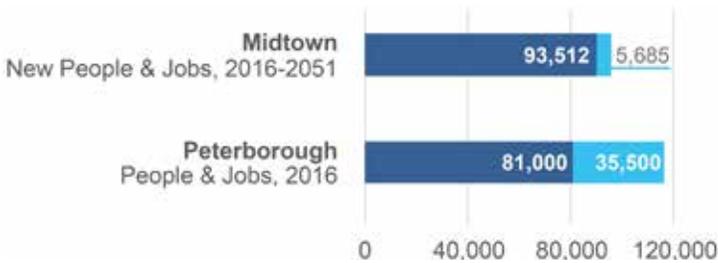


*each briefcase is equal to 5,000 people

Figure 9: Employment Growth in Midtown, 2016-2051

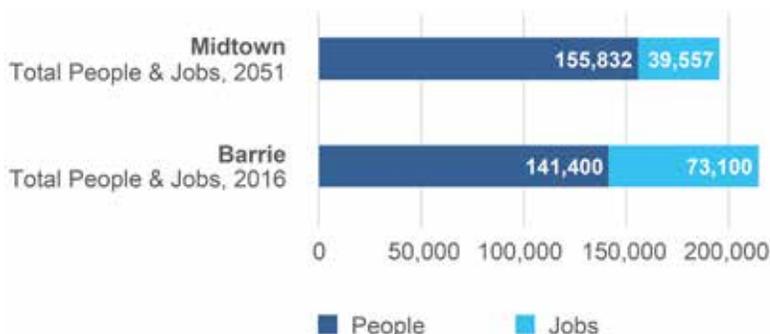


Figure 10: Density in Midtown (People & Jobs Per Hectare), 2016 & 2051



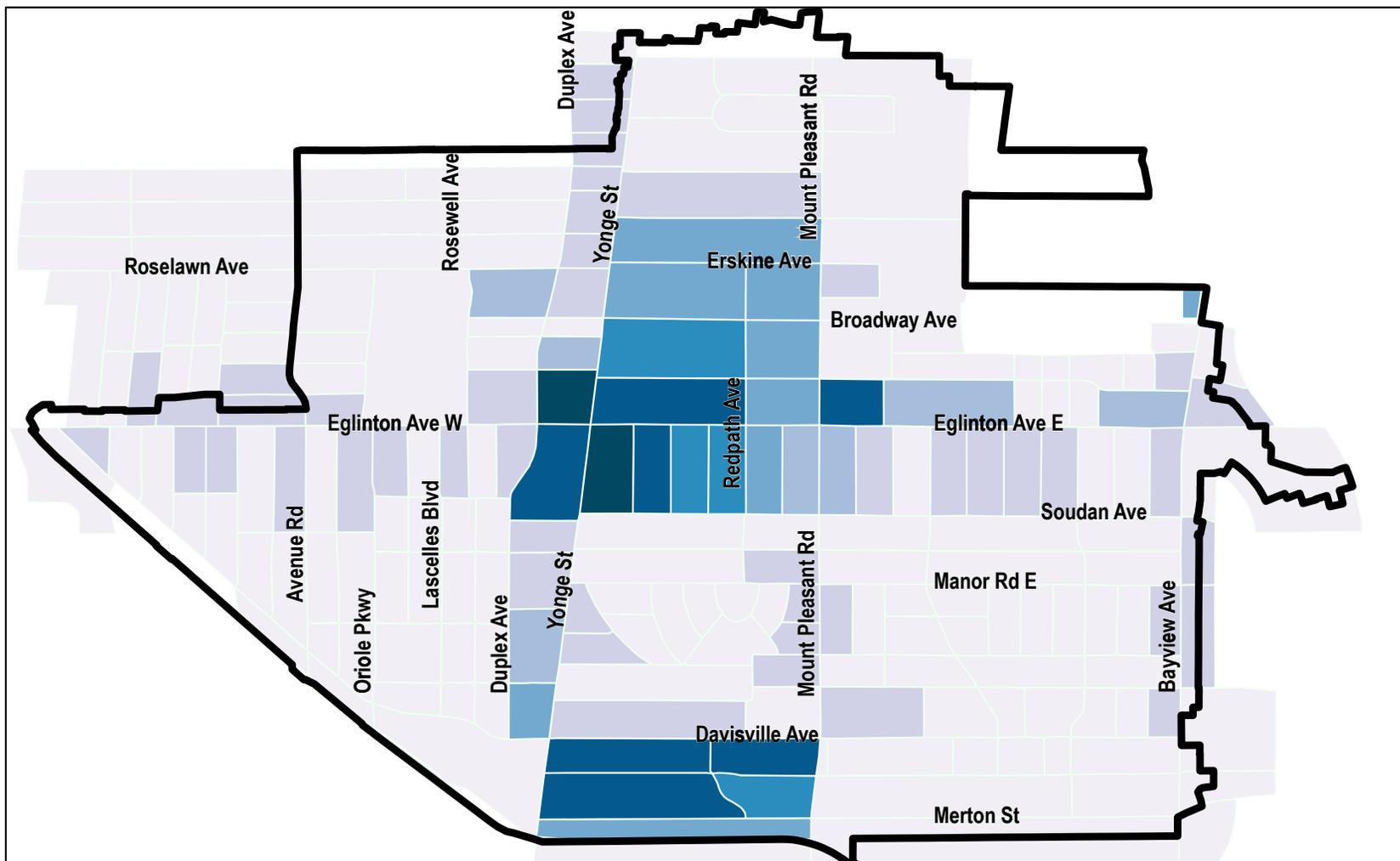
In the next 30 years, Midtown will grow by over 93,000 people, which is greater than the population of Peterborough in 2016.

Figure 11: Population Size Comparison – Midtown & Peterborough



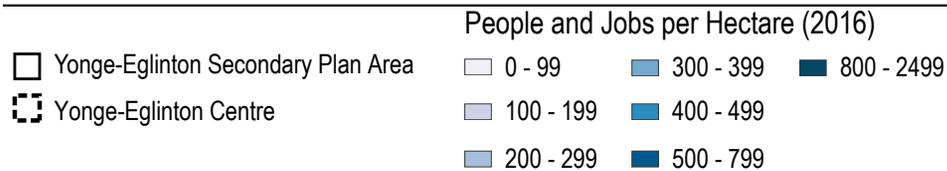
By 2051, Midtown's population of ~156,000 will be greater than the population of Barrie in 2016.

Figure 12: Population Size Comparison – Midtown & Barrie

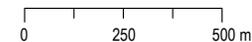


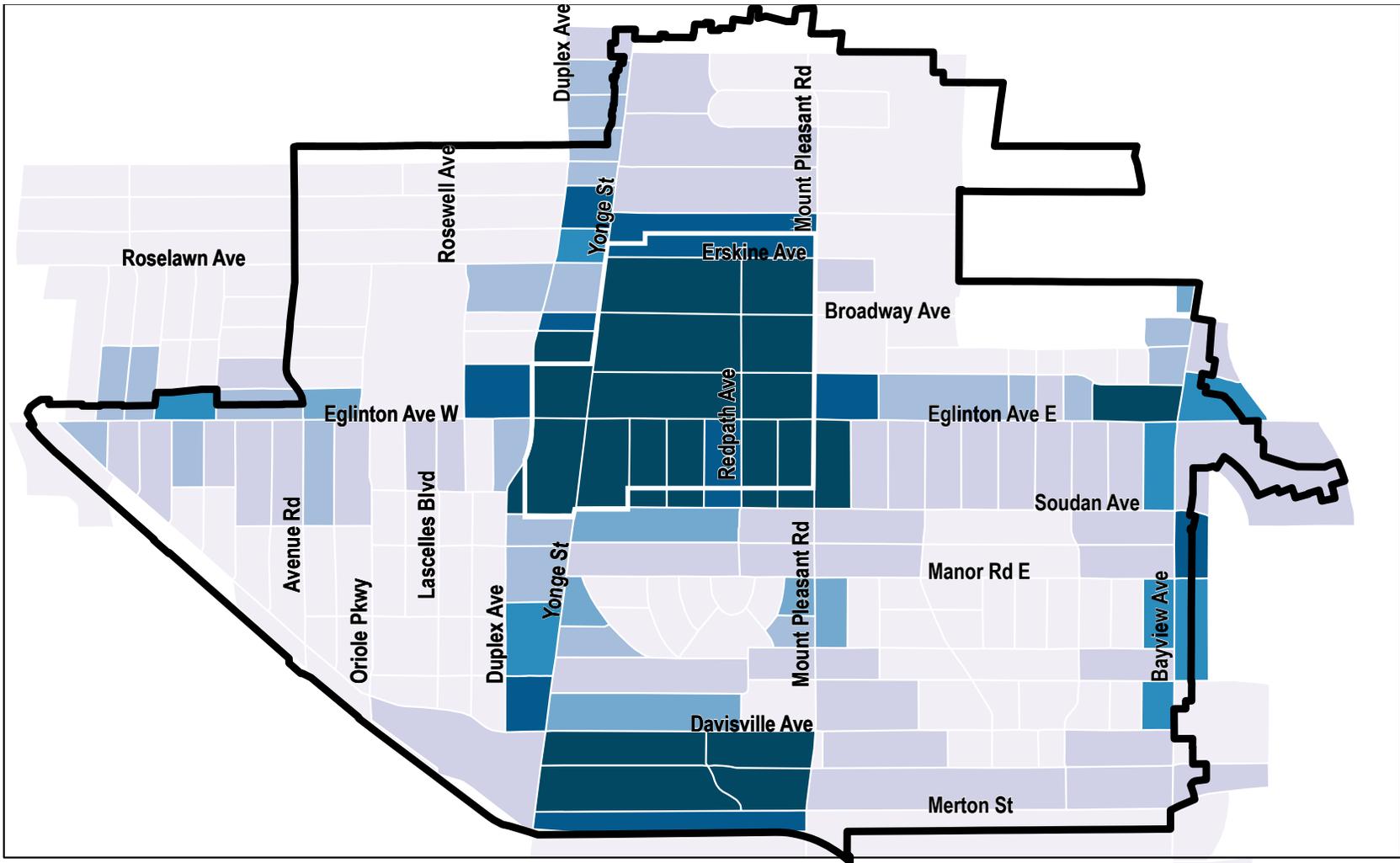
Midtown Infrastructure Implementation Strategy

Map 2. Midtown Existing Density (2016)



Population Data Source: Census of Canada 2016, Statistics Canada
Employment Data Source: Toronto Employment Survey 2016, City of Toronto





Midtown Infrastructure Implementation Strategy

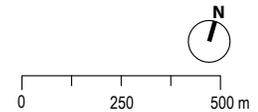
Map 3. Midtown Estimated Density (2051)

- Yonge-Eglinton Secondary Plan Area
- Yonge-Eglinton Centre

Estimated People and Jobs per Hectare (2051)

0 - 99	300 - 399	800 - 2499
100 - 199	400 - 499	
200 - 299	500 - 799	

Data Source: Planning Research and Analytics,
Toronto City Planning, Yonge-Eglinton Growth Estimate,
2021-08-12



3.3. Development Activity

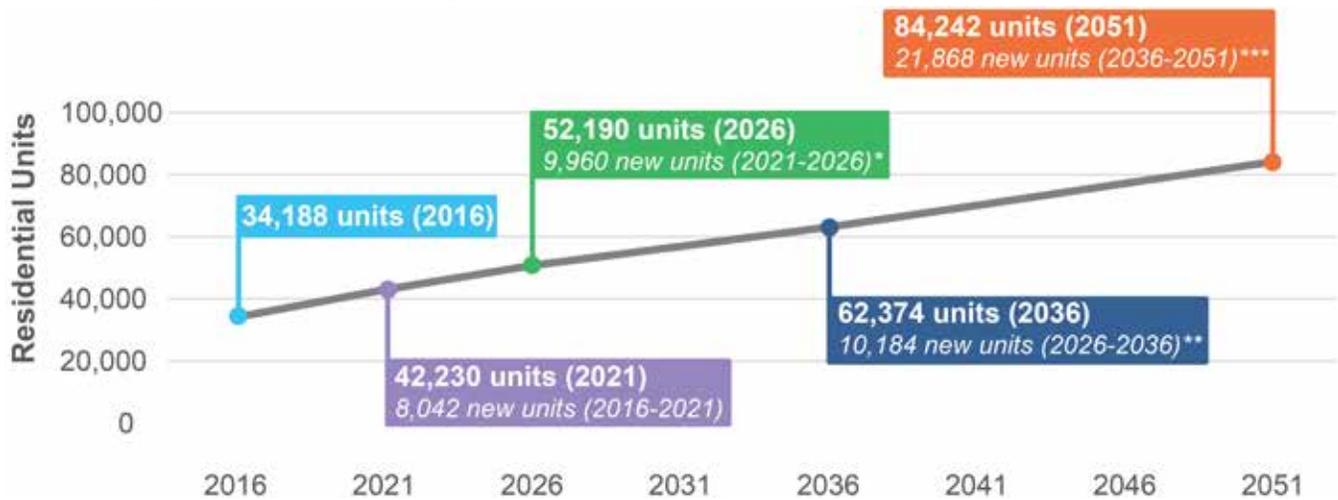
Midtown has experienced a large amount of development activity in recent years with the most projects of any secondary plan area in the city outside of the Downtown. In the period from 2016 to 2021, 27 projects were completed in Midtown, including 8,042 new residential units and approximately 43,439 square metres of non-residential gross floor area (Figure 13).

Consistent with the YESP, continued growth is expected during the next 30 years. Figure 13 below illustrates the estimated growth in residential units in Midtown over time, from 2021 to 2051, based on data from development applications and built form analysis undertaken by the City.

As of December 31, 2020, 67 projects within Midtown had been submitted to the City. Thirty-four of these projects have been approved, which include 9,960 residential units and 53,317 square metres of non-residential gross floor area. Since these projects have received planning approvals, it is anticipated that their construction will be completed around 2026 (Figure 13).

The other 33 projects in Midtown that were submitted to the City have not yet been approved. As currently proposed, these projects would contain 10,184 residential units and 149,061 square metres of non-residential gross floor area. Some projects are likely to be modified prior to approval and others may not be approved at all, but these numbers are a good estimate of the scale of development Midtown is likely to see in the medium term. As these projects are closer to the beginning of the planning approvals process, they are estimated to be built by around 2036 (Figure 13).

The growth estimates prepared by the City have identified additional growth opportunities beyond the projects in the development pipeline. These sites include approximately 21,868 additional residential units and are anticipated to be developed by the projected buildout of Midtown¹ (Figure 13).



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

Figure 13: Midtown Growth Over Time (Residential Units, 2016-2051)

¹ December 31, 2020 is used for reporting development activity in order to align with phasing time frames identified in this Implementation Strategy, which include the near-term (2021-2026), mid-term (2027-2031), and long-term (2032-2051). Though not reported here, additional development applications submitted from January 1 to December 31, 2021 include 8,445 residential units and 56,143 square metres of non-residential gross floor area.

4

Funding & Delivery Toolbox

- 4.1 Growth Funding Tools
- 4.2 Capital Programs
- 4.3 Development Review & Approvals
- 4.4 Other Funding Sources & Implementation Tools

4. Funding & Delivery Toolbox

The Provincial legislative framework provides financial tools for the City to collect funds from developers, based on the principle that “growth pays for growth”, so that the cost of providing infrastructure for new developments is not unduly borne by existing residents through increased property taxes. The three primary growth funding tools include Development Charges (DCs), the Community Benefits Charge (CBC), as well as the Alternative Parkland Dedication Rate (Figure 14). The City uses revenues from these tools to pay for growth-related infrastructure, such as roads, parks, libraries, and more, which are most often delivered through Divisional capital programs. The growth funding tools can also be used to secure equivalent infrastructure in-kind through development, such as reimbursement provided through a DC credit. It should be noted that while the Alternative Parkland Dedication Rate can generate cash-in lieu, it is primarily intended to be used to secure and deliver parkland through development. Beyond the three primary growth funding tools, developers may be required to deliver capital improvements at their own expense through Site Plan Control under Section 114 of the *City of Toronto Act*. Other funding and delivery tools that may be used include philanthropy, partnerships, and leveraging City-owned assets to integrate facilities with redevelopment. For non-growth related infrastructure, the City relies primarily on property taxes, debt and user fees to fund state of good repair (SOGR) and other improvements to infrastructure and facilities that are required to support the existing population. While the majority of infrastructure is funded through the City through a mix of growth and non-growth related funding tools, schools are funded by the Province.

The following section provides an overview of:

- The three primary growth funding tools – Development Charges, Community Benefits Charge, and Parkland Dedication;
- Divisional and external capital programs through which new infrastructure is delivered;
- Opportunities and requirements for securing infrastructure and facilities through the development review process; and,
- Other funding and delivery tools, including philanthropy, partnerships and leveraging City-owned assets.

4.1. Growth Funding Tools

4.1.1. Development Charges

The *Development Charges Act* is Provincial legislation that enables municipalities to collect revenues from developers to pay for growth-related infrastructure, which is primarily delivered through the municipality’s capital programs. In order to levy Development Charges, a municipality must adopt a Development Charges By-Law, which is updated every five years and lists eligible capital projects for a ten-year period. Development Charges are then collected from a developer when a building permit is issued and are levied based on the number and types of units in residential development, or at a general rate per square metre for non-residential development.

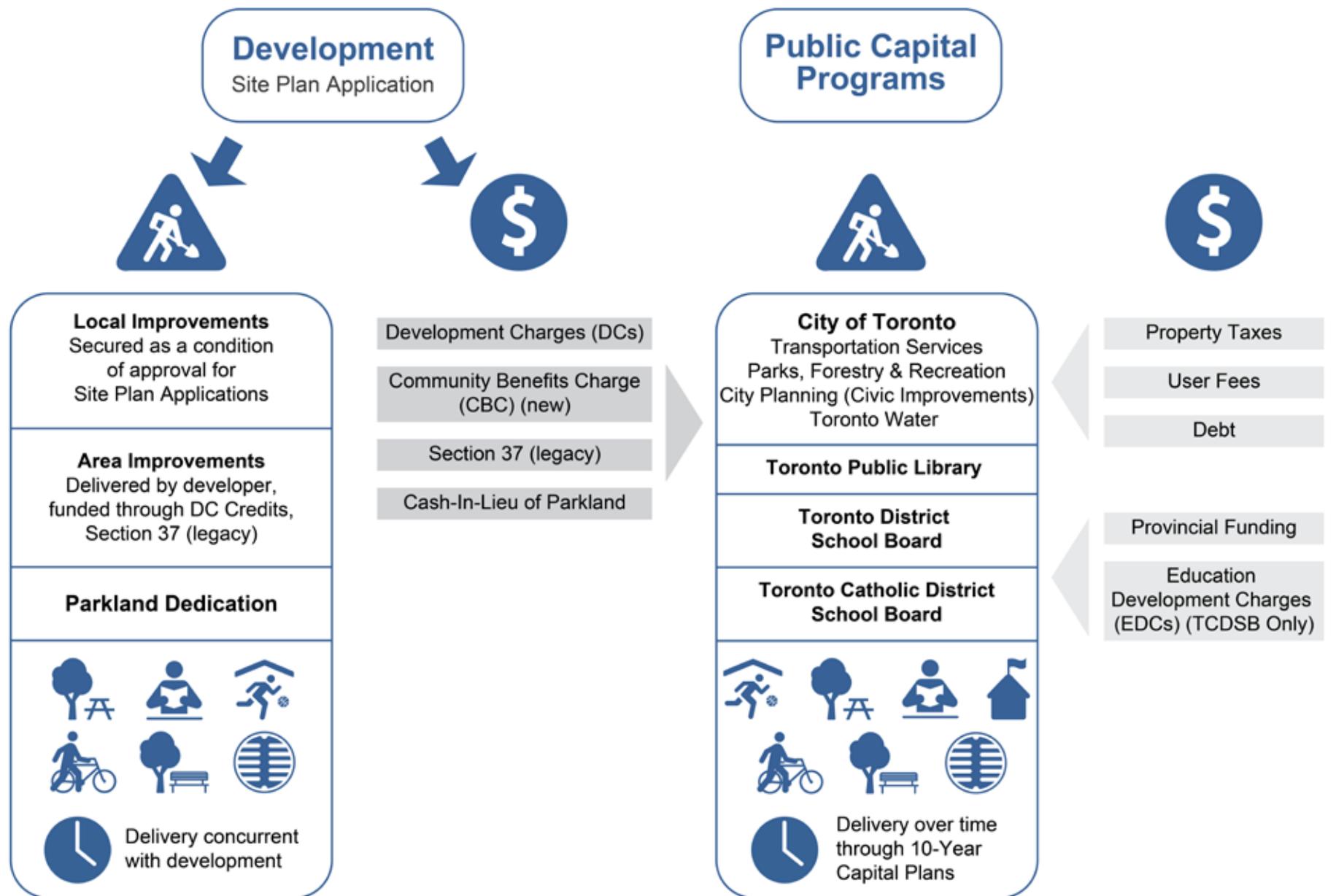


Figure 14: Funding & Delivery Toolbox

Services eligible for Development Charges are set out in Provincial legislation and include:

- housing/shelter;
- child care;
- water;
- sewers;
- stormwater management;
- transit;
- roads;
- parks and recreation facilities (but not parkland acquisition);
- long-term care;
- by-law enforcement;
- emergency preparedness;
- development-related studies;
- waste diversion;
- police services;
- fire protection services;
- ambulance; and
- libraries.

4.1.2. Community Benefits Charge

4.1.2.1. The Evolving Policy Framework

Under Bill 197, the *COVID-19 Recovery Act, 2020*, the Province enacted a new Community Benefits Charge framework under Section 37 of the *Planning Act*. This framework replaces former Section 37 policies regarding density bonusing and community benefits (see 4.1.3.2 below).

The new Community Benefits Charge policies under Section 37 of the *Planning Act* came into force on September 18, 2020, but the previous Section 37 policies remain in effect for an interim period until the earlier of the City introducing a Community Benefits Charge

By-Law, or September 18, 2022. The City is currently on track to adopt its first CBC By-Law before September 2022, and it will serve as one of the City's tools for funding infrastructure and facility improvements identified in this this Implementation Strategy.

4.1.2.2. Legacy Planning Act Section 37

Section 37 of the *Planning Act* has historically permitted density bonusing wherein the City negotiates and collects contributions toward local community benefits in exchange for additional height and/or density, in accordance with the Official Plan's Section 37 policies. Community benefits have been provided as infrastructure or cash contributions and used to fund a wide range of local priorities, such as affordable housing, non-profit facilities, recreation centres, streetscape and park improvements. Section 37 benefits that have been collected for selected infrastructure and facility improvements on a site-by-site basis in Midtown prior to the adoption of the CBC By-Law will continue to be available, but Section 37 benefits will no longer be collected after the new CBC By-Law is adopted (by September 2022).

4.1.2.3. New Planning Act Section 37 – Community Benefits Charge

The new CBC policies under Section 37 of the *Planning Act* enable municipalities to collect the CBC from new developments with five or more storeys and 10 or more residential units. Funds from the Community Benefits Charge are capped at 4% of the value of the land on the day before the building permit is issued, and may be used to fund projects such as public art, affordable housing, park improvements, library improvements, childcare, or streetscape improvements to name a few.

However, the Community Benefits Charge cannot fund the same project costs as Development Charges or Parkland Dedication. Municipalities must prepare a CBC strategy that identifies the facilities, services and matters that will be funded before passing the CBC By-law.

4.1.3. Parkland Dedication

Section 42 of the *Planning Act* allows the City to require parkland dedication associated with the development and redevelopment of land. Parkland may be provided on the development site, off-site, or through equivalent cash contributions, known as ‘cash-in-lieu’ (CIL).

Parkland dedication rates are set based on the type of development as outlined in Section 42 of the *Planning Act*. For non-residential development (e.g. commercial, retail, and office), the amount of parkland required is two per cent of the proposed development site. The *Planning Act* identifies both “base” parkland dedication rates (five per cent of a development site for residential development and two per cent for non-residential development) and authorizes the use of an “alternative” parkland dedication rate. An alternative rate may only apply to residential development, and may be no greater than one hectare per 300 dwelling units for land dedications or one hectare per 500 dwelling units for cash-in-lieu of parkland dedication. In order to use an alternative parkland dedication rate, a municipality must adopt supporting Official Plan policies, pass an implementing by-law, and must complete a parks plan examining the need for parkland in a municipality. The priority is to obtain parkland dedication on-site or off-site in close proximity to the development, in the case that an on-site dedication is not feasible. Where neither an on-site or off-site dedication is deemed suitable due to size, shape or location, cash-in-lieu of parkland may be required instead. Cash-in-lieu of parkland may be used for parkland acquisition or improvement.

4.2. Capital Programs

4.2.1. City of Toronto

4.2.1.1. Transportation Services

There are many programs that form the Transportation Services (TS) capital program, including the following most applicable to the Midtown Infrastructure Implementation Strategy:

- State of Good Repair (SOGR), which is comprised of road resurfacing, road reconstruction, and bridge rehabilitation in order to uphold the City’s commitment to quality infrastructure and responsible asset management;
- Major Projects, which includes new or majorly redesigned roads, typically in areas of significant growth and change;
- Cycling Network Plan: Near Term Implementation Program, which is used to deliver new or upgraded cycling facilities, complemented by complete street initiatives that comprise the ActiveTO program;
- Vision Zero Projects, including road-safety interventions such as geometric safety improvements (e.g. curb line modifications at hazardous intersections), traffic calming, traffic signal improvements, and other road safety innovations;
- Neighbourhood Projects, including streetscape enhancements, street art, and wayfinding infrastructure;
- Sidewalks program, which delivers new sidewalks to segments of the street network that are missing sidewalks, as well as modifications to sidewalks that are deficient;
- Green Streets program, which delivers on-street green infrastructure, including natural and human-made elements such as trees, green walls, and low impact development (LID) stormwater infrastructure;
- RapidTO program, which delivers transit priority measures to corridors identified in the Surface Transit Network Plan; and,

- MoveTO program, which delivers traffic management interventions, including the network of traffic control devices (e.g. signals), as determined through the MoveTO Congestion Management Plan

The SOGR program, primarily based on the condition and age of the road pavement, forms the largest portion of the capital program, in terms of both the budget and the kilometres completed annually. As one of the main channels for project delivery, the SOGR program plays a significant role in the prioritization of projects under the other programs listed above, as other programs seek to bundle initiatives with upcoming road work in order to achieve construction efficiencies and to minimize disruption for road users and local communities. For most programs, there are more SOGR projects of interest than is possible for the delivery teams to bundle with, so each program has its own prioritization process to determine which projects can be installed in any given year.

In programming public realm improvements and network connections, Transportation Services sections and units work closely together and often bundle projects to achieve a Complete Streets approach. Some projects are designed and delivered by Transportation Services, such as quick build bikeways within existing curbs, while others are assigned to Engineering & Construction Services -- especially those projects involving civil work, such as road reconstructions and intersection modifications. Many projects involve collaboration with other Divisions, such as City Planning, Parks, Forestry & Recreation, Toronto Water, Economic Development & Culture, and other agencies such as the Toronto Transit Commission.

Funding sources for Transportation Services' capital program include debt, Development Charges and reserve funds.

4.2.1.2. City Planning (Civic Improvement Program)

The Civic Improvement Program is a modest but high value-added capital program that significantly enhances the on-going capital programs of other Divisions as well as Business Improvement Areas' initiatives and private sector city-building activities. Broadly speaking, Civic Improvement projects can be grouped into three general categories: Places, Routes, and Districts.

- 'Places' is a project theme defined by opportunities to create outdoor 'rooms' or distinctive locations in the public realm that enhance the quality of the pedestrian environment. Places may include special areas, gateways, green intersections, natural system connections, and bridge, underpass and rail intersections.
- 'Routes' is a project theme that focuses on opportunities for urban design improvements to the major elements of the City's street system where vehicular and pedestrian volumes are greatest. Routes may include improvements to avenues, corridors, and expressways.
- 'Districts' is an integrated project theme comprised of interconnected and interrelated areas and neighbourhoods. Many Districts are areas being revitalized through major planning and development initiatives that often include streetscape enhancement. Districts may include Downtown, Central Waterfront Plans, Centres, Secondary Plan Areas like Midtown, and Community Improvement Plan Areas.

Civic Improvement projects of all types are generally funded by Development Charges and Debt.

4.2.1.3. Parks, Forestry & Recreation

Parks, Forestry & Recreation (PF&R) manages a capital program related to parks, community centres and other recreation facilities, street trees and natural areas. The capital program includes projects under the following categories:

- Health & Safety Projects where there is an urgent requirement for repairs due to demonstrated concerns of a health and safety hazard;
- Legislated Projects that are required to comply with Provincial or Federal legislation;
- SOGR Projects for the maintenance, repair and replacement of existing assets;
- Service Improvement and Enhancement Projects for existing City assets; and,
- Growth Related Projects.

Three primary documents inform PF&R's capital budget and annual update of its 10-year capital plan: the Parkland Strategy, the Parks & Recreation Facilities Master Plan (FMP), and the Ravine Strategy.

The Parkland Strategy provides a strategic parks planning framework for the City based on an analysis of parkland provision for existing and new residents over time, equity in terms of use and access, distribution and diversity of the parkland system, accessibility and connectivity of the parkland system, and climate change adaptation and mitigation.

The Parks & Recreation FMP identifies strategic investment priorities by facility type, based on a principle of equitable distribution across the city, with consideration for geographic distribution of facilities, levels of use at existing facilities, demographic information, recreation trends, and other recreation service providers.

The Ravine Strategy provides a coordinated vision and approach to managing this natural resource on an ongoing basis based on the principles of protecting ravines by maintaining and improving their ecological health, managing the multiple pressures on ravines through

ongoing investment, connecting people with nature and the city's history, partnering to care for and enhance ravines, and celebrating this signature feature of Toronto.

Funding for PF&R's capital projects comes from a number of sources. These include: debt, reserve funds, Development Charges, and other revenue. Sections 37 and 42/51 of the *Planning Act* (regarding community benefits, the conveyance of land for park purposes, and plan of subdivision approvals) contribute to these other revenues.

4.2.1.4. Toronto Water (Municipal Servicing)

The Toronto Water capital plan prioritizes investments in water and sewer infrastructure improvements over a ten-year timeframe to ensure adequate state of good repair or enhance levels of service across the City.

SOGR projects in the capital plan may include maintenance or rehabilitation to ensure existing infrastructure will function as originally designed. Levels of Service (LOS) projects refer to infrastructure improvements that optimally increase the function of existing infrastructure to address environmental impacts (e.g. to mitigate basement flooding risk during extreme wet weather events). Where planned development-related growth has been identified, SOGR and LOS projects may be adjusted to account for future population growth demands to the system.

Through Toronto Water's capital plan, the most critical infrastructure projects with the highest return on investment and a strong business case are prioritized for implementation. Infrastructure improvements identified in the plan are then scheduled for construction, which may typically take at least five years to plan, coordinate, design, tender and construct.

Infrastructure improvements that support population growth — above and beyond those supported under the SOGR or LOS programs — are funded through Development Charges, where applicable.

4.2.1.5. Child Care Facilities

Capital investment in new child care spaces is currently prioritized based on existing need and available funding opportunities, including Ontario Ministry of Education capital funding programs for school-based child care. Requests for submissions for Provincial funding are typically released yearly through what are known as 'B' Memos.

Capital planning is informed by Toronto's Licensed Child Care Growth Strategy (2017-2026), which sets a vision to serve 50% of children aged 0-4 years by 2026 through an approach that includes growing the number licensed child care spaces across the city.

In recent years the majority of growth-related child care spaces have been delivered through in-kind on-site contributions under Section 37 of the *Planning Act*. Staff are currently reviewing capital planning processes in light of recent changes to available growth-related funding tools, as well as the potential implementation of a national-provincial child care program. Both of these changes could have a significant impact in how child care services are prioritized and delivered across the city.

4.2.2. Agencies & Boards

4.2.2.1. Toronto Public Library

Toronto Public Library's (TPL) 10-year capital budget and plan includes two programs: Named Projects and the Multi-Branch SOGR Renovation Program. The Named Projects include multi-year major renovations, including expansion, rebuilding, or relocation of a branch. The Multi-Branch SOGR Renovation Program includes minor renovations across the library system.

TPL's 10-year capital plan is informed by the TPL Facilities Master Plan (FMP), last updated and adopted by Council in 2019. The FMP provides a framework for capital investment and guides the location, prioritization and timing for renovations and rebuilding projects. The Plan is informed by population and community growth studies, facility condition assessments, requirements to provide 21st century library service throughout the library system, and partnership and redevelopment opportunities.

To date, TPL's funding for capital projects has largely been driven by three sources: City-debt targets, Development Charges, and community benefits funding under Section 37 of the *Planning Act*. Traditional Section 37 funding will be replaced by a new Community Benefits Charge by September 2022.

4.2.2.2. School Boards

Planning for and delivery of public schools is the responsibility of the Toronto District School Board (TDSB) and the Toronto Catholic District School Board (TCDSB), and is regulated by the Province. Each year, all School Boards in the Province are permitted to identify up to ten capital priorities and submit business cases for funding through the Ministry of Education's Capital Priorities program, which may or may not be approved. The Capital Priorities program allocates capital funding to support new schools, replacement schools, additions and deep retrofits to existing schools. The Ministry requires selected projects to be completed within two years following approval.

To identify their capital priorities, the School Boards undertake accommodation planning to determine areas of projected enrollment growth and decline across each school district while factoring in any programmatic or curriculum changes required by the Province. The accommodation planning process is informed by monitoring short-term and long-term utilization rates, demographic trends, neighbourhood change and development, which results in the identification of local area studies that assess various interventions to manage pupil place capacity. These interventions may include program changes, boundary changes, portables, additions or new construction.

In addition to provincial funding, the School Boards may fund capital projects through the disposition of Board-deemed surplus properties. However, the allocation of proceeds from disposition are regulated by the Province and often used for renewal or to cover costs over and above Ministry construction benchmarks. While the TDSB is not permitted to use education development charges given its system-wide surplus capacity, this revenue source is available to the TCDSB, subject to Ministry approval.

4.3. Development Review & Approvals

The development application process at the City of Toronto includes a number of requirements and opportunities for ensuring development proposals satisfy all applicable technical and design requirements, including the provision of infrastructure or facilities. The most common types of development applications in Midtown include Official Plan and/or Zoning By-Law Amendments (OPA/ZBAs). As part of submitting a complete application, development proponents are required to provide information/studies related to community services and facilities, transportation, urban design, servicing, stormwater management, and other matters. These studies are used to determine infrastructure capacity, needs and requirements for the development, and take into account the surrounding context including the cumulative impact of other planned development in the area. Following a process of application review, circulation, community consultation and staff recommendation, a decision on the application is made by Council.

Once enabling zoning is in-place (by way of a ZBA which may be applied for concurrently, or based on as-of-right permissions in the City's Zoning By-Law), development applicants are required to apply for Site Plan Approval (SPA), in accordance with the Site Plan Control provisions under Section 114 of the *City of Toronto Act*. As with applications for a ZBA, applications for Site Plan Approval are required to include defined information and technical studies to inform staff's review of details such as building design, site access, municipal and vehicular servicing, and landscaping. Following a process of application review and circulation, the approval of Site Plans includes two stages. The first stage is the issuance of the Notice of Approval Conditions (the 'NOAC'), which may include requirements related to the public realm, landscaping, transportation and other items – both on-site and on the abutting street, in accordance with Section 114 of the *City of Toronto Act*. The second stage is the issuance of the Statement of

Approval, which is granted once all pre-approval conditions have been met, including execution of a Site Plan Agreement which secures the post-approval conditions and is registered on the land title. Through the approval conditions, the City specifies and secures all relevant site design and infrastructure requirements.

4.4. Other Funding Sources & Implementation Tools

4.4.1. CreateTO

CreateTO was established by the City in 2018 to manage its real estate portfolio and develop City buildings and lands for municipal purposes. As part of its mandate, CreateTO uses a city-wide lens to identify opportunities to better use municipally owned assets and deliver client-focused real estate solutions to City Divisions, Agencies and Corporations. CreateTO's support can be particularly useful in space-constrained areas of the city, like Midtown, where finding available sites for new facilities, such as libraries, recreation centres, and schools, is challenging. As CreateTO pursues redevelopment of municipally-owned sites in Midtown, it is intended that this Infrastructure Implementation Strategy will serve as a resource for identifying the priority community facility needs that may be met through municipally-driven redevelopment opportunities.

4.4.2. Partnerships

Some of the YESP Public Realm Moves, such as the Yonge Street Squares and Eglinton Green Line, are within the boundaries of local Business Improvement Areas (BIAs). These improvements will align with the strategies detailed in the Midtown Yonge BIA Streetscape Plan and the Mount Pleasant Village BIA Streetscape Master Plan. There may be an opportunity to partner with BIAs through the City's Streetscape Improvement Program. This program is a cost-sharing arrangement with BIAs, generally on a 50/50 basis, for capital projects relating to streetscape improvements.

Recreation and open space projects may also be delivered through partnerships with schools and community organizations. Examples include the Maurice Cody Community Centre attached to Maurice Cody Public School as well as the upcoming Davisville Community and Aquatic Centre developed in conjunction with a new TDSB school.

4.4.3. Landowner Agreements

Landowner Agreements, also known as Core Infrastructure Agreements, are legal agreements entered into by multiple landowners to deliver infrastructure needed to support development in an area. Landowner Agreements are used to address mutual responsibilities between landowners on coordinating, providing, and financing infrastructure, including parkland and other public amenities, and they set out the obligations of each party. The parties involved in these agreements are usually limited to landowners, although the City may also be involved.

4.4.4. Philanthropy

Philanthropy is used to describe charitable actions, often in the form of donations, towards improving public welfare. The scale of philanthropy ranges from small one-time or recurring donations from individuals up to multimillion contributions from citizens, non-profit organizations, and private businesses. There have been some parks and public realm improvements that are partly funded

by donations. Examples of local improvements that have been supported by philanthropy include community gardens and local parks as well as large-scale initiatives, such as The Bentway, St. George Street and the Don River Valley Park.

4.4.5. Property Tax

Property taxes are the City's largest source of revenue and are used to fund non-growth related capital projects, such as those related to state of good repair, as well as ongoing operations. The municipal tax rates are set by the City based on property type (e.g. commercial, residential) and applied to market-rate valuations provided by the Provincial Municipal Property Assessment Corporation. In addition, a separate City Building Fund levy rate is charged to provide dedicated capital funding for priority transit and housing projects.

4.4.6. Debt Financing

Provincial regulations allow municipalities to fund capital projects through the issuance of debt. While debt is not a revenue tool, it can be an important and affordable capital financing tool. With debt financing, the repayment term is matched to the useful life of the project, which allows the City to pay for the capital project over time, instead of funding the entire cost of a capital project from current revenue. Within Midtown, debt is being used to finance parks and recreation projects, and may be used to fund other types of capital projects over time.

5

Midtown Infrastructure Needs & Phasing Plan

- 5.1 Approach
- 5.2 Community Service Facilities
- 5.3 Parks
- 5.4 Public Realm Moves
- 5.5 Local Transportation
- 5.6 Municipal Servicing
- 5.7 Related Initiatives
- 5.8 Summary & Key Actions

5. Midtown Infrastructure Needs & Phasing Plan

The Infrastructure Needs & Phasing Plan outlined in Section 5 of this Strategy includes:

- the approach to needs assessment, project prioritization and coordination (Section 5.1); and,
- the phasing plan for improvements to community facilities (child care, libraries, schools, recreation facilities and human services) (Section 5.2), parks (Section 5.3), public realm (Section 5.4), local transportation (Section 5.5) and municipal servicing (Section 5.6).

The phasing plan is based on each Divisions, Agencies and Boards prioritization criteria, and an assessment of existing conditions and future needs, with consideration for coordination opportunities, funding and delivery mechanisms. The phasing plan highlights projects in the near and mid-term that align with City's 10-year window for capital planning and current development-related delivery opportunities, while documenting long-term projects that will need to be advanced through future annual updates to the capital plan an ongoing development review.

Related initiatives for delivering infrastructure and facilities to serve growth in Midtown are outlined in Section 5.7.

Section 5 concludes with a summary of the delivery program and phasing plan across all infrastructure types, and key actions to focus efforts by City staff and external partners.

5.1. Approach

5.1.1. Infrastructure & Facility Needs Assessment

As part of the 2018 Midtown in Focus study and subsequent Yonge-Eglinton Secondary Plan (YESP) (Official Plan Amendment (OPA) 405), a series of infrastructure needs assessments, plans and strategies were completed to support planning for parks, public realm, transportation, community services and facilities, and municipal servicing. The work identified existing deficiencies as well as future needs, based on a 2051 growth estimate and other information. This work was revisited in 2021 to determine whether updates were required to reflect the new growth estimate resulting from Provincial modifications to OPA 405, and other new information regarding implementation progress and delivery opportunities. The outcomes of the updated needs assessments are documented throughout Sections 5.2 to 5.6 of this Strategy, alongside phasing plans and other information required to support implementation.

5.1.2. Prioritization

The scale of infrastructure, facilities and new parkland that will be phased in alongside growth over the next thirty years is significant. Within this context, prioritization provides guidance for evaluating and managing competing demands in order to inform the appropriate sequencing of projects, as an input to development review, capital planning and staff and resource allocation over time.

The prioritization framework for Midtown addresses both projects that can be delivered through development, and projects that are more practical to deliver through public capital programs. It applies to all types of infrastructure types and improvements, including those that are required to address existing gaps, maintain existing infrastructure, as well as improvements and expansions that are required to support growth.

By nature, prioritizing projects in Midtown is a complex affair that spans across City Divisions, Agencies, School Boards, and

private development. For delivery through development, City Planning and other relevant Divisions, agencies and boards identify and prioritize improvements to secure through the development review and approvals process as opportunities arise. These same Divisions, agencies and boards also prioritize their own capital programs for maintaining, improving and expanding public infrastructure and facilities, and endeavour to coordinate projects across Divisions where feasible. Importantly, while development has a significant role to play in delivering improvements, the majority of infrastructure and facility improvements are delivered by the City and other public bodies, which must balance delivery of growth-related projects with urgent, non-growth related State Of Good Repair (SOGR) projects and upgrades required to meet regulatory standards and level of service improvements. While development contributes financially to growth-related capital infrastructure upgrades (e.g. through Development Charges), resource capacity within the City impacts the prioritization and phasing of growth-related improvements alongside other non-growth related priorities.

Within this context, a practical framework for prioritizing infrastructure and facility improvements in Midtown has been identified based on:

- *existing prioritization approaches* used by the responsible Divisions and Agencies for each infrastructure type, including various City Divisions, the Toronto Public Library and the School Boards;
- *recognizing common considerations used to prioritize projects across business owners and infrastructure types*, particularly with regard to balancing growth-related projects with non-growth related projects that are based on:
 - the condition of infrastructure/facilities,
 - provision/service-level standards,
 - equity; and
 - additional considerations regarding economic development, sustainability, and other emerging criteria;

- *aligning Divisional/Agency priorities in order to leverage coordination opportunities*, where possible; and,
- *leveraging opportunities to deliver infrastructure and facilities through development wherever feasible.*

The specific prioritization approach used for each infrastructure and facility type is further described in the sections below, including for parks, local transportation, community services and facilities and municipal services. The Implementation Strategy also highlights the importance of monitoring in order to revisit priorities over time.

The City's Corporate Strategic Plan identifies a set of Priorities regarding Housing, Transportation, People & Neighbourhoods, and Climate Change, which establish a shared vision and common understanding of the work the City will focus on to be successful and deliver a high quality of life for residents, business and visitors. Those Strategic Priorities are reflected in the Yonge-Eglinton Secondary Plan, ongoing development application review, and Divisional capital programs and associated prioritization criteria, as updated over time.

5.1.2.1. Approach to Prioritizing Parkland Acquisition & Improvements

The city-wide Parkland Strategy, adopted by City Council in November 2019, is a 20-year plan that guides long-term planning for new parks, and for expansion and improved access to existing parks. It aids decision-making and prioritization of investment in parkland across the city. The Parkland Strategy identifies large portions of the Midtown geography as a Parkland Study and Acquisition Priority Area. This was identified based on parkland per person provision rates in a given area, along with one or more of three additional criteria: 1) low existing parkland supply, 2) estimates of population growth, and 3) percentage of low-income residents.

To supplement the Parkland Strategy, staff developed criteria to prioritize both parkland acquisitions and parkland improvements within the framework of the Midtown Parks and Public Realm (PPR) Plan. As part of this process, staff have created smaller geographic areas called Park Districts that consist of a local network of parks, streets and other open spaces centered on one or more significant community parks that serve the surrounding neighbourhoods. Six Park Districts are identified in the Midtown area: Mount Pleasant and Eglinton Park District, June Rowlands Park District, Howard Talbot Park District, Oriole Park District, Eglinton Park District and Sherwood Park District.

The analysis applied the following criteria to establish prioritization of the Park Districts as well as projects within the Districts:

- *Parkland Provision:* Median parkland provision rates of dissemination blocks within the boundaries of a Park District.
- *Equity:* Score is calculated from a weighted median that takes into account populations of equity-deserving groups and Indigenous populations including: children (0 to 12 years of age); seniors (60 years of age and older); Indigenous, Black, and other racialized populations; recent immigrants (year of arrival of 2011 or later); and Low Income (LIM-AT) population by dissemination area. A higher equity score indicates a greater presence of equity-seeking groups and Indigenous populations.
- *Planned Parks:* Park Districts that did not contain a future City Council-approved park were prioritized over those that contained a planned park.
- *Green Land Cover:* Percent of area within a Park District that has tree canopy, shrub or bare earth.
- *Park Condition:* The percent of parks within the Park District needing improvements based on visual survey of park conditions by park supervisors.
- *Walkability Gaps:* Areas that are not served by a park within a 500 metre walkable distance.

The prioritization frameworks for acquisitions and for improvements use two different scoring schemes, drawing differently from the above criteria. Different scoring schemes are necessary in part because the objectives and challenges of parkland acquisitions are different from those of parkland improvements. As part of this analysis, the Mount Pleasant and Eglinton Park District and the June Rowlands Park District were identified as priorities for parkland acquisition. Mount Pleasant and Eglinton Park District, June Rowlands Park District and Howard Talbot Park District scored highly on the criteria for parkland improvement.

The parkland acquisition criteria will help to guide the allocation of funds as opportunities to acquire new parkland arise. Investing in existing parks is just as important as securing new parks, and parkland improvements recommended in this Strategy will supplement planned projects already in the Parks, Forestry & Recreation (PF&R) 10-year Capital Budget and Plan.

5.1.2.2. Approach to Prioritizing Public Realm Moves & Priority Local Street Improvements

Public realm improvements and network connections involve works within and adjacent to the public right-of-way, such as widened and relocated sidewalks, new bikeways, curb realignments, expanded landscaped and tree planting areas and specialized paving materials. Wherever feasible, public realm improvements will be delivered through development on immediately adjacent properties, to the extent of the development site, through the site plan approval process. Areas with the highest concentration of development activity will therefore see earlier implementation of associated Public Realm Moves, albeit in an incremental fashion.

Public Realm Moves and Priority Local Street improvements that are not delivered through development will be evaluated and prioritized by Transportation Services as part of ongoing capital program planning. The Transportation Services capital program provides opportunities for advancing the long-term vision and transformative ideas of the Midtown Plan.

The method for prioritizing projects is heavily influenced by existing capital plans and initiatives underway, particularly for short-term priorities (2022 to 2025). In the mid to long-term horizon, there is greater opportunity for new or emerging projects to influence the scope and prioritization of capital programming, balanced with other transportation priorities across the city. Where standalone projects or public realm elements can be advanced independently of major capital works, priority will be given to those identified through Divisional program prioritization frameworks and for which funding has been secured through Section 37 contributions, philanthropy and/or local partnerships such as with Business Improvement Areas.

The SOGR program, primarily based on the condition and age of the infrastructure, forms the largest portion of the capital program. As one of the main channels for project delivery, the SOGR program plays a significant role in the prioritization of projects, as other programs seek to bundle initiatives with upcoming road work. For programs such as Cycling and Green Infrastructure, there are more SOGR projects of interest than is possible for the delivery teams to bundle with, so each program has its own prioritization process to determine which projects can be installed in any given year. For example, the prioritization process for the Cycling program has four overarching categories: strategic alignment, cycling service assessment, complexity and construction, and equity. Within each category are specific inputs, including health and wellness data sets, planning focus areas, road safety focus areas, Neighbourhood Improvement Areas, and additional cycling-specific analyses. Wherever aligned initiatives are considered in Transportation Services' capital program prioritization, projects within Midtown will be considered and where possible included.

Moving forward, Transportation Services is working towards a more quantitative process for the overall capital program to improve project-level prioritization with a holistic set of criteria derived from the Transportation Services strategic objectives: safety, healthy communities, quality service, access for everyone, and resilient solutions.

5.1.2.3. Approach to Prioritizing Community Facilities

The prioritization of community facilities identified in this Strategy varies for each sector and has been determined by the responsible Division, Agency or Board. In general, the delivery of community facilities is prioritized based on need, which is determined according to:

- facility condition assessments;
- facility standards; and
- provision targets.

Each sector-specific approach is further outlined in the Midtown Community Services & Facilities (CS&F) Strategy (2018).

For many community facility types, prioritization is also highly responsive to delivery opportunities that arise over time, such as incorporating facilities into redevelopment sites.

In Midtown, where access to available space is a significant constraint to delivering new facilities, these development opportunities are unpredictable but critical, and harnessed whenever possible.

Within this context, the prioritization of community facilities is responsive to growth – both in terms of demand and delivery opportunities, and requires regular monitoring over time. Planning staff work closely with representatives from each CS&F sector to monitor relevant capital programs and delivery of growth-related infrastructure on a year-over-year basis.

Within City Planning, Community Policy staff consolidate information from the sectors to prepare annual reference guides for areas like Midtown experiencing high or concentrated growth. This information is provided to Community Planners to support their review of development applications. Community Policy staff also provide comments on individual development applications in order to identify community facility needs and delivery opportunities.

Table 3: Community Service & Facility Sector Leads

Community Service or Facility Type	Lead Division, Board or Agency
Schools	Toronto District School Board (TDSB) Toronto Catholic District School Board (TCDSB)
Libraries	Toronto Public Library (TPL)
Recreation Facilities	Parks, Forestry & Recreation (PF&R), City of Toronto
Child Care Centres	Children’s Services (CS), City of Toronto
Human Services	Social Development, Finance & Administration (SDFA), City of Toronto

5.1.2.4. Approach to Prioritizing Servicing

Capital upgrades for municipal servicing infrastructure (i.e. drinking water, stormwater, wastewater infrastructure) are mostly implemented through the Toronto Water’s ten-year capital plan to address priority SOGR, and levels of service (LOS) improvements. Local improvements to servicing infrastructure may also be implemented by developers, as part of the development review and approvals process. Those developer-led local improvements are phased concurrently with development, and are not subject to the capital planning process outlined below for City-led projects.

City-led servicing projects are evaluated and prioritized based on business case evaluation criteria and delivery considerations. The business case evaluation includes several factors, such as return-on-investment, cost per benefitting home, construction feasibility and impact, etc. Delivery considerations may include:

- coordinating growth-related infrastructure upgrades with non-growth related upgrades;
- bundling or sequencing servicing projects with other City-led infrastructure projects (e.g. from Transportation Services);
- coordinating construction schedules with external parties, such as the TTC, Metrolinx, utilities and other agencies and corporations through the City’s Infrastructure Coordination Unit (ICU); and,
- ensuring optimal construction feasibility and impact to the water or sewer system based on its hydraulic connectivity (e.g.,

bundling and delivering several projects in a single sewershed to realize system-wide improvements, rather than implement fragmented projects to incrementally benefit one or two areas/sites).

Going forward, there may be opportunities for additional projects in Midtown to be considered in the scope and prioritization of capital programming, balanced with other priorities across the city. Wherever aligned initiatives are considered in Toronto Water’s capital program prioritization, projects within Midtown will be considered and where possible included.

5.1.3. Coordination Opportunities & Tools

An important aspect of this Implementation Strategy, which is reflected in the prioritization framework and phasing plans, is the identification of opportunities to coordinate planning, design and delivery of projects within and across infrastructure types and with development. Coordination enables:

- integrated design for a more seamless user experience;
- reduced construction cost and disturbance;
- conflict avoidance;
- optimized use of investment dollars to deliver improvements at a lower cost, and/or to deliver improvements that might not otherwise be delivered; and,
- opportunities to off-set public costs for projects delivered through private development.

Coordination can occur throughout the project lifecycle, from initial project identification during the preparation of secondary plans, through to the various stages of implementation, including incorporating projects into Divisional capital plans and private development proposals, through to construction scheduling and administration (Figure 15).

Existing coordination tools at the City have been focused on the latter stages of the project lifecycle that occur after a project has been incorporated into a Divisional capital plan. In particular, current coordination efforts are focused on construction scheduling of funded projects through the ICU (see side bar). Coordination also occurs through the circulation of development applications, which provides an opportunity for inter-divisional infrastructure and facility requirements to be considered within the context of a specific site. Nonetheless, there are opportunities to coordinate projects earlier on, including through more comprehensive inter-divisional collaboration during the preparation of secondary plans when project needs and preferred options are being identified, and coordination among Divisions during the annual capital planning process. New tools that could be used to support inter-divisional coordination on capital planning are being explored, including: Annual Capital Integration Meetings to review projects within each Division's capital plan for targeted growth areas such as Midtown; and a new intake process by Transportation Services, which would support the Division's evaluation of street-based project proposals arising from secondary plans or other sources.

This Implementation Strategy supports capital coordination across Divisions by outlining opportunities for improved coordination during annual capital planning (Figure 15), and by

providing overlay mapping for planned parks, Public Realm Moves, community services and facilities, alongside those infrastructure types (transportation and municipal servicing) already covered by the ICU's interactive mapping application T.O. InView. The mapping and associated analysis informed potential coordination opportunities reflected in the phasing plans provided in Section 5, and may be referenced through ongoing capital planning and development review.

Coordination across infrastructure projects has become a standard practice at the City of Toronto, facilitated in part by the Infrastructure Coordination Unit (ICU). The ICU works with City Divisions, utilities and third party groups to deliver a coordinated construction program in the City of Toronto, with a mandate to reduce the impact and disruption from construction activities.

As part of their work, the ICU maintains an interactive map of planned construction projects known as T.O.InView. This mapping application includes planned capital projects from Transportation Services, Toronto Water, the Toronto Transit Commission, City Planning (Civic Improvement Program), Economic Development & Culture (Business Improvement Area Projects), and Third Party Construction. Divisions regularly use this application to identify coordination opportunities, and track those opportunities by noting whether projects are 'stand alone', bundled under a single initiative, or phased sequentially. Efforts are currently underway to explore how parks projects can be integrated into the InView application to further support inter-divisional project coordination.



Figure 15: Coordination Opportunities throughout the Project Lifecycle

5.2. Community Service Facilities

Council endorsed the Midtown Community Services and Facilities (CS&F) Strategy in July 2018 to support the implementation of the Council-adopted Yonge-Eglinton Secondary Plan. The CS&F Strategy identified space and facility needs, and set out priorities to support growth in Midtown for each CS&F sector (Recreation, Child Care, Library, Public Schools and Human Services).

Many of the findings and directions of the 2018 CS&F Strategy continue to apply in Midtown. The following is an update on progress to date and additional anticipated needs resulting from Provincial changes to the Secondary Plan in 2019.

5.2.1. Child Care

For the purpose of this Strategy, child care refers to the provision of licensed child care centres for children aged 0-4 years run by a mix of City, non-profit and commercial operators.

5.2.1.1. Existing Facilities

There are 28 existing child care centres in Midtown that provide a total of 2,274 licensed spaces. These centres serve child care needs of households in Midtown, as well as employees and others traveling to and through the area.

5.2.1.2. Facility Needs

All licensed child care centres must adhere to the Provincial *Child Care and Early Years Act*. Newly constructed facilities run by the City, or non-profit operators with subsidy agreements with the City, must also adhere to the City of Toronto's Child Care Design & Technical Guideline R1 2016 and the Child Care Development Guideline. Among other requirements, child care centres need to provide separate spaces for different age groups – infant, toddler, and preschoolers. They are also required to provide a minimum of indoor and outdoor play space per child, and associated operational and administrative spaces.

Based on current government funding arrangements and legislative requirements, the City's preferred delivery model is a 62-space

facility. This results in an approximate footprint of 929 square metres (10,000 square feet) of indoor space and a minimum of 278.7 square metres (3,000 square feet) of dedicated, purpose-built outdoor space.

As identified in the 2018 CS&F Strategy, Midtown continues to meet the City's service level target of having enough licensed spaces to serve 50% of the child population 0 to 4 years. As the Midtown area grows over the course of the Plan's 30 year horizon additional facilities will need to come online to maintain this service level.

Based on the updated Midtown growth estimate, an additional 1,390-1,842 new licensed child care spaces are anticipated to be required by 2051. This equates to 23-30 additional facilities across Midtown to meet projected demand based on a 62-space model, and represents an increase of approximately 450 additional child care spaces over and above those identified in the 2018 CS&F Strategy (Table 5).

5.2.1.3. Delivery Mechanisms

Children's Services staff have advised that delivery of 23 to 30 additional child care facilities by the City is not realistic given restrictions on space and operational funding. Consistent with Toronto's Licensed Child Care Growth Strategy, delivery mechanisms should include:

- a non-profit delivery model for up to half (12 to 15) of the needed centres, with capital funding provided through Development Charges and/or the Community Benefits Charge, and operating subsidies administered through Service Agreements for Fee Subsidy with the City; and
- delivery through the child care sector with non-growth related funding sources for the remaining 11 to 15 facilities.

Additional child care spaces in Midtown could also result from Provincial funding for new child care spaces through the development of new elementary schools in the area, such as in the reconstruction of Davisville Public School (PS).

5.2.1.4. Recommended Phasing

Phasing for the delivery of additional growth-related child care facilities in Midtown will be contingent on the rate of development over time and informed by current and future work related to the National Child Care Strategy,

future Development Charge By-law updates and implementation of the City’s Community Benefits Charge By-law. Planning staff will continue to monitor development in the area to identify opportunities to secure additional facilities or funding as development occurs.

Table 4: Project Table Definitions

Lead	
Various	The Division or delivery Agency responsible for advancing the project over time.
Stage Gate	
Area Planning	Area-based needs analysis / master plan / strategy
Project Planning	Site or project-specific investigations or actions, e.g. feasibility studies, Environmental Assessments, land acquisition, etc.
Detailed Design	5% to 100% detailed design
Construction	Active construction
In Service	Construction is completed and facility is operational
Status	
Planned	The stage gate action is planned to be undertaken
Underway	The stage gate action is underway
Complete	The stage gate action is complete
Delivery Method	
Various	Identification of whether the project will be delivered by a public Division/Agency/School Board capital program and/or through development.
Funding Status	
Funding Identified	Capital costs have been identified within a capital plan, or secured/reserved within an account or agreement.
Partial Funding Identified	A portion of capital costs have been identified within a capital plan, or secured/reserved within an account or agreement.
No Funding Identified	No funding for capital costs has been identified in a capital plan or secured through development.
Below the Line	Applies to projects outside the current approved 10-year capital budget and plan.

Continued on next page

Table 4 continued

Funding Source	
City Capital (PF&R, TS, TW, CP, CS, etc.)	Refers to Divisional capital programs at the City. Elements of these capital programs that are growth-related are generally funded by Development Charges, the Community Benefits Charge (formerly Section 37 benefits), Cash-In-Lieu, and Debt. Non-growth-related items are generally funded by property taxes, debt and/or user fees.
TPL Capital	Refers to Toronto Public Library capital programs. Elements of TPL's capital programs that are growth-related are generally be funded by Development Charges and/or the Community Benefits Charge. Non-growth-related items are funded by property taxes, debt and/or user fees.
TDSB Capital	Refers to TDSB capital programs that are funded with internal revenues (versus Provincial funding).
TCDSB Capital	Refers to TCDSB capital programs that are funded with internal revenues, including but not limited to Education Development Charges (versus Provincial funding).
Provincial Capital	Refers to Provincial funding for school-related capital projects.
Developer Pays	Refers to items that are paid for by development proponents, as required through the development review and approvals process.
On-site In-kind contributions	Refers to on-site delivery of projects by development proponents for project types that are not covered in full or part by a defined capital program (i.e. child care centres and community agency/human services space). These contributions have been made in lieu of cash contributions to community benefits under S37 of the <i>Planning Act</i> (historically).
Phasing	
2021-2026	Project construction in the years 2021-2026 (Near-term)
2027-2031	Project construction in the years 2027-2031 (Mid-term)
2032-2051	Project construction in the years 2032-2051 (Long-term)
Other	For projects without defined construction dates, information is provided on the factors influencing project phasing, e.g. property acquisition, development opportunities, and future capital planning.

Table 5: Child Care Projects

No.	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
Completed Projects									
1	45 Dunfield Avenue (44 Lillian St)	52 new child care spaces	CS	In Service	Complete	Private - Development	Funding Identified	On-Site In-Kind Contributions	Complete
Near-term Projects									
2	Davisville Junior PS	88 child care spaces (42 replacement, 46 net new spaces)	CS	Construction	Underway	Private - Development	Funding Identified	Provincial Capital	2021-2026
3	117-127 Broadway Avenue	62 new child care spaces	CS	Construction	Underway	Private - Development	Funding Identified	On-Site In-Kind Contributions	2021-2026
Projects Subject to Development, Future Capital Programming, and Other Opportunities									
4	New City Operated/ Contracted Child Care Facilities	682-930 new child care spaces (12-15 centres)	CS	Area Planning	Underway	Private – Development, Public – TDSB & TCDSB	BTL	None (requires On-Site In-Kind Contributions & Provincial Capital)	NA
5	New Non-contracted Child Care Facilities	744-930 new child care spaces (11-15 centres)	Child Care Sector	NA	NA	NA	BTL	None (requires private funding)	NA

5.2.2. Schools

This Implementation Strategy focuses on the provision of publicly funded English-language elementary and secondary schools operated by the Toronto District School Board (TDSB) and Toronto Catholic District School Board (TCDSB). French-language schools are not addressed by this Strategy as the accommodation needs and demands for these schools are not directly driven by local population growth.

5.2.2.1. Existing Facilities

There are 14 public schools that serve the Midtown area, 10 of which are operated by the TDSB and four by the TCDSB. These include seven TDSB and three TCDSB elementary schools, as well as two TDSB and one TCDSB secondary schools. Not all of these schools are located within the Secondary Plan boundary, though their catchment areas extend into Midtown.

5.2.2.2. Facility Needs

Typical elementary schools provide a range of 400 to 600 pupil spaces. At the secondary level, the TDSB plans for 1,000 to 1,500 pupil spaces, while the TCDSB plans for 1,000 to 1,200 pupil spaces. Based on each School Boards' long-term accommodation planning processes, anticipated growth in Midtown will result in the need for additional elementary school capacity. Each Board has identified the following long-term growth-related needs for Midtown:

- TDSB has estimated a projected shortage of 1,400 elementary pupil places over the long term. This is up from a need of 800 pupil spaces identified in the 2018 CS&F Strategy. These pupil space shortages do not include 866 spaces that were in-delivery through expansions of Davisville Jr PS, Hodgson Middle School & John Fisher Jr PS at the time of the 2018 CS&F Strategy (Table 6).
- TCDSB estimates that 1,100 pupil places will be required to meet anticipated growth in Midtown. At the time of the 2018 CS&F Strategy, the anticipated shortage had not been quantified.
- The combined elementary pupil space shortage for the two School Boards is 2,500

by 2051. This includes:

- ~862 pupil spaces in the project planning stage; and,
- ~1,638 pupil spaces, for which future projects will need to be identified (Table 6).

5.2.2.3. Delivery Mechanisms

The School Boards have identified a number of strategies for addressing accommodation pressures, including program changes, grade changes, additions, expansions and/or reconstruction of existing elementary schools, and construction of new schools in the area, all contingent on provincial approval and funding.

Both School Boards are actively looking for new school sites, including through the pursuit of partnerships with the broader development community. One key site of interest to both School Boards is Canada Square, where each is pursuing a new elementary school. The expectation is that only one elementary school will be accommodated on the site and other sites will be required to meet pupil space accommodation needs.

Until new school sites are secured, the TDSB will continue to pursue and explore interim accommodation strategies to address growth. Current and planned studies intended to inform these interim accommodation strategies are contained within the TDSB's Long-Term Program and Accommodation Strategy document, reviewed annually. Given the continued population growth in Midtown, an approved interim accommodation plan may not guarantee that new students will be accommodated locally. As such, advancing new school sites is TDSB's primary long-term strategy. Similarly, the TCDSB is focused on identifying new school sites to satisfy its long-term accommodation needs.

5.2.2.4. Recommended Phasing

The recommended phasing and delivery of additional pupil places in Midtown has been determined by the School Boards, and is contingent on the identification of willing development partners, development approvals and provincial funding.

Table 6: School Projects

No.	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
Completed Projects									
6	Davisville Jr PS (Replacement)	731 pupil spaces (replace existing school and provide 193 additional pupil spaces)	TDSB	In Service	Complete	Public - TDSB	Funding Identified	Provincial Capital	Complete
Near-term Projects									
7	Hodgson Middle School (Classroom Addition)	448 new pupil spaces Three-storey addition inclusive of a new gymnasium, library and classroom spaces, with total school capacity of 838 pupil places	TDSB	Detailed Design	Underway	Public - TDSB	Funding Identified	Provincial Capital	2021-2026
8	John Fisher Jr PS (Program Change)	225 new pupil spaces Shift to dual track school to serve local pupils in English stream, enabled by re-opening of Bannockburn PS as a French Immersion Centre	TDSB	Project Planning	Underway	Public - TDSB	No Funding Required	NA	2021-2026
9	St. Monica's Catholic School	312 new pupil spaces (in addition to the existing 288 pupil spaces, for a total of 600 pupil spaces) Replacement of school to expand capacity	TCDSB	Project Planning	Planned	Public - TCDSB	Partial Funding Identified	TCDSB Capital Provincial Capital	2021-2026

No.	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
Mid-term Projects									
10	Davisville Jr PS (Classroom Additions)	118 new pupil spaces (addition of 5 classrooms)	TDSB	Detailed Design	Planned	Public - TDSB	No Funding Identified	Provincial Capital	2027-2031
Long-term Projects									
11	Potential new school - Canada Square (TDSB)	Site of interest for expanding capacity by ~550 elementary pupil spaces.	TDSB	Project Planning	Planned	Public - TDSB	BTL	None (requires Provincial Capital)	2032-2051
12	Potential new school - Canada Square (TCDSB)	Site of interest for expanding capacity by ~550 elementary pupil spaces.	TCDSB	Project Planning	Planned	Public - TCDSB	BTL	None (requires Provincial Capital and/or TCDSB Capital)	2032-2051
13	Various undefined projects to address pupil shortage (TDSB)	732 new pupil spaces to be identified through future project planning	TDSB	Area Planning	Planned	Public - TDSB	BTL	None (requires Provincial Capital)	2032-2051
14	Various undefined projects to address pupil shortage (TCDSB)	906 new pupil spaces to be identified through future project planning	TCDSB	Area Planning	Planned	Public - TCDSB	BTL	None (requires Provincial Capital and/or TCDSB Capital)	2032-2051

5.2.3. Libraries

This Implementation Strategy addresses the provision of facilities and services by the Toronto Public Library (TPL), which operates a network of 81 Neighbourhood Libraries, 17 District Branches and two Research and Reference libraries.

5.2.3.1. Existing Facilities

There are two public library branches located in Midtown – Northern District Library and Mount Pleasant Neighbourhood Library. Several others (Forest Hill, Locke, Leaside and Deer Park) are located outside the area but serve portions of the Midtown community.

5.2.3.2. Facility Needs

Generally, Neighbourhood Libraries serve a minimum of 25,000 people with a service radius of 1.6 km and have an optimum size of between 929 and 1,959 square metres (10,000 and 20,000 square feet). District Libraries serve a minimum of 100,000 people with a service radius of 2.5 km and have a minimum size of 2,322.6 square metres (25,000 square feet), while the Research and Reference branches serve the city as a whole.

There is no population threshold that triggers a new library or expansion of an existing branch. However, the 2018 CS&F Strategy identified that rapid growth in Midtown is accelerating the need to expand, refresh and/or replace the area's existing facilities. Based on the updated growth estimates for Midtown, TPL has identified the following capital projects to address growth-related needs in Midtown, which are highlighted in Table 7.

- *Northern District Branch* – While appropriately sized for a district branch, this facility lacks key library service components, including: an interactive early literacy centre; a middle childhood discovery area; a digital innovation space; enclosed learning centre; as well as a dedicated youth hub space. Interior renovation and reorganization of existing spaces would expand library services and the community hub function

of the branch and meet future needs. The Library is exploring options to expand into currently leased space on-site and is also in discussion with CreateTO to explore another suitable location in the immediate catchment area. A major capital project of \$13.9 million is included in the 2022-2031 Capital Budget to advance this work.

- *Mount Pleasant Library* – At approximately 6,000 square feet this branch is significantly undersized for a neighbourhood branch and currently struggles to meet increasing program demands. Given anticipated growth in the area, opportunities for potential relocation and expansion of this branch within a mixed-use building in the Mount Pleasant area are being explored with CreateTO. The Library is undertaking an interior retrofit of this branch now to expand the service area which includes repurposing spaces previously designated for staff to public use. Construction will begin in fall 2022.

TPL's Facilities Master Plan identifies Northern District Branch and Mount Pleasant Branch as Named Projects over the near and medium term, respectively. Allocations have been made for each facility as part of the current and upcoming budget cycle.

5.2.3.3. Delivery Mechanisms

TPL delivers new facilities, expansions and upgrades in accordance with its Facilities Master Plan through defined capital programs, including Named Projects and the Multi-Branch SOGR Renovation Program. In doing so, TPL may acquire new property, redevelop existing library sites, or partner with private developers and/or CreateTO to address identified facility needs.

5.2.3.4. Recommended Phasing

The recommended phasing and delivery of major library renovations or relocations has been determined by the TPL and is subject to redevelopment opportunities that may arise over time, and the capital planning process.

Table 7: Library Projects

No.	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
Near-term Projects									
15	Mount Pleasant Library (interior renovation)	Branch interior renovation to expand available public space within existing building.	TPL	Construction	Underway	Public - TPL	Funding Identified	TPL Capital	2021-2026
16	Northern District Library (public realm improvements)	Public realm improvements	TPL	Detailed Design	Underway	Public - TPL	Funding Identified	TPL Capital	2021-2026
17	Northern District Library (interior renovation or relocation)	Interior renovation of library or relocation to expand usable area	TPL	Project Planning	Underway	Public - TPL	Partial Funding Identified	TPL Capital	2021-2026
Long-term Projects									
18	Mount Pleasant Library (relocation)	Library relocation to expand useable space	TPL	Area Planning	Planned	TBD	BTL	None (requires TPL Capital)	2032-2051

5.2.4. Human Services

The Human Services sector contributes to the health, social, economic and cultural well-being of Toronto. Provision of human services is a collaborative process involving a number of City Divisions, other government agencies and a network of non-profit community-based organizations that work in partnership to deliver needed programs and services. These services can include youth, family and homelessness services; employment, educational and immigrant services; health, medical and disability services; and senior services.

5.2.4.1. Existing Facilities

There are over 50 human service agencies located in Midtown serving the local community, as well as residents across Toronto and the Greater Toronto Area (GTA).

5.2.4.2. Facility Needs

Human service providers in Midtown benefit from the supply of office space and transportation connections in the area. However, as growth occurs it has become increasingly challenging for these organizations to find affordable, secure, accessible and visible spaces to deliver services and programming.

Given the wide range of programs and services provided by the sector, and the nature and availability of program funding from various levels of government, there is no methodology to quantify the total demand for growth-related human services space and/or facilities. Work undertaken as part of the 2018 CS&F Strategy and ongoing development review indicates that existing agencies remain vulnerable to displacement through redevelopment and competing demands for shared programming spaces (e.g. libraries, community centres and schools).

With an increase in anticipated growth for the Plan area, the need for affordable, accessible and adequate spaces for the delivery of a wide variety of programs and services will remain important to sustaining a complete community in Midtown.

Since 2018, several opportunities to secure new or enhanced human services space have been identified through the development review process. This includes replacement and expansion of community agency space at 140 Merton Street through the Housing Now initiative, and potential future opportunities on the Canada Square lands at the southwest corner of Yonge and Eglinton. A number of private developments have also been identified for the provision of such spaces and are continuing to be pursued by City Planning staff under existing legislative mechanisms (Table 8).

5.2.4.3. Delivery Mechanisms

There are a diversity of government and non-profit service agencies operating in a variety of public and private spaces in Midtown. There is no centralized capital program to deliver new spaces for human services and community agencies. Therefore the 2018 CS&F Strategy identified alternative strategies to support the continued delivery of human services in Midtown. These strategies include:

- leveraging the planning approval process to secure new and replacement spaces as an on-site community benefit;
- leveraging the redevelopment of City-owned assets by CreateTO and other asset holding Divisions through redevelopment;
- Using the City's existing Community Space Tenancy Policy to allocate and manage future spaces.

5.2.4.4. Recommended Phasing

Recommended phasing has not been identified for future human services projects, which are subject to individual non-profit agency's capital planning and development opportunities.

Table 8: Human Service Projects

No.	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
Near-term Projects									
19	Community space, 140 Merton Street	New community space (approx.2,150 square metres) as part of Housing Now redevelopment	CreateTO/ CP/ /SDFA/ CREM	Detailed Design	Underway	Private - Development	Funding Identified	City Capital (CREM) On-site In-Kind Contributions	2021-2026
Projects Subject to Development									
20	New and replacement human service space - through redevelopment (various locations TBD)	New and replacement human service space through the planning approval process	CP/SDFA/ Not-profits	Area Planning	Planned	Private - Development	BTL	None (requires On-site In-Kind Contributions)	Subject to Development
21	Central Eglinton Community Centre (relocation)	Relocation of existing facility into new multi purpose space to expand programming capacity and provide greater security of tenure	SDFA/ CREM	Project Planning	Planned	Private - Non-profit	BTL	None (requires City Capital (CREM), On-site In-Kind Contributions)	Subject to Development

5.2.5. Community Recreation

The community recreation sector is composed of a network of service providers that include publicly-funded, non-profit and hybrid models of recreation service delivery. This Strategy focuses on the delivery of City-run recreation facilities in Midtown.

5.2.5.1. Existing Facilities

Midtown is currently served by two City-run recreation facilities, the North Toronto Memorial Community Centre (NTMCC) and the Maurice Cody Community Centre (MCCC). In addition, the City delivers recreation programs at several satellite locations in the area through partnerships with the local School Boards and others.

The Central Eglinton Community Centre and North Toronto Memorial Arena also provide recreational opportunities to residents of Midtown through facilities operated by community-based organizations. These facilities provide different but complementary programs and services in the area.

5.2.5.2. Facility Needs

The City has a provision rate target of 1 Community Recreation Centre per 34,000 residents delivered through mid-sized and large multi-component centres, ranging from 4,200 square metres to 6,000 square metres (45,000 square feet to 65,000 square feet) in size, and with a service radii of 2.0 to 2.5 km. The existing Community Recreation Centres (CRCs) currently meet the City's per capita provision standard based on Midtown's population (62,320 people in 2016), with no geographic service gaps.

To assess programmatic service gaps, the City also analyzes average utilization rates. This is defined as the number of people who registered for a program in a given year over the total number of program spots offered. The average utilization rate over 3 years from 2017 to 2019 for the North Toronto Memorial Community Centre and Maurice Cody Community Centre are provided in Table 9.

The utilization rates shown in Table 9 represent the average for all of the various registered programs within a facility. Some programs are more popular than others and may have a higher/lower individual utilization rate than the average facility rate. Overall, the existing facilities have additional programming capacity and can accommodate more growth in the short-term.

The 2018 Midtown CS&F Strategy identified that additional recreation facilities will be required to support growth in Midtown, and identified the need to:

- advance design and development of the planned Davisville Aquatic and Community Centre in partnership with the TDSB;
- explore potential future opportunities to retrofit and/or expand NTMCC; and,
- continue to monitor the need for additional recreation facilities when the population increases by 30,000 people.

The key actions and directions identified in the 2018 CS&F Strategy continue to apply to the delivery of City-run recreation facilities in Midtown. Since 2018, the Davisville Aquatic and Community Centre has been funded and detailed design is underway with construction scheduled to be complete in 2025. Through a partnership with the TDSB, the City will also gain access to the Davisville Junior Public School's double gymnasium outside of school hours. Other improvements to recreation facilities in Midtown include state of good repair upgrades completed for the NTMCC in 2019 (Table 10).

These new facility and existing facility upgrades will meet the recreation needs of Midtown residents in the near- to mid-term. Future needs and opportunities for retrofitting and/or expanding recreation facilities in Midtown will be explored as part of the five-year review of the Parks & Recreation FMP, targeted for 2023-2024. This analysis will take into account current growth estimates for Midtown as well as existing and planned facilities outside of the Midtown area which can serve Midtown residents.

Table 9: Average facility utilization rate of North Toronto Memorial Community Centre (NTMCC) and Maurice Cody Community Centre (MCCC)

Average utilization rate	NTMCC	MCCC
2017	80.0%	78.8%
2018	74.4%	75.4%
2019	76.4%	75.9%

5.2.5.3. Delivery Mechanisms

Community recreation projects in Midtown, as outlined in Table 10, are expected to be delivered through PF&R-led capital projects, development or partnerships.

Capital Programs

PF&R's capital program for SOGR and standalone projects will be used to deliver many of the identified community recreation projects. Projects for facility upgrades will be prioritized based on SOGR needs. Expansions and new facilities will be based on facility gaps and needs identified through the FMP.

Improved and New Facilities through Development

As Midtown sites are redeveloped, opportunities may arise to secure space for a recreation facility as part of a development application. Co-location of new recreation facilities within mixed-use developments can make the most of finite land resources in Midtown and address any gaps in recreation service provision. Such facilities could

potentially be delivered by a developer through a variety of funding arrangements, including credits to the development's Development Charge.

Partnerships

Midtown has several examples of partnerships between the City and School Boards to develop infrastructure, including the Maurice Cody Community Centre attached to Maurice Cody Public School as well as the upcoming Davisville Community and Aquatic Centre. The City will continue to explore and identify opportunities to partner with schools or other community organizations to provide recreation facilities and programming.

5.2.5.4. Recommended Phasing

The recommended phasing for future recreation projects recommended for the Midtown area is based on information currently available, and may be revised as part of the annual Capital Budget process and through five-year reviews of the PF&R Facilities Master Plan (FMP).

Table 10: Community Recreation Centre Projects

No.	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
Completed Projects									
22	North Toronto Memorial Community Centre SOGR	SOGR, Improvements	PF&R	In Service	Complete	Public - City-Led (PFR&)	Funding Identified	City Capital (PF&R)	Complete
Near-term Projects									
23	Davisville Aquatic and Community Centre	New recreation centre and indoor pool located on the site of Davisville Jr PS.	PF&R	Detailed Design	Underway	Joint (City-Led (PF&R) & TDSB)	Funding Identified	City Capital (PF&R)	2021-2026
24	North Toronto Memorial Arena SOGR	SOGR, arena rehabilitation	PF&R	Project Planning	Planned	Public - City-Led (PF&R)	Funding Identified	City Capital (PF&R)	2021-2026
Long-term Projects									
25	North Toronto Memorial Community Centre - Potential Renewal or Expansion	Renewal and/or expansion	PF&R	Area Planning	Planned	Public - City-Led (PF&R)	BTL	None (requires City Capital (PF&R))	2032-2051 (pending Business Case)
26	New mid-sized community recreation centre (location TBD)	New or relocated/ expanded mid-sized recreation centre	PF&R	Area Planning	Planned	TBD (Private - Development or Public - City-Led)	BTL	None (requires City Capital (PF&R))	2032-2051 (pending Business Case)

5.3. Parks

The parks system in Midtown is made up of open spaces of various sizes that provide recreational uses and act as gathering spaces for the community. It includes ravines that serve important ecological functions and recreational trails. In addition to publicly-owned parkland, the open space system also includes other spaces which are accessible to the public such as cemeteries, schoolyards and Privately-Owned Publicly-Accessible Spaces (POPS). While the emphasis of this Implementation Strategy is on parkland owned by the City, public parks are considered in the context of these other open spaces and connections to these spaces are encouraged.

5.3.1. Existing Facilities

The parks system in the Midtown area includes six 'Park Districts', with parks of different sizes, types and functions. There are a total of 27 existing parks and one existing park which is currently non-operational due to construction of the Eglinton Crosstown LRT (Chaplin Parkette), for a total of 46.2 hectares of parkland in the YESP area. This includes new parks that have opened since the launch of the Midtown in Focus study, such as Manor Community Green and Montgomery Square.

By number, most parks in Midtown are small parkettes with a size of 0.5 hectare or less. Despite their size and programming limitations, some of the parkettes perform an oversized role in meeting the recreational, community and ecological needs of the neighbourhood. For example, Redpath Avenue Parkette and Dunfield Park are both small-sized parks with busy, well-used playgrounds.

By area, most parkland in Midtown is concentrated in larger parks of 1.5 hectare or greater in size. These parks can accommodate many more recreational facilities and may serve many types of functions. For instance, Sherwood Park has an area of 16 hectare. It contains a baseball diamond, playground and splash pad, which serve sport and play functions. The picnic areas and off-leash area contribute to its community and civic function, and its ravine ecosystem provides

passive and ecological functions. These large, multi-functional parks are important recreation and community hubs for the neighbourhood.

5.3.2. Facility Needs

The park-related facility needs for Midtown that are addressed in this Implementation Strategy have been determined through a series of strategies, plans and studies, including the Midtown Parks and Public Realm Plan (PPR Plan) (2018), the city-wide Parkland Strategy (2019), Parks and Recreation Facilities Master Plan (2019), and a recent community consultation undertaken in the summer of 2021.

The 2018 PPR Plan examined the need for parkland in Midtown and articulated a parks and public realm vision for the area. The PPR Plan formed the basis for the Parks and Open Space Network Plan in the YESP, which is addressed in this Implementation Strategy. The need for parkland acquisition and improvement in Midtown has also been confirmed in the City's Parkland Strategy (2019), which identified portions of Midtown as Parkland Priority Areas based on the local parkland provision rate, parkland supply, high growth, and low income population. An overview of parkland provision in Midtown is provided below.

PF&R undertook additional work in the summer of 2021 to collect input through an online interactive mapping activity, which was used to help identify opportunities and confirm priorities for park improvements in Midtown. Feedback from this consultation has been incorporated in new park-related recommendations below.

5.3.2.1. Parkland Provision

The provision of parkland has been examined through two measures:

- a per capita calculation of parkland per person based on the observed census population and 2051 growth estimate; and
- an update to the mapping of parkland provision per person based on a walking distance of 500 metres, which reflects the

most current methodology established in the Parkland Strategy.

Based on the 2016 census population and existing parks, the average amount of parkland per person in Midtown was 7.0 m² for the residential population, and 4.5 m² for both the residential and employment population. In comparison, the city-wide average in 2016 was 28.0 m² per person and 18 m² per resident and job. Based 2021 data and estimates used as part of a recent update to the Parkland Strategy, parkland provision in Midtown is now approximately 5.8 m² for the residential population, and 4.0 m² for both the residential and employment population, compared to city-wide averages of approximately 27.9 m² per person and 18.3 m² per resident and job. Although the city-wide average reflects larger areas of ravine lands and Environmentally Sensitive Areas outside Midtown, parkland provision in Midtown is below average by any measure.

If no additional parkland is secured in the coming years, parkland provision per person in Midtown will decrease to 2.9 m² per resident and 2.3 m² per resident and job in the long term based on the 2051 growth estimate. Significantly, Midtown's parkland provision rate will decrease even if all parkland priority areas identified in the Secondary Plan are acquired for public parkland. This demonstrates the need to continue to secure as much parkland as possible through the priorities set out in the YESP and any other opportunities which may arise. It also underlines the importance of making the best use of existing parkland to serve the growing population.

Similar to the overall parkland per person calculations above, parkland provision mapping (based on total parkland supply available to residents within a 500 metre walking distance) shows that provision is below the city-wide average in most of Midtown, and is not even throughout the area. The eastern portion of Midtown, especially around the Mount Pleasant-Eglinton intersection, has particularly low parkland provision rates.

Moreover, parkland provision is expected to decrease in almost all dissemination areas in Midtown. In particular, the areas along Eglinton

Avenue are estimated to see higher decreases in parkland provision from 2021 to 2034, with several dissemination areas close to the Yonge-Eglinton, Mount Pleasant-Eglinton and Bayview-Eglinton intersections seeing the greatest decreases. Parkland provision maps for Midtown, forming part of an update to the Parkland Strategy to be presented to City Council in 2022 are shown in Maps 4a-c below.

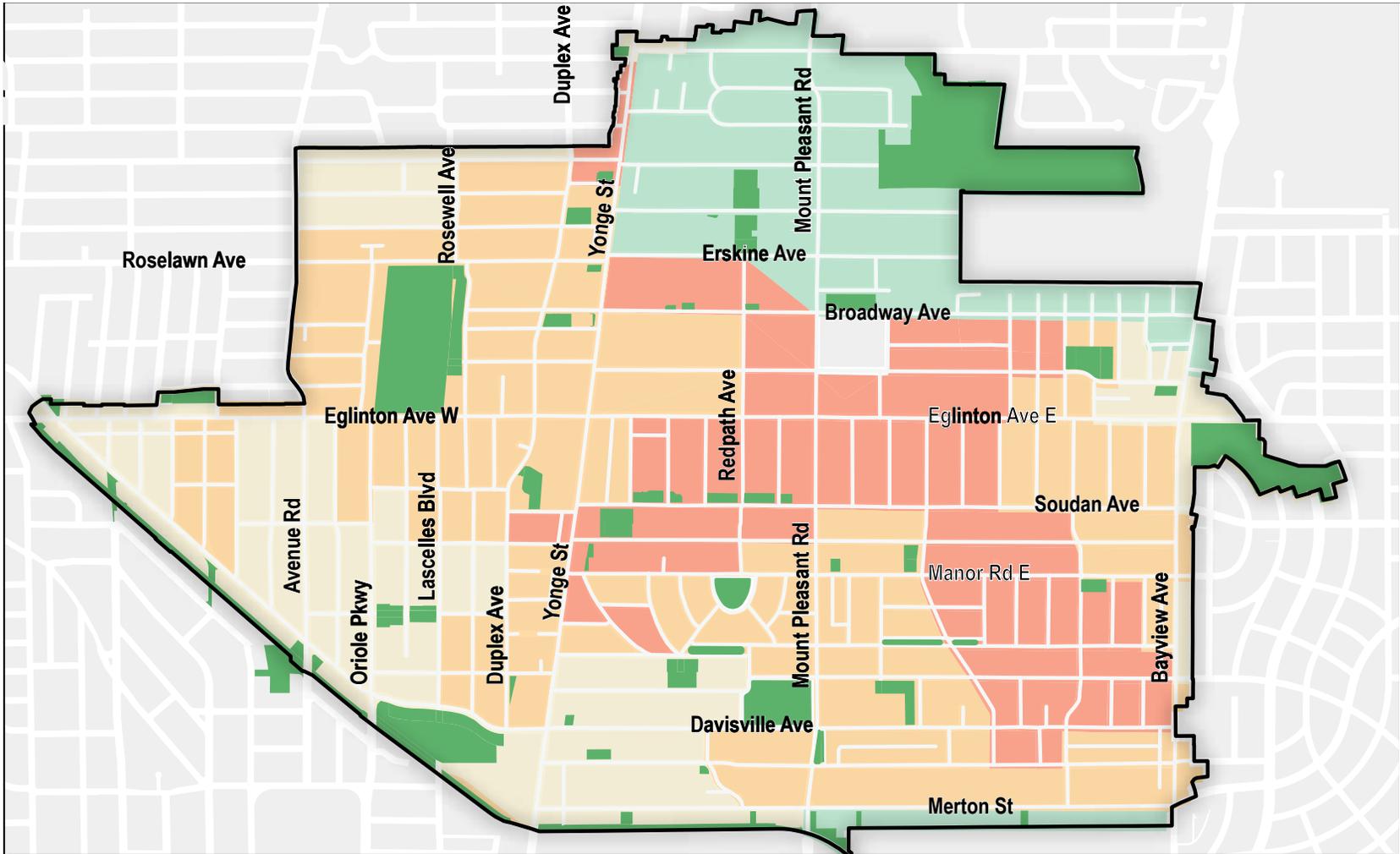
5.3.2.2. Future Needs

Park-related needs for Midtown are grouped below under three categories related to parkland acquisition, park improvements and recreation facilities in parks.

Parkland Acquisition

The 2018 PPR Plan identified approximately 40 priority areas for parkland acquisition totalling 19.5 hectares. City staff are continually working to secure parkland both as part of the development review process and through City-initiated acquisitions. Properties in some of these areas have already been secured through the review of development applications, such as new parks at 66 and 174-180 Broadway Avenue, and future parks along the north side of Soudan Avenue and within the Montgomery-Helendale block west of Yonge Street. In total, there are 17 properties totalling over 1 hectare that have been secured since 2016, including five parks that are now in-service (Table 11). Staff will continue to pursue parkland acquisition priorities identified in the PPR Plan, as shown in Table 14, as well as any other opportunities which may arise. Through development review, acquisition of physical parkland will continue to be the City's priority, versus collecting cash-in-lieu.

Expansion of Midtown's parkland system will also be advanced through opportunities with City-owned land identified in the 2018 Plan. This includes the development of a signature park as part of the decking of Davisville Yard and exploration of decking opportunities along the subway trench south of Berwick Avenue. City staff are also engaged with the Toronto Parking Authority and corporate partners regarding conversion of City-owned parking lots to parkland, including 20 Castlefield Avenue.

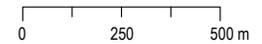


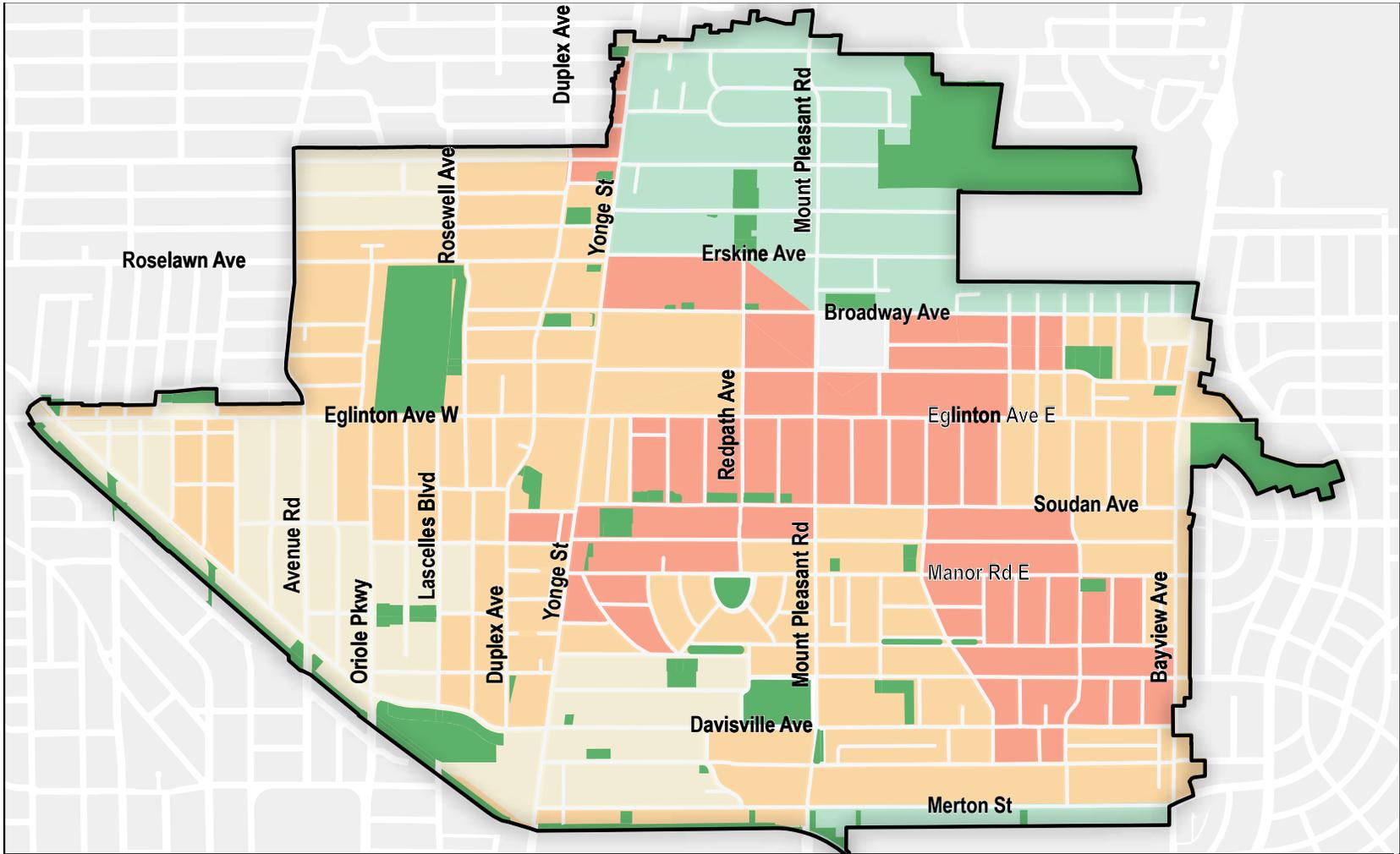
Midtown Infrastructure Implementation Strategy

Map 4.a Parkland Provision (2021)

Parkland Provision Data: Parks, Forestry and Recreation, City of Toronto (2021)

- Yonge-Eglinton Secondary Plan Area
- Existing and Future Parks
- 0 - 4
- 4 - 12
- 12 - 28
- 28+



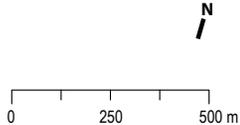


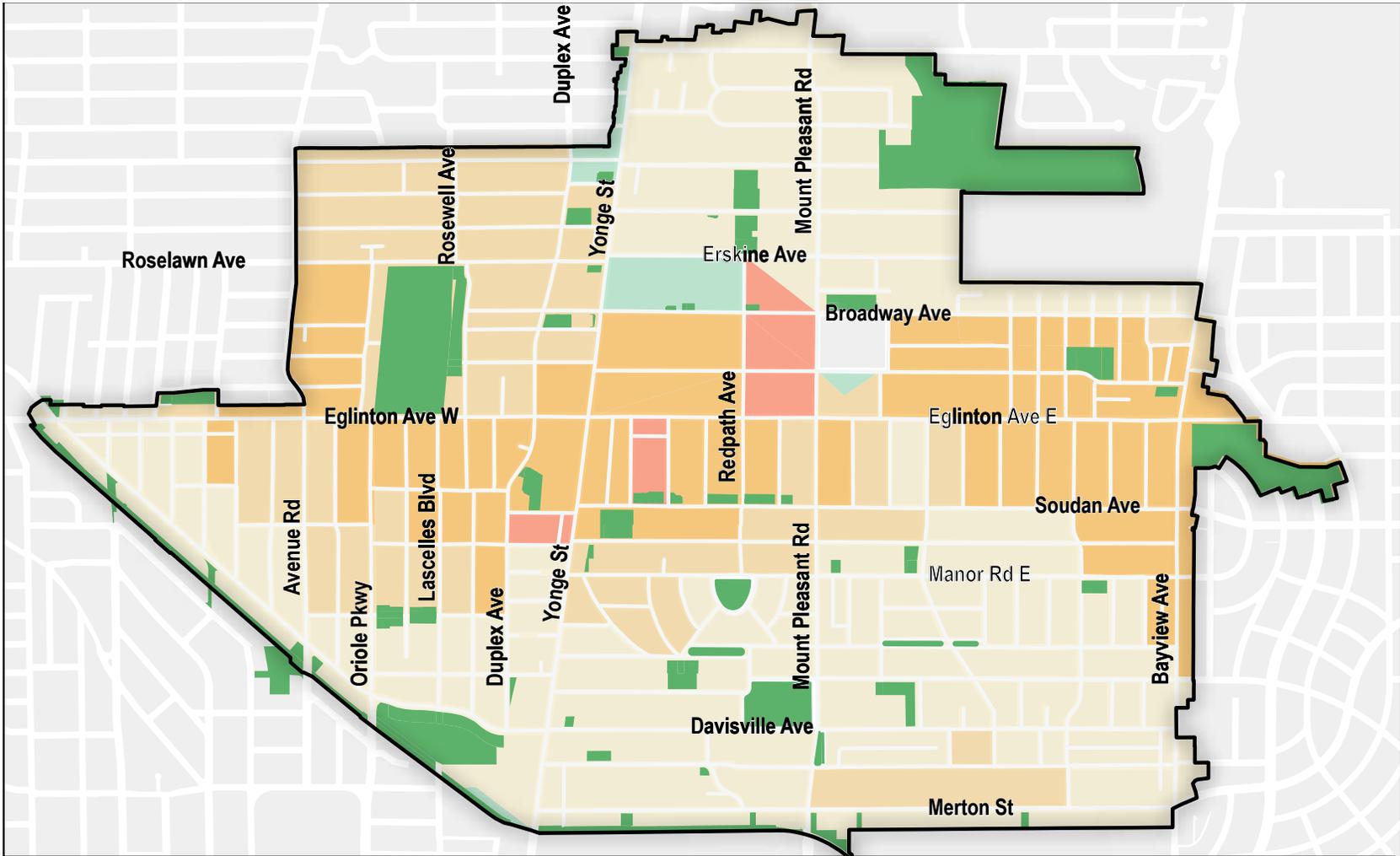
Midtown Infrastructure Implementation Strategy

Map 4.b Parkland Provision (2034)

Parkland Provision Data: Parks, Forestry and Recreation, City of Toronto (2021)

- Yonge-Eglinton Secondary Plan Area
- Existing and Future Parks
- 0 - 4
- 4 - 12
- 12 - 28
- 28+

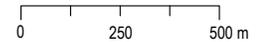




Midtown Infrastructure Implementation Strategy
Map 4.c Impact of Growth on Parkland Provision, by Percent Change

Parkland Provision Data: Parks, Forestry and Recreation, City of Toronto (2021)

- Yonge-Eglinton Secondary Plan Area
- Existing and Future Parks
- -50% to -25%
- -25% to -10%
- -10% to -5%
- -5% to 0%
- > 0.1%



Park Improvements

The PPR Plan also identified the need to improve existing parkland to provide enhanced programming. Given the increasing cost of land, it is important to ensure existing parkland is high-quality, multi-functional, and responds to the changing needs of park users. These can include upgrading the condition and quality of existing facilities, adding new amenities, accessibility and wayfinding improvements, habitat restoration, tree planting, improving interface with surrounding streets, and others.

Improvements to area parks have been recently completed, as shown in Table 12. These include upgrades in Trace Manes Park and Kay Gardner Beltline Park, and other capital projects planned in the near term including improvements to Eglinton Park as informed by the recent Eglinton Park Master Plan.

Additional priorities for park improvements were developed based on information gathered from staff within PF&R and other Divisions, as well as through public-facing, online interactive mapping undertaken by PF&R in the summer of 2021. These priorities are incorporated into the parks planning framework for Midtown by way of this Implementation Strategy, and include recommendations to:

1. Address immediate park condition issues and “low-hanging fruit” actions such as repairing park amenities where needed, and adding lighting, seating, and waste bins.
2. Explore opportunities for Indigenous place-making and place-keeping and ensure that Indigenous communities partner in future park development and improvement projects.
3. Prioritize improvements that preserve and enhance the ecological health and integrity of parkland, expand tree cover and enable climate change mitigation and adaptation.
4. Explore opportunities to increase native planting and plant pollinator gardens in partnership with community groups.
5. Improve wayfinding and signage in Midtown parks.
6. Prioritize the following amenities as part

of park development and improvement projects: fitness equipment, basketball courts, and expanding/adding playgrounds to accommodate more age groups, and dog off-leash areas, while continuing to monitor growth in Midtown and evaluate the need for outdoor recreation amenities in accordance with the Facilities Master Plan.

A series of recommended park improvement projects relating to specific parks were also identified through the 2021 consultation and analysis and are included in Table 14. These include recommendations to revitalize parks to better meet community needs, such as at Redpath Avenue Parkette, as well as opportunities to make smaller scale improvements to parks.

Further consultation and detailed design is required for most of these park-specific recommendations, which will help to define the exact scope of these future projects. The overall Midtown priorities identified above will be considered as part of these recommended projects in further work. For example, the recommended projects should prioritize opportunities for Indigenous place-making and place-keeping to reinforce and celebrate Indigenous presence in Midtown. Such opportunities can be enhanced through collaboration with Indigenous groups and by integrating Indigenous systems of knowledge.

Facilities Master Plan Park Facilities

While Section 5.2.4 of this Implementation Strategy discusses Community Recreation Centres and other indoor recreation facilities, outdoor recreation facilities are primarily located within parks and are considered as part of park projects.

The Facilities Master Plan 2019-2038 (FMP) establishes provision levels for park recreation facilities such as splash pads, multi-use fields, basketball courts and other outdoor facilities. The FMP and its Implementation Strategy also identify specific types of facilities required by geography (ward, district, or city-wide) and time period. These include new basketball court, skateboard park and splash pad recommendations for Wards 12 and 15 as well as various facilities in North York and Toronto & East York Districts and

city-wide as set out in the FMP.

Park development and revitalization projects in Midtown will consider the need for these facilities as part of project design, in alignment with the provision levels established in the FMP.

5.3.3. Delivery Mechanisms

A variety of mechanisms are outlined below that are used by the City in order to deliver park improvements, new parks and new facilities in parks. The majority of park projects in Midtown are expected to be delivered through PF&R-led acquisitions, capital projects and through development, as outlined in Tables 13 and 14. Additional delivery mechanisms, such as transfers, leases, partnerships and philanthropy can also be used to deliver parks projects as opportunities arise over time.

Capital Programs

PF&R's capital program for SOGR and standalone projects will be used to deliver many of the identified park improvements. Through coordination efforts, staff will identify opportunities to align projects across Divisional capital plans, where possible. For example, streetscape and park frontage improvements can be aligned to minimize disruptions to the public realm, and provide a seamless design between the street and the park.

Parkland Dedication through Development

As Midtown sites are redeveloped, opportunities arise to improve and enhance the public realm. One key mechanism available to the City is securing parkland on-site or off-site via Section 42 and Section 51 of the *Planning Act* through the development application process. Additional delivery opportunities include developer-delivered park improvements, creation of Privately Owned, Publicly-Accessible Spaces (POPS) to add to the public realm network, and the installation of public art. Leveraging development approval will continue to be an important tool for the Implementation Strategy.

Parkland Acquisitions, Transfers & Leases

In addition to parkland dedication, the acquisition of new parkland can also be achieved by:

- purchasing privately-owned lands or lands owned by other levels of government;
- transferring City-owned property from another Division to PF&R; and
- negotiating leases at nominal cost or shared-use agreements with Agencies, Boards and Commissions and other public partners (e.g. Toronto Community Housing, School Boards, etc.).

Partnerships with Institutions

Alongside existing and upcoming recreation facility partnerships with School Boards, there may also be opportunity to partner with schools and other institutions to expand and connect the parks and open space system for residents to use and enjoy.

Philanthropy

Toronto has been fortunate to enjoy a long history of philanthropic support for parks and public realm initiatives. Donations, whether in the form of land, cash, or other resources, continue to contribute to the successful implementation and ongoing operations of many of the city's well-loved public spaces. These contributions supplement, but do not substitute more regular and stable resources such as Development Charges and parkland dedication.

5.3.4. Recent Parkland Acquisitions & Improvements

Table 11 provides an inventory of recent parkland acquisitions completed by PF&R, which have been secured or conveyed through Parkland Dedication. Table 12 provides an inventory of park improvements that have been completed since 2018.

5.3.5. Recommended Phasing

Tables 13 and 14 below identify future park projects recommended for the Midtown area based on information currently available, which may be revised as part of the annual Capital Budget process and through five-year reviews of the Parkland Strategy and the Parks, Forestry & Recreation Facilities Master Plan.

Table 11: Recent Park Project Highlights - Acquisitions

Project	Acquisition Status	Construction Status	Completion Timeline
85 Keewatin Ave	Conveyed	Complete	2016
Manor Community Green	Conveyed	Complete	2018
Cudmore Creek Park	Conveyed	Complete	2018
Montgomery Square Park	Conveyed	Complete	2019
66 Broadway Ave	Conveyed	Complete	2020
2131 Yonge St (part of former Hillside Avenue Park)	Conveyed	Construction	2022
33 Soudan Ave (part of Hillside Avenue Park Expansion)	Conveyed	Construction	2022
174-180 Broadway Ave	Conveyed	Detailed Design	2023
71 Redpath Ave	Conveyed	Not Started	--
86 Soudan Ave	Conveyed	Not Started	--
70, 72, 74 Soudan Ave	Secured	Not Started	--
44 Broadway Ave	Secured	Not Started	--
100 Broadway Ave	Secured	Not Started	--
55 Erskine Ave	Secured	Not Started	--
61 Montgomery Ave and 58 Helendale Ave	Secured	Not Started	--
49 and 51 Montgomery Ave	Secured	Not Started	--
35 Roselawn Ave	Secured	Not Started	--

Table 12: Recent Park Project Highlights - Improvements

Project	Status	Completion Timeline
Pottery Playground Enhancement	Complete	2018
Eglinton Park Master Plan	Master Planning Complete, Implementation In Progress	Preferred Master Plan 2019 Implementation 2021-2031
Trace Manes Park	Complete	2020
Beltline Trail "Stations"	Complete	2021

Table 13: Park Projects - Acquisitions (New Parks)

No.	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
Completed Projects									
27	Montgomery Square (2384 Yonge St)	New park (civic focal point)	PF&R	In Service	Complete	Private - Development	Funding Identified	City Capital (PF&R), Developer Pays	Complete
Near-term Projects									
28	TPA Lot - 20 Castlefield Avenue	Convert surface parking lot to new park	PF&R	Project Planning	Underway	Public - City-Led (PF&R)	Partial Funding Identified	City Capital (PF&R)	2021-2026
29	New square at Roselawn	New square at the corner of Roselawn Avenue and Yonge Street (or further west along Roselawn)	PF&R	Project Planning	Underway	Private - Development	Funding Identified	City Capital (PF&R), Developer Pays	2021-2026
Mid-term Projects									
30	Soudan Priority Park Area	New park (civic focal point) located north side of Soudan Ave, Holly St to Mount Pleasant Rd	PF&R	Project Planning	Underway	Joint (City-Led (PF&R) & Private)	Partial Funding Identified	City Capital (PF&R), Developer Pays	2027-2031
31	Canada Square Park	New park as part of large site redevelopment located at southwest corner of Yonge & Eglinton	PF&R	Project Planning	Underway	Private - Development	No Funding Identified	None (requires City Capital (PF&R), Developer Pays)	2027-2031
32	Montgomery/Helendale Parkette	New parkette located west side of Montgomery-Yonge-Helendale-Duplex block	PF&R	Project Planning	Underway	TBD (Private - Development or Public - City-Led)	Partial Funding Identified	City Capital (PF&R), Developer Pays	2027-2031

No.	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
Long-term Projects & Projects Subject to Acquisition Opportunities									
33	Davisville Yard	New, signature public park integrated into redevelopment of the space above the active subway maintenance yard	PF&R	Project Planning	Underway	Joint (City-Led (PF&R) & Private)	BTL	None (requires City Capital (PF&R), Developer Pays)	2032-2051
34	TTC Trench	New linear park approximately 2 ha linear park along 0.6 km of the subway corridor north of Davisville Station, between Chaplin Crescent and Berwick Avenue	PF&R	Area Planning	Complete	Public - City-Led (PF&R)	BTL	None (requires City Capital (PF&R))	2032-2051
35	Redpath Parkette Expansion	New parkland expanding existing parkette to the north	PF&R	Project Planning	Planned	TBD (Private - Development or Public - City-Led)	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities
36	Church of the Transfiguration (111 Manor Rd E)	New park on a portion of the current church property	PF&R	Project Planning	Underway	Public - City-Led (PF&R)	BTL	None (requires City Capital (PF&R))	Subject to Acquisition Opportunities
37	Balliol Parkette (60 Balliol St)	New park	PF&R	Project Planning	Planned	Private - Development	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities
38	Areas Adjacent to Hodgson Public School	New park on lots east and north of school, including Harwood Rd right-of-way	PF&R	Area Planning	Complete	TBD (Private - Development or Public - City-Led)	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities
39	Areas Adjacent to Maurice Cody Public School	New park on lots north of school	PF&R	Area Planning	Complete	TBD (Private - Development or Public - City-Led)	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities

No.	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
40	Pailton Square (185 Balliol St)	New park (civic focal point)	PF&R	Project Planning	Underway	Private - Development	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities
41	New park, Davisville Civic Precinct	New park (civic focal point) adjacent to new aquatic & community centre on Davisville Junior Public School site	PF&R	Area Planning	Complete	TBD (Private - Development or Public - City-Led)	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities
42	Chaplin Estates Local Park (Tranmer Ave)	New local park on Tranmer Ave, including Tranmer right-of-way and adjacent properties	PF&R	Area Planning	Complete	TBD (Private - Development or Public - City-Led)	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities
43	Redpath Revisited Local Park	New local park located between Keewatin Ave and Sherwood Ave, north of terminus of Redpath Ave	PF&R	Area Planning	Complete	TBD (Private - Development or Public - City-Led)	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities
44	Hillsdale Local Park	New local park located east of expanded Hillsdale Parkette	PF&R	Area Planning	Complete	TBD (Private - Development or Public - City-Led)	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities
45	Broadway Park	New local park located north of Northern Secondary School, between Broadway Ave and Elvina Gardens, building on new 174-180 Broadway Park	PF&R	Project Planning	Underway	TBD (Private - Development or Public - City-Led)	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities
46	Davisville Local Park	New local park centred around unopened road allowance between 89 and 99 Belsize Dr	PF&R	Project Planning	Planned	TBD (Private - Development or Public - City-Led)	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities

No.	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
47	Central medium-sized local park in southeast quadrant (location TBD)	New centrally-located medium sized local park/ neighbourhood hub in southeast quadrant of Midtown	PF&R	Area Planning	Complete	TBD (Private - Development or Public - City-Led)	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities
48	New park Commons, Bayview and Eglinton	New park as part of large site redevelopment, located at the northwest corner of Bayview Avenue and Eglinton Avenue West	PF&R	Area Planning	Complete	Private - Development	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities
49	New parks associated with Park Street Loop	New parks along Broadway Ave, Roehampton Ave, Orchard View Blvd, Montgomery Ave	PF&R	Project Planning	Underway	Joint (City-Led (PF&R) & Private)	Partial Funding Identified	City Capital (PF&R), Developer Pays	Subject to Acquisition Opportunities
50	New parks associated with Davisville Community Street	New parks located along Davisville Ave	PF&R	Area Planning	Complete	TBD (Private - Development or Public - City-Led)	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities
51	TPA Lot - 83-97 Burnaby Boulevard	New local park	PF&R	Area Planning	Complete	Public - City-Led (PF&R)	BTL	None (requires City Capital (PF&R))	Subject to Acquisition Opportunities
52	Eglinton Park Expansion	New park area on lots east of Eglinton Park	PF&R	Area Planning	Complete	TBD (Private - Development or Public - City-Led)	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities
53	Area adjacent to 83-97 Burnaby Boulevard (11, 15, 17 Heddington Ave)	New park on lots to the west of proposed parkland at TPA lot at 83-97 Burnaby Blvd	PF&R	Area Planning	Complete	TBD (Private - Development or Public - City-Led)	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities
54	New Parks along Beltline at Avenue Rd	New parks on lots beside Kay Gardner Beltline Trail at Avenue Rd	PF&R	Area Planning	Complete	TBD (Private - Development or Public - City-Led)	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities

No.	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
55	Oriole Park Expansion	New park area on lots north of Oriole Park	PF&R	Area Planning	Complete	TBD (Private - Development or Public - City-Led)	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities
56	Charlotte Maher Park Expansion	New park area on lots to the west, north and east of Charlotte Maher Park	PF&R	Area Planning	Complete	TBD (Private - Development or Public - City-Led)	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities
57	Cudmore Creek Park Expansion	New park area on lots to the north and west of Cudmore Creek Park	PF&R	Area Planning	Complete	TBD (Private - Development or Public - City-Led)	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities
58	New Park along Betline at Mount Pleasant Rd	New park area expanding connection to Kay Gardner Beltline Trail from Mount Pleasant Rd	PF&R	Area Planning	Complete	TBD (Private - Development or Public - City-Led)	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities
59	New park or mid-block connection on Merton - 1	New park area or connection from Merton to the Beltline Trail	PF&R	Area Planning	Complete	TBD (Private - Development or Public - City-Led)	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities
60	New park or mid-block connection on Merton - 2	New park area or connection from Merton to the Beltline Trail	PF&R	Area Planning	Complete	TBD (Private - Development or Public - City-Led)	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities
61	New park, east of Yonge between Hillside Ave and Manor Rd E	New park area east of Yonge Street between Hillside Ave and Manor Rd E	PF&R	Area Planning	Complete	TBD (Private - Development or Public - City-Led)	BTL	None (requires City Capital (PF&R), Developer Pays)	Subject to Acquisition Opportunities
62	Mount Pleasant Parkette Expansion	New park area consisting of part of Mount Pleasant Rd right-of-way	PF&R	Area Planning	Complete	Public - City-Led (PF&R)	BTL	None (requires City Capital (PF&R))	Subject to Acquisition Opportunities

Table 14: Park Projects - Upgrades

No.	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
Near-term Projects									
63	Beltline Trail at Moore Ave Improvements	Improvements to Beltline Trail entrance at Moore Ave (south of Mount Pleasant Cemetery, connecting with Moore Park Ravine)	PF&R	Construction	Underway	Public - City-Led (PF&R)	Funding Identified	City Capital (PF&R)	2021-2026
64	Redpath Avenue Parkette Improvements	Improvements to existing Redpath Avenue Parkette	PF&R	Project Planning	Underway	Public - City-Led (PF&R)	Funding Identified	City Capital (PF&R)	2021-2026
65	Howard Talbot Park Revitalization and Management Plan	Coordinate with school to revitalize, replace and manage park elements	PF&R	Project Planning	Planned	Public - City-Led (PF&R)	No Funding Identified	None (requires City Capital (PF&R))	2027-2031
66	Beltline Trail	Review and implement 2013 study for Conceptual Design for Improvements to the Beltline Trail	PF&R	Project Planning	Planned	Public - City-Led (PF&R)	No Funding Identified	None (requires City Capital (PF&R))	2021-2026
67	Eglinton Park Master Plan	Revitalization of Eglinton Park based on the preferred concept of the Eglinton Park Master Plan	PF&R	Detailed Design	Underway	Public - City-Led (PF&R)	Partial Funding Identified	City Capital (PF&R)	Phase 1: 2021-2026 Full Completion: 2027-2031

No.	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
Mid-term Projects									
68	June Rowlands Park System Improvements (June Rowlands Park, Mount Pleasant Parkette and Glebe Manor Square West)	Improve park interface with Public Realm Moves, and add new small scale amenities and a focus at Mount Pleasant/Davisville gateway	PF&R	Project Planning	Planned	Public - City-Led (PF&R)	No Funding Identified	None (requires City Capital (PF&R))	2027-2031
69	Sherwood Park Revitalization	Revitalize Sherwood Park, with consideration for usage of existing facilities and trail and creek condition.	PF&R	Project Planning	Planned	Public - City-Led (PF&R)	No Funding Identified	None (requires City Capital (PF&R))	2027-2031
70	Alexander Muir Memorial Gardens - Lawrence Park Ravine - Blythwood-Sherwood Ravine System Access & Accessibility Improvements	Improve accessibility and safety of entrances and pathways at Alexander Muir Memorial Gardens, Lawrence Park Ravine and Blythwood-Sherwood Ravine, in particular along Alexander Muir Road	PF&R	Project Planning	Planned	Public - City-Led (PF&R)	No Funding Identified	None (requires City Capital (PF&R))	2027-2031
71	Midtown Wayfinding Improvements	Wayfinding and signage improvements in Midtown parks	PF&R	Area Planning	Planned	Public - City-Led (PF&R)	No Funding Identified	None (requires City Capital (PF&R))	2027-2031

No.	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
Long-term Projects									
72	The Mission Ground Parkette Improvements	Add new amenities at The Mission Ground Parkette	PF&R	Project Planning	Planned	Public - City-Led (PF&R)	BTL	None (requires City Capital (PF&R))	2032-2051
73	Charlotte Maher Park Improvements	Add new amenities at Charlotte Maher Park	PF&R	Project Planning	Planned	Public - City-Led (PF&R)	BTL	None (requires City Capital (PF&R))	2032-2051
74	Frobisher Ave	Improve the interface between Oriole Park, Frobisher Ave and Beltline Trail	PF&R	Project Planning	Planned	Public - City-Led (PF&R)	BTL	None (requires City Capital (PF&R))	2032-2051
75	Mount Pleasant Cemetery	Improved connections through Mount Pleasant Cemetery connecting with the Vale of Avoca	PF&R	Area Planning	Complete	Public - City-Led (PF&R)	BTL	None (requires City Capital (PF&R))	2032-2051

5.4. Public Realm Moves

The Midtown Parks and Public Realm Plan (PPR Plan) articulates a vision for a series of public realm improvements to enhance redevelopment in the area with a green, landscaped character. Secondary Plan policies set out 11 Public Realm Moves to guide the ongoing creation of a network of public squares, linear open spaces, streetscape enhancements, tree planting, and complete streets, including improved pedestrian and cycling facilities. The Public Realm Moves generally involve works within and adjacent to City rights-of-way, which may include such elements as widened and relocated sidewalks, curb realignment, expanded landscape and tree planting areas and specialized paving materials.

The Midtown Infrastructure Implementation Strategy builds on the vision established in both the PPR Plan and the YESP, by developing preliminary concept designs for nine of the eleven Public Realm Moves for Midtown and providing further analysis and recommendations to advance their implementation. The full Public Realm Implementation Strategy, found in Appendix 1 to this report, is summarized below.

5.4.1. Existing Public Realm

Over the course of several waves of development since the 19th century, Midtown has evolved into a diverse area comprising major commercial streets, low-rise residential neighbourhoods and tower-in-the-park landscapes with access to a range of parks and open spaces. The design of streets in Midtown currently prioritizes vehicles and parking, and typically have narrow sidewalks that can experience crowding, especially near subway entrances. On some streets, sidewalks are missing in segments or are otherwise constrained by utility poles, commercial boulevard parking, and other street elements. Through recent development, efforts have been made to secure mid-block connections to improve pedestrian permeability through large blocks, and to provide sufficient building setbacks for the provision of open spaces, parkettes and plazas at grade. There are currently few bikeways located in Midtown, with only one dedicated multi-use route along the Beltline Trail, and the recent installation of

ActiveTO (bikeways and street cafes) on Yonge Street, south of Davisville Avenue.

5.4.2. Planned Public Realm Moves

The Public Realm Moves include those initially outlined the 2014 Midtown in Focus: Parks, Open Space and Streetscape Master Plan, as well as additional Moves developed to improve the public realm in the Davisville area. The Moves were identified and refined through extensive public engagement during the development of the YESP, including open houses, stakeholder group meetings, online interactive mapping and feedback on a draft Parks and Public Realm Plan. The Public Realm Moves, outlined in Section 3.2 of the YESP are as follows:

- *Eglinton Green Line* – a major linear, publicly-accessible green open space with multiple programming opportunities, facilitated in part by a generous building setback along the north side of Eglinton Avenue East between Yonge Street and Mount Pleasant Road.
- *Yonge Street Squares and Extensions* - a series of distinctive landscaped, publicly-accessible squares along Yonge Street, accommodated by setting back buildings through redevelopment.
- *Park Street Loop* – the re-imagining of Broadway Avenue and Roehampton Avenue as a publicly-accessible, multi-modal green promenade connecting Eglinton Park to community amenities and open spaces in neighbourhoods to the east.
- *Midtown Greenways* – expanded and enhanced landscaped setbacks to allow for publicly accessible open spaces and widened sidewalks along Keewatin Avenue, Erskine Avenue, Holly Street, Dunfield Avenue, Lillian Street, Brownlow Avenue and Soudan Avenue.
- *Redpath Revisited* – the enhancement of Redpath Avenue as a key north-south route connecting two neighbourhood green spaces, with a shared street segment north of Eglinton Avenue East.

- *Davisville Community Street* – A vibrant, complete, multi-modal street linking community facilities and local amenities with transit.
- *Mount Pleasant Arboretum* – Enhancements to a major north-south route through pedestrian and cycling improvements and additional street tree plantings to create a continuous green corridor.
- *Merton Street Promenade* – widened sidewalks and landscaped boulevards to support pedestrian activity in a mixed-use environment, with improved connections to the Kay Gardner Beltline Trail.
- *Balliol Green Street* – a tranquil landscaped setting with enhanced planting, forecourts and publicly-accessible open spaces achieved through building setbacks.
- *Pailton Crescent Corridor* – widened and extended sidewalks, landscaping and the creation of a public plaza to enhance the local commercial hub.

Preliminary concept plans for nine of the eleven Public Realm Moves are found in Appendix 1. These conceptual sketches are intended to guide future design, and are subject to feasibility analysis and detailed evaluation, using standards and best practices current at the time of implementation. Not included in the Public Realm Implementation Strategy at this time are:

- *Yonge Street Squares Extensions* – to be considered by Transportation Services as a part of the ActiveTO Midtown Complete Street Pilot Project; and
- *Mount Pleasant Arboretum* – to be revisited following outcomes and recommendations from ActiveTO Midtown Complete Street Pilot Project.

The implementation of certain Public Realm Moves has already been advanced through development review and other related initiatives, as highlighted in Table 15. The rollout of public realm improvements will continue on an ongoing basis pursuant to the phasing strategy outlined below.

The City's Official Plan Policy 3.1.1.6 directs new and existing City streets to incorporate a Complete Streets approach that balances the needs and priorities of various users, modes of transportation, and the provision of landscaping and other street elements within the right-of-way. Toronto's Complete Streets Guidelines (2016) build on many of the City's existing policies and guidelines to provide a holistic approach to safely accommodate these users while also supporting and enhancing the neighbourhood context. The City's Streetscape Manual (2007) guides the design, construction and maintenance of sidewalk and boulevard improvements on Toronto's road network. City Planning's Streetscape Manual User Guide (2019) provides detailed direction on the City's street hierarchy, streetscape zones, and elements such as lighting and street furniture.

5.4.3. Delivery Mechanisms

Delivery through Development

Wherever feasible, the implementation of streetscape improvements will continue to be delivered incrementally through the review and approval of individual development proposals on immediately adjacent properties. Through the City's Site Plan Control process, public realm improvements can be secured along the extent of the site and, where appropriate, beyond the site frontage, to be implemented at the time of construction. Depending on the timing of construction and potential alignment with capital projects, improvements can be delivered solely by the developer or jointly with the City.

City Capital Programs

The Public Realm Moves may also be delivered through opportunities to incorporate these 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. Concept plans will be adjusted

as projects advance, based on technical constraints and stakeholder input.

Standalone projects or public realm elements may also be advanced independently through the Civic Design Unit of City Planning where funding has been secured through Section 37 contributions, philanthropy and/or local partnerships such as with Business Improvement Areas.

5.4.4. Coordination with Parks

The Public Realm Moves intersect with existing and planned future parks to create a cohesive green network for Midtown. The preliminary concept plans developed in the attached Public Realm Implementation Strategy are intended to connect and integrate with parks and open spaces as they are acquired or redesigned. Coordination with City Divisions including Transportation Services, City Planning and Toronto Water is needed to ensure alignment with PF&R capital project scheduling, using the concept plans to provide guidance for the design of public realm improvements along the

adjacent right-of-way. As a recent example of this coordination, the redesign of the Redpath Avenue Parkette, and the abutting streetscape to be incorporated along its Erskine Avenue frontage, will be informed by the concept plans developed for the Midtown Greenways, and implemented at the time of reconstruction.

5.4.5. Recommended Phasing

The Public Realm Moves identified in this Implementation Strategy will be evaluated for improvements when SOGR works and priority standalone works are identified by Transportation Services. At the time streets captured by Public Realm Moves are programmed for capital works, they will be reviewed by capital program teams for safety issues, cycling connections, missing sidewalks, opportunities to widen sidewalks and green streets improvements. Additionally, components of the Public Realm Moves that are delivered through development will be phased as opportunities arise. As such, areas with the highest concentration of development activity will see earlier implementation of relevant Public Realm Moves, albeit in an incremental fashion.

Table 15: Public Realm Projects

No.	Public Realm Move	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
Completed Projects										
76	Yonge Street Squares	Yonge-Eglinton Crossroads Special Square north-west corner	Custom urban square framing the Yonge-Eglinton Crossroads including tree planting, street furniture, bike parking, potential utility relocation.	CP	In Service	Complete	Private - Development	Funding Identified	Developer Pays	Complete
77	Yonge Street Squares	Yonge-Eglinton Crossroads Special Square north-east corner	Custom urban square framing the Yonge-Eglinton Crossroads including tree planting, street furniture, bike parking, potential utility relocation.	CP	In Service	Complete	Private - Development	Funding Identified	Developer Pays	Complete
78	Yonge Street Squares	Montgomery Special Square	Neighbourhood civic space - south-west corner - 58 Orchard View Blvd	CP	In Service	Complete	Private - Development	Funding Identified	Developer Pays	Complete
79	Yonge Street Squares	Montgomery Special Square	Neighbourhood civic space - 25 Montgomery Avenue	CP	In Service	Complete	Private - Development	Funding Identified	Developer Pays	Complete
80	Yonge Street Squares	Montgomery Special Square	Neighbourhood civic space - south-west corner of Helendale Avenue and Yonge Street - 2384 Yonge Street	CP	In Service	Complete	Private - Development	Funding Identified	Developer Pays	Complete
81	Yonge Street Squares	Soudan Ave Typical Square - south-east corner	New Square including intersection realignment with bump-out, tree planting, street furniture, potential relocation of utilities and/or parking	CP	In Service	Complete	Private - Development	Funding Identified	Developer Pays	Complete

No.	Public Realm Move	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
82	Yonge Street Squares	Belsize Road Typical Square	Urban square achieved through bump-out at intersection, tree planting, street furniture, potential relocation of utilities and/or parking	CP	Project Planning	Planned	Private - Development	Funding Identified	Developer Pays	Complete
Near-term Projects										
83	Yonge Street Squares	Yonge-Eglinton Crossroads Special Square - south-east corner	Custom urban square framing the Yonge-Eglinton Crossroads including tree planting, street furniture, bike parking, potential utility relocation.	CP	Detailed Design	Underway	Private - Development	No Funding Identified	None (requires Developer Pays)	2021-2026
84	Yonge Street Squares	St Clements Ave Typical Square	New square including bump-out, tree planting, street furniture, potential relocation of utilities and/or parking	CP	Detailed Design	Underway	Private - Development	No Funding Identified	None (requires City Capital (TS), Developer Pays)	2021-2026
85	Yonge Street Squares	Roselawn Ave Typical Square	New square including bump-out, intersection realignment, tree planting, street furniture, potential relocation of utilities and/or parking	CP	Project Planning	Underway	Private - Development	No Funding Identified	None (requires Developer Pays)	2021-2026
86	Yonge Street Squares	West block between Yonge Street and Berwick Ave	Urban open space providing mid-block connection and programming opportunities	CP	Detailed Design	Underway	Private - Development	No Funding Identified	None (requires Developer Pays)	2021-2026

No.	Public Realm Move	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
87	Yonge Street Squares	Soudan Ave Typical Square - north-east corner	New Square including intersection realignment with bump-out, tree planting, street furniture, potential relocation of utilities and/or parking	CP	Detailed Design	Underway	Private - Development	No Funding Identified	None (requires Developer Pays)	2021-2026
88	Yonge Street Squares	Manor Road Integrated Square	Shared new pedestrian street, including bump-out, tree planting, street furniture, potential relocation of utilities and/or parking	CP	Detailed Design	Underway	Private - Development	No Funding Identified	None (requires City Capital (TS), Developer Pays)	2021-2026
Mid-term Projects										
89	Yonge Street Squares	Davisville Special Square - north-west corner	Custom urban landscaped area including tree planting, seating, lighting, bike parking, potential utility relocation	CP	Project Planning	Underway	Private - Development	No Funding Identified	None (requires Developer Pays)	2027-2031
90	Yonge Street Squares	Davisville Special Square - north-east corner	Custom urban landscaped area including tree planting, seating, lighting, bike parking, potential utility relocation	CP	Project Planning	Underway	Private - Development	No Funding Identified	None (requires Developer Pays)	2027-2031
91	Yonge Street Squares	Yonge-Eglinton Crossroads Special Square south-west corner	Canada Square - Custom urban square framing the Yonge-Eglinton Crossroads including tree planting, street furniture, bike parking, potential utility relocation.	CP	Detailed Design	Underway	Private - Development	No Funding Identified	None (requires Developer Pays)	2027-2031

No.	Public Realm Move	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
Long-term Projects & Projects Subject Development and/or City Capital Programming										
92	Yonge Street Squares	Berwick Ave Typical Square	New Square including intersection realignment with bump-out, tree planting, street furniture, potential relocation of utilities and/or parking	CP	Detailed Design	Underway	Private - Development	BTL	None (requires Developer Pays)	2032-2051
93	Yonge Street Squares	Blythwood Road Typical Square	New square including bump-out, intersection realignment, tree planting, street furniture, potential relocation of utilities and/or parking	CP	Project Planning	Planned	Private - Development	BTL	None (requires Developer Pays)	Subject to Development
94	Yonge Street Squares	Lytton Blvd Typical Square	New square including bump-out, intersection realignment, tree planting, street furniture, potential relocation of utilities and/or parking	CP	Project Planning	Planned	Private - Development	BTL	None (requires Developer Pays)	Subject to Development
95	Yonge Street Squares	Sherwood Ave Typical Square	New square including bump-out, intersection realignment, tree planting, street furniture, potential relocation of utilities and/or parking	CP	Project Planning	Planned	Private - Development	BTL	None (requires Developer Pays)	Subject to Development
96	Yonge Street Squares	East block between Yonge Street and Berwick Ave	Urban open space providing mid-block connection and programming opportunities	CP	Project Planning	Planned	Private - Development	BTL	None (requires City Capital (TS), Developer Pays)	Subject to Development

No.	Public Realm Move	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
97	Yonge Street Squares	Glebe Road Typical Square	New Square including intersection realignment with bump-out, tree planting, street furniture, potential relocation of utilities and/or parking	CP	Project Planning	Planned	Private - Development	BTL	None (requires Developer Pays)	Subject to Development
98	Yonge Street Squares	Glebe Road Shared Square	Shared new pedestrian street, including bump-out, tree planting, street furniture, potential relocation of utilities and/or parking	CP	Project Planning	Planned	Private - Development	BTL	None (requires City Capital (TS), Developer Pays)	Subject to Development
99	Yonge Street Squares	Belsize Road Typical Square	Urban square achieved through bump-out at intersection, tree planting, street furniture, potential relocation of utilities and/or parking - north-east corner	CP	Project Planning	Planned	Private - Development	BTL	None (requires Developer Pays)	Subject to Development
100	Yonge Street Squares	Davisville Special Square - south-west corner	Custom urban landscaped area including tree planting, seating, lighting, bike parking, potential utility relocation	CP	Project Planning	Underway	Joint (City-Led (CP/TS) & Private)	BTL	None (requires City Capital (TS), Developer Pays)	Subject to Development/ City Capital Programming
101	Yonge Street Squares	Montgomery Special Square	Neighbourhood civic space encompassing Helendale shared street, Montgomery Square Parkette and open spaces surrounding library	CP/TS	Project Planning	Planned	Joint (City-Led (CP/TS) & Private)	BTL	None (requires City Capital (TS), Developer Pays)	Subject to Development/ City Capital Programming

No.	Public Realm Move	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
102	Eglinton Green Line	Eglinton Green Line	Landscaped promenade with animated outdoor spaces on the north side of the street, including extensive tree planting, seating, lighting and urban plazas	CP	Project Planning	Underway	Private - Development	Partial Funding Identified	Developer Pays	Subject to Development
103	Park Street Loop	Broadway Ave	Landscaped pedestrian promenade along the street, achieved through roadway and intersection narrowing, new bikeway, bump-outs at crosswalks, intersections and parks, tree planting, street furniture, potential relocation of utilities and/or parking	CP/TS	Project Planning	Planned	Joint (City-Led (CP/TS) & Private)	Partial Funding Identified	City Capital (TS/CP), Developer Pays	Subject to Development/ City Capital Programming
104	Park Street Loop	Roehampton Ave	Landscaped pedestrian promenade along the street, achieved through bump-outs at crosswalks, intersections and parks, tree planting, street furniture, potential relocation of utilities and/or parking	CP/TS	Project Planning	Underway	Joint (City-Led (CP/TS) & Private)	Partial Funding Identified	City Capital (TS/CP), Developer Pays	Subject to Development/ City Capital Programming

No.	Public Realm Move	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
105	Redpath Revisited	Redpath Revisited	Complete street achieved through partial roadway narrowing, bump-outs at intersections and parks, tree planting in rain gardens, sidewalk widening, street furniture, potential relocation of utilities and/or parking, new sidewalk and roadway narrowing between Soudan Avenue and Manor Road	CP/TS	Project Planning	Underway	Joint (City-Led (CP/TS) & Private)	Partial Funding Identified	City Capital (TS/CP), Developer Pays	Subject to Development/ City Capital Programming
106	Midtown Greenways	Berwick Greenway	Complete street achieved through bump-outs at intersections, tree planting in rain gardens, sidewalk widening, street furniture, potential relocation of utilities and/or parking	CP/TS	Project Planning	Underway	Joint (City-Led (CP/TS) & Private)	Partial Funding Identified	City Capital (TS/CP), Developer Pays	2032-2051
107	Midtown Greenways	Keewatin Greenway	Complete street achieved through bump-outs at intersections, crosswalks and parks, tree planting in rain gardens, sidewalk widening, street furniture, potential relocation of utilities and/or parking	CP/TS	Project Planning	Underway	Joint (City-Led (CP/TS) & Private)	Partial Funding Identified	City Capital (TS/CP), Developer Pays	Subject to Development/ City Capital Programming

No.	Public Realm Move	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
108	Midtown Greenways	Soudan Avenue	Complete street achieved through bump-outs at intersections and parks, tree planting in rain gardens, sidewalk widening, street furniture, potential relocation of utilities and/or parking	CP/TS	Project Planning	Underway	Joint (City-Led (CP/TS) & Private)	Partial Funding Identified	City Capital (TS/CP), Developer Pays	Subject to Development/ City Capital Programming
109	Midtown Greenways	Roselawn Greenway	Complete street achieved through bump-outs at intersections, tree planting in rain gardens, sidewalk widening, street furniture, potential relocation of utilities and/or parking	CP/TS	Project Planning	Underway	Joint (City-Led (CP/TS) & Private)	Partial Funding Identified	City Capital (TS/CP), Developer Pays	Subject to Development/ City Capital Programming
110	Midtown Greenways	Erskine Greenway	Complete street achieved through bump-outs at intersections, crosswalks and parks, tree planting in rain gardens, sidewalk widening, street furniture, potential relocation of utilities and/or parking	CP/TS	Project Planning	Underway	Joint (City-Led (CP/TS) & Private)	Partial Funding Identified	City Capital (TS/CP), Developer Pays	Subject to Development/ City Capital Programming

No.	Public Realm Move	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
111	Midtown Greenways	Holly Street	Complete street achieved through bump-outs at parks, tree planting in rain gardens, sidewalk widening, street furniture, potential relocation of utilities and/or parking	CP/TS	Project Planning	Underway	Joint (City-Led (CP/TS) & Private)	Partial Funding Identified	City Capital (TS/CP), Developer Pays	Subject to Development/ City Capital Programming
112	Midtown Greenways	Dunfield Avenue	Complete street achieved through bump-outs at parks, tree planting in rain gardens, sidewalk widening, street furniture, potential relocation of utilities and/or parking	CP/TS	Project Planning	Underway	Joint (City-Led (CP/TS) & Private)	Partial Funding Identified	City Capital (TS/CP), Developer Pays	Subject to Development/ City Capital Programming
113	Midtown Greenways	Lilian Street	Complete street achieved through bump-outs at parks, tree planting in rain gardens, sidewalk widening, street furniture, potential relocation of utilities and/or parking	CP/TS	Project Planning	Underway	Joint (City-Led (CP/TS) & Private)	Partial Funding Identified	City Capital (TS/CP), Developer Pays	Subject to Development/ City Capital Programming
114	Midtown Greenways	Brownlow Avenue	Complete street achieved through bump-outs at parks and intersections, tree planting in rain gardens, sidewalk widening, street furniture, potential relocation of utilities and/or parking	CP/TS	Project Planning	Underway	Joint (City-Led (CP/TS) & Private)	Partial Funding Identified	City Capital (TS/CP), Developer Pays	Subject to Development/ City Capital Programming

No.	Public Realm Move	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
115	Davisville Community Street	Davisville Community Street	Complete street achieved through roadway narrowing, new bikeway, sidewalk widening, bump-outs at mid-block connections and parks, tree planting, street furniture, potential relocation of utilities and/or parking	CP/TS	Project Planning	Underway	Joint (City-Led (CP/TS) & Private)	Partial Funding Identified	City Capital (TS/CP), Developer Pays	Subject to Development/ City Capital Programming
116	Merton Street Promenade	Merton Street Promenade	Complete street achieved through roadway narrowing, sidewalk widening, bump-outs, tree planting in rain gardens, street furniture, potential relocation of utilities and/or parking. Enhanced pedestrian connections to Beltline Trail and Mount Pleasant Cemetery	CP/TS	Project Planning	Underway	Joint (City-Led (CP/TS) & Private)	Partial Funding Identified	City Capital (TS/CP), Developer Pays	Subject to Development/ City Capital Programming
117	Balliol Green Street	Balliol Green Street	Complete street achieved through sidewalk widening, bump-outs, tree planting in rain gardens, street furniture, potential relocation of utilities and/or parking.	CP/TS	Project Planning	Underway	Joint (City-Led (CP/TS) & Private)	Partial Funding Identified	City Capital (TS/CP), Developer Pays	Subject to Development/ City Capital Programming

No.	Public Realm Move	Project or Location	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source (Potential or Secured)	Phasing
118	Pailton Crescent Connector	Pailton Crescent Connector	Complete street with urban plazas achieved through intersection narrowing, new and widened sidewalks, tree planting in rain gardens, street furniture, potential relocation of utilities and/or parking.	CP/TS	Project Planning	Underway	Joint (City-Led (CP/TS) & Private)	Partial Funding Identified	City Capital (TS/CP), Developer Pays	Subject to Development/ City Capital Programming
119	Mount Pleasant Road Arboretum	Mount Pleasant Road Arboretum	Complete street achieved through ROW widening to 23 metres, pedestrian and cycling improvements, tree planting	TS, UF	Area Planning	Planned	Public - City-Led (TS)	BTL	City Capital (TS)	2032-2051
120	Yonge Street Extensions	Yonge Street Extensions	Enhanced streetscape with dedicated bikeways, consistent lighting, paving and street furniture character, bump-outs at appropriate intersections	TS	Project Planning	Planned	Public - City-Led (TS)	BTL	None (requires City Capital (TS))	Subject to City Capital Programming

5.5. Local Transportation

This Implementation Strategy addresses elements of the local transportation network that are identified as ‘Priority Local Streets’ in the Yonge Eglinton Secondary Plan. The local transportation network in Midtown provides access to properties and travel routes within and through mainly residential areas. These local streets are intended to provide mobility and accessibility for people of all ages and abilities, and be inviting for pedestrians and cyclists with generous landscaping to enhance street character and comfort. The local transportation network is designed for low vehicular speed, local vehicular uses only, limited truck movements, and it typically does not carry bus transit.

5.5.1. Existing Network

Midtown’s existing street network is characterized primarily by long east-west blocks with limited north-south street connections. The existing local street network provides good pedestrian infrastructure and most of the area is within a 10-minute walk of a rapid transit station. However, pedestrian connectivity to other destinations and the experience for pedestrians is often challenging with narrow sidewalks and missing links. The area has few comfortable bikeways and a corresponding low cycling mode share.

Beyond the local street network, Midtown is generally well served by collector and arterial streets, a regional transit network, and a robust local bus network that has capacity to attract more riders to support future growth.

5.5.2. Planned Network

The Midtown Mobility Network identified in the YESP is intended to provide an integrated network of streets that provide safe and sustainable travel choices to improve mobility and accessibility for people of all ages and abilities. The YESP calls for a complete streets approach to inform the design, refurbishment or reconstruction of streets.

The Midtown Mobility Network establishes a plan for providing fine-grained walking and

cycling routes between community focal points, such as schools, parks and open spaces and community service facilities. The Network includes Priority Local Streets that will function as residential streets where the needs of pedestrians and cyclists are prioritized through capital investments and redevelopment over time. The improvements targeted for Priority Local Streets are focused on widening sidewalks and introducing new cycling facilities on existing streets.

The Local streets are not a significant contributor to the capacity of the transportation network and the revised growth estimate for Midtown will have minimal impact to the local street network. Therefore, a need assessment to update the local street network requirements was not completed as part of this Implementation Strategy.

5.5.3. Delivery Mechanisms

As Priority Local Street improvements are located mostly on streets with little redevelopment expected, it is expected they will be delivered primarily through the Transportation Services capital program, subject to project evaluation and prioritization over time. Where feasible, opportunities to implement Priority Local Street improvements will also be considered as part of the development review and approvals process.

5.5.4. Recommended Phasing

Similar to the process of programming the Public Realm Moves, the local streets identified as “Priority Local Streets” will be evaluated for improvements when SOGR works are identified by Transportation Services. At the time they are programmed for SOGR, all Priority Local Streets in this network will be reviewed by capital program teams for safety issues, missing sidewalks, opportunities to widen sidewalks, improve conditions for cycling, and green streets improvements. Additionally as part of SOGR, all streets in the program will be brought up to standard including the addition of Tactile Walking Surface Indicators to existing sidewalks at all intersections.

5.6. Municipal Servicing

Toronto Water operates and maintains a complex network of watermains and sewers across the city to provide site servicing for existing properties and to support growth. The watermain network carries clean water to households and businesses, while the sewer network carries away sewage, greywater, and stormwater runoff. The sewer network includes:

- *sanitary sewers* for conveying wastewater discharges (e.g. sewage and greywater);
- *storm sewers* for collecting and conveying stormwater runoff; and,
- *combined sewers* that convey both wastewater discharges and stormwater runoff.

5.6.1. Existing Infrastructure

5.6.1.1. Sewer System

The majority of Midtown is serviced by combined sewers for the conveyance of both wastewater discharges and stormwater runoff. Additionally, the area has limited separate sanitary sewers, comprising less than 5% of the total sewers in the area, for the conveyance of wastewater discharges only. Separated storm sewers exist in large parts of the area for the collection and conveyance of stormwater runoff.

Wastewater discharges from the combined and sanitary sewer systems from the area outlet through the Forman Yonge Combined Trunk Sewer, which discharges to the North Toronto Sanitary Trunk Sewer, and are ultimately treated at the North Toronto Treatment Plant. Stormwater discharges from storm sewers outlet to Don River tributaries.

5.6.1.2. Watermain System

Water supply for Midtown is provided through 1,050 mm and 1,200 mm transmission watermains, which follow Avenue Road and Bayview Avenue respectively. The local distribution network includes primarily 300mm watermains and 150mm watermains. The 300 mm watermains create a large distribution grid along Yonge Street, Mount Pleasant Road, Blythwood

Road, Briar Hill Avenue, Eglinton Avenue and Soudan Avenue amongst others. The 150mm watermains run along the residential roads and smaller collector streets in the neighbourhood.

5.6.2. Infrastructure Needs

5.6.2.1. 2018 Municipal Services Assessment

A Municipal Servicing Assessment for the Midtown area was conducted by WSP in 2018. The purpose of the assessment was to:

- better understand the existing servicing infrastructure in Midtown;
- identify existing system constraints; and
- recommend high-level servicing infrastructure improvements to address existing issues and future growth in Midtown.

The assessment was based on hydraulic models, monitoring and population data, and included:

- an existing conditions capacity analysis to serve as a baseline; and
- a future conditions capacity analysis taking into account the 2041+ Midtown growth estimate (completed in November 2017).

Sewer capacity for sanitary and combined sewers was assessed in accordance with the City's *Design Criteria for Sewers and Watermains* to ensure sewers would function as per their respective design conditions under existing and future population scenarios. In addition, further analysis was conducted to identify potential sewer constraints within the system that may pose greater basement flooding risk under extreme Wet Weather Flow (WWF) events.

For watermains, a hydraulic model was developed and tested to check for water supply flow and pressure availability in the system based on the population estimate and demands as per the City's *Design Criteria for Sewers and Watermains*. Additional analysis was conducted to understand watermain system sensitivity to potential fire flow needs as per Fire Underwriters Survey requirements for new development.

Sewer Capacity Findings & Recommendations

LOS improvements to combined and storm sewers were recommended in parts of Midtown to mitigate existing basement flooding risk. These LOS improvement projects in Midtown have been further assessed, prioritized and recommended for implementation through Toronto Water's capital plan as part of its Basement Flooding Protection Program (BFPP). These projects are outlined in Tables 16 and 17.

Based on assumptions for population growth in the 2018 analysis, the recommended LOS improvements for storm and combined sewers are not impacted by planned population growth and are not expected to limit or constrain new development in Midtown. Through the Site Plan process, developments are typically required to provide site-specific mitigation of any development-related discharges to the City's storm and combined sewers. Site specific mitigation can vary according to site conditions but would have to be in accordance with guidance in the City's Wet Weather Flow Management Guidelines (2006) and Sewer Capacity Assessment Guidelines (2021). This often includes off-setting increases in growth-related wastewater discharge with reductions in stormwater discharge to combined sewers.

Watermain Capacity Findings & Recommendations

The 2018 watermain analysis found that the existing watermain system provides adequate pressure and flow to serve the existing population and employment needs, and is also expected to be adequate in meeting future demand based on the assumed future population growth.

Although capacity for domestic water supply was found to be sufficient for both existing and future needs, the assessment noted that localized watermains upgrades could be necessary for new developments subject to site-specific building construction in order to meet fire flow requirements. Developers would be required to

identify and provide adequate fire suppression requirements for their individual sites in accordance with all applicable regulations. Within this context, the 2018 assessment recommended that future developments mitigate for fire flow requirements by constructing buildings based on available watermain network capacity at the time of development.

In addition, the study recommended additional pressure monitoring in the late summer/early fall to confirm network results and conducting street or lot level reviews to confirm fire flow availability in the watermain network. The City has initiated additional watermain studies to augment the 2018 assessment, which are slated for completion by the Fall of 2023. Street and lot level reviews will be conducted on a case-by-case basis through the development review process.

5.6.3. Delivery Mechanisms

A two-stream framework is used to deliver municipal servicing improvements. Under this framework, infrastructure projects are primarily prioritized, scheduled and funded through Toronto Water's capital plan, while providing flexibility for developers to implement growth-related infrastructure improvements at a local scale, where development and municipal capital delivery timelines do not align.

5.6.3.1. Stream A: SOGR and LOS Projects in Capital Plan

Toronto Water's 10-year capital plan (2022-2032) identifies sewer and water infrastructure projects to be funded and implemented through the City's Capital Works Program to address priority SOGR and LOS improvements. In the context of Midtown, SOGR and LOS sewer projects in the area Capital Plan have not been identified to be growth-related. While the capital plan prioritizes projects that are existing SOGR and LOS projects, projects triggered by specific development-related growth can be through Stream B.

5.6.3.2. Stream B: Growth-Related Projects

Stream B.1: Toronto Water Development Charges (DC) List

Toronto Water's Development Charges (DC) List outlines projects within the capital plan that are required to support growth. The DC Project List is reviewed every five years, at which time projects may be added or adjusted, based on updated development growth assumptions and capacity assessment/studies.

At present, the current DC project list does not identify any growth-related sewer or watermain projects for Midtown.

Stream B.2: Development Application and Review

Findings of the 2018 WSP assessment was based on high level population assumptions for future growth in Midtown on a large sewershed scale. It is however recognized that actual development growth in localized sub-sewersheds and systems may have specific servicing needs due to localized population distribution and/or non-growth related site-specific development factors and constraints (e.g., building construction impacting fire flow needs, foundation drainage discharge, etc.).

To confirm and ensure adequate sewer and watermain capacity is available at the local system scale, the City's development application and review process requires that all development proposals requiring an Official Plan Amendment, rezoning, and/or Site Plan Approval include a Servicing Report that identifies:

- the impact of the proposed development on municipal servicing infrastructure (watermains, storm and sewage sewers);
- necessary improvements to municipal servicing infrastructure required to support the proposed level of development; and,
- mitigation measures to minimize any negative impacts.

In preparing Servicing Reports, applicants in Midtown are expected to review best available

information (e.g. growth estimates) at the time of application, to confirm how the 2018 WSP assessment or completed Basement Flooding Protection Program (BFPP) Environmental Analysis (EA) study recommendations may apply to their site-specific conditions, if localized sewer or watermain upgrade needs are identified.

The delivery mechanism for any required sewer or watermain upgrade depends on whether the required upgrade is: a) identified in Toronto's Capital Program – either as a SOGR, LOS or DC List project, or b) directly related and required to serve the particular development, specifically:

- If an existing sewer or watermain has been identified for upgrade in Toronto Water's capital program, and the implementation timelines are in line with development, these projects may be funded and implemented through Toronto Water's capital programs. However, if the capital program implementation timelines are not aligned with development, the developer may deliver the upgrade and receive DC credit.
- Projects that are required to serve the particular development, and do not fall into Toronto Water's capital program, will be implemented and fully funded by the developer. The developer may enter into a front-end agreement with other developers benefitting from any proposed upgrades for such projects.

5.6.4. Tracking Development Activity & Servicing Needs

To ensure servicing capacity is maintained over time, Toronto Water will track the progress of projects in the capital plan, as well as developer-implemented upgrades coordinated by the City's ECS Division through the development review process. In addition, City Planning and ECS will monitor the development pipeline and actualized growth in relation to the 2051 population estimates. If development pipeline exceeds the growth estimate, updated population assumptions will need to be considered in future assessments and/or engineering design updates, where feasible.

5.6.5. Additional Analysis/ Studies

A large-scale water distribution study is underway for several Pressure Districts, including Pressure District 4 which includes portions of Midtown bound by Avenue Road, Lytton Boulevard/ Blythwood Road, Bayview Avenue and Heath Street. The study is scheduled for completion in Q3 2023 and will provide detailed hydraulic analysis for future growth to 2041 (and onwards), including any known development applications. Recommendations from this study may lead to updates and/ or additions to Toronto Water's capital plan.

5.6.6. Recommended Phasing

Tables 16 to 18 provide an inventory of water and sewer improvement projects located in Midtown that have been prioritized for implementation through the Toronto Water's capital plan over the next ten years (2022-2032). In particular, specific LOS improvement projects for storm and combined sewers, which were recommended in

the 2018 WSP study, have been consolidated to be delivered based on benefitting specific sewersheds (e.g. bundled projects in areas where sewers are hydraulic connected) within the system. These consolidated projects aim to provide optimal capacity benefit to impacted properties within a sewershed which is at risk of basement flooding. These projects have been advanced following the completion of the Basement Flooding EA study for Area 40.

It should be noted that project scopes are subject to change as they proceed through the design process. In addition, project schedules may change if they are beyond the FROST (Final Review of Scope and Timing) window, due to infrastructure coordination and design complexities. BFPP projects that see cost estimate escalations beyond the Council-directed cost per benefitting property threshold at the preliminary design phase may be deferred for future consideration.

Table 16: Municipal Servicing Projects - Combined Sewers

Project or Location	Reference ID	From	To	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source	Phasing
Mid-term Projects											
Keewatin Ave	COM-3-2	Mount Pleasant Rd	End	Upgrade storm sewer from 300mm to 525mm for the length of 72.7m	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031
Mount Pleasant Rd	COM-3-22	Keewatin Ave	Erskine Ave	Provide 2 HCI CBs at MH4131113474	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031
Mount Pleasant Rd	COM-3-24	Sherwood Ave	Keewatin Ave	Provide 3 HCI CBs at MH4144313438	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031
Mount Pleasant Rd	COM-3-27	Sheldrake Blvd	Sherwood Ave	Add 2 HCI CB at MH4150113422	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031
Sheldrake Blvd	COM 3-1	Dalewood Rd	End	Upgrade storm sewer from 300mm to 450mm for the length of 68.1m	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031
St. Clements Ave	COM-3-21	Duplex Ave	Yonge St	Install 1 HCI at MH4122712860	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031

Table 17: Municipal Servicing Projects - Storm Sewers

Project or Location	Reference ID	From	To	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source	Phasing
Near-term Projects											
Balliol St	STM-3-8	Cleveland St	Bayview Ave	Upgrade storm sewer from 300mm to 375mm for the length of 61.5m	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2021-2026
Bayview Ave	STM-3-18	Manor Rd E	Belsize Dr	Provide 2 HCI CBs at JP4039214852	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2021-2026
Bayview Ave	STM-3-23	Belsize Dr	Millwood Rd	Provide 4 HCI CBs at MH4026214889	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2021-2026
Martin Rd	STM-3-1	Davisville Ave	Balliol St	Provide 300 to 450mm new storm sewers for the length of 128.5m; Provide 3 new manholes with 6 CBs	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2021-2026
Merton St	STM-3-21	Mount Pleasant Rd	Cleveland St	Provide 5 HCI CBs at MH3978214622	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2021-2026
Merton St	STM-3-44	Cleveland St	Bayview Ave	Add 2 HCI CBs at downstream of CN401114954	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2021-2026

Project or Location	Reference ID	From	To	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source	Phasing
Mid-term Projects											
Blythwood Cres	STM-4-1	Blythwood Rd	Stibbard Ave	Upgrade storm sewer from 375mm to 450mm for the length of 93.9m	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031
Castle Knock Rd	STM-1-7	Roselawn Ave	Kelway Blvd	Provide overland storage with volume of 196m3	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031
Castlefield Ave	STM-1-6	Caldow Rd	Castlewood Rd	Provide overland storage with volume of 196m3	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031
Castlewood Rd	STM-1-2	St. Clements Ave	Castlefield Ave	Upgrade storm sewer from 900mm to 1800 x 900 for the length of 107.7m	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031
Elvina Gdns	STM-4-10	Erskine Ave	Elvina Gdns	Upgrade storm sewer from 975mm to 3000 x 1500 for the length of 99.7m	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031
Erskine Ave	STM-4-9	Redpath Ave	Mount Pleasant Rd	Upgrade storm sewer from 900mm to 1350mm for the length of 62m	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031
Erskine Ave	STM-4-11	Elvina Gdns	End	Provide storage of 160m3	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031

Project or Location	Reference ID	From	To	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source	Phasing
Erskine Ave	STM-4-28	Redpath Ave	Mount Pleasant Rd	Add 3 HCI CBs at MH4118513495	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031
Keewatin Ave	STM-4-6	Yonge St	Mount Pleasant Rd	Upgrade storm sewer from 675mm to 825mm for the length of 90.2m	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031
Lilian St	STM-3-12	Eglinton Ave E	Soudan Ave	Upgrade storm sewer from 450mm to 450mm for the length of 70m	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031
Redpath Ave	STM-3-11	Eglinton Ave E	Soudan Ave	Upgrade storm sewer from 300mm to 450mm for the length of 88m	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031
Redpath Ave	STM-3-14	Roehampton Ave	Eglinton Ave W	Upgrade storm sewer from 300mm to 450mm for the length of 71m	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031

Project or Location	Reference ID	From	To	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source	Phasing
Redpath Ave	STM-4-7	Broadway Ave	Roehampton Ave	Upgrade storm sewer from 375mm to 525mm for the length of 114.8m	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031
Redpath Ave	STM-4-8	Erskine Ave	Broadway Ave	Upgrade storm sewer from 300mm to 750mm for the length of 82.2m; provide 6 HCl CBs at MH4112013298	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031
Roselawn Ave	STM-1-4	Castlewood Rd	Shields Ave	Upgrade storm sewer from 675 to 3000 x 1500 for the length of 184.9m	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031
Sheldrake Blvd	STM-4-4	Yonge St	Stibbard Ave	Upgrade storm sewer from 600 to 825mm for the length of 256.2m	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031
Sherwood Ave	STM-4-5	Sherwood Lane	Mount Pleasant Rd	Provide storage of 290 m3	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031
Yonge St	STM-4-19	Castlefield Ave	Erskine Ave	Provide 2 HCl CBs at MH4110612884	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031
Yonge St	STM-4-34	St. Clements Ave	Keewatin Ave	Provide 1 HCl CB at downstream of MH4110612884	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2027-2031

Table 18: Municipal Servicing Projects - Watermains

Project or Location	Reference ID	From	To	Description	Lead	Stage Gate	Status	Delivery Method	Funding Status	Funding Source	Phasing
Near-term Projects											
Broadway Ave	WM-1-01	Yonge St	Bayview Ave	Upsize existing 150mm watermains to 300mm watermains	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2021-2026
Duplex Ave	N-WM-04	Chaplin Cres		Add a new 19m stretch of 300mm watermain	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2021-2026
Duplex Ave	WM-2-03	Chaplin Cres	Eglinton Ave W	Upsize existing 150mm watermains to 300mm watermains	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2021-2026
Yonge St	WM-1-02	Eglinton Ave E		200mm watermain on the east side of the street upsized to a 300mm watermain	TW	Detailed Design	Planned	Public - City-Led (TW)	Funding Identified	City Capital (TW)	2021-2026

5.7. 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 following:

Eglinton Crosstown – The new rapid transit Line 5 will run along Eglinton Avenue, from Weston Road to Kennedy Road, through the Midtown area. In addition to providing higher-order transit service at five Midtown stations along this east-west route, the construction of the LRT will bring coordinated streetscape improvements, including bikeways, along certain segments of Eglinton Avenue.

TTC Line 1 Monitoring – The City is currently reviewing the implications of Provincial transit network improvement projects – such the Ontario Line, Yonge North Subway Extension and Eglinton West LRT Extension – on the Toronto Transit Commission (TTC) network including the Line 1 (Yonge) Subway.

ActiveTO Yonge Street Pilot – Following a comparative analysis of north-south corridors connecting Midtown to Downtown, Yonge Street was selected for Transportation Services to consult, design and implement a complete streets pilot between Bloor Street and Davisville Avenue. The temporary installation is currently being monitored with a report back to Council in anticipated in early 2022.

Cycling Network Plan – The City's Cycling Network Plan includes strategies to connect, grow, and upgrade bikeways on major streets and local routes throughout Midtown. Proposed projects from the initial 10-Year Cycling Network Plan and the updated Major City-Wide Cycling Routes include a new bikeway with the Eglinton Crosstown LRT; a parallel corridor study of Yonge Street and Duplex Avenue, extending north from the existing ActiveTO Pilot on Yonge Street; as well as a new bikeway on Davisville Avenue, subject to further feasibility analysis, detailed design, public consultation, and Council

approval. The Eglinton Avenue bikeway and the Yonge Street/ Duplex Avenue Study are part of the current Near-Term Cycling Program (2022-2024), while Davisville Avenue is under review for the next roll-out of the Near-Term Program (2025 – 2027). Over time and as opportunities arise, upgrades and enhancements to existing signed cycling routes will also be pursued, such as Broadway Avenue and Lascelles Boulevard, to increase the comfort and safety of these routes. City Council has also directed a study to review a potential extension of the existing bikeway on University Avenue/ Queen's Park, continuing north along Avenue Road and Oriole Parkway to connect to Eglinton Avenue West.

Basement Flooding Study – The City has been conducting local area studies to determine the cause of basement and road surface flooding, and develop sewer/drainage improvement plans. The Midtown area is located within Study Area 40, for which an Environmental Assessment Study was completed in 2019.

Davisville Yard and McBrien Site Study – As part of the ModernTO initiative to optimize the City's office portfolio and unlock certain City-owned properties for city-building and redevelopment opportunities, the TTC's McBrien Building at 1900 Yonge Street and adjacent Davisville Yard are currently under review. The objective is to study the potential for redeveloping the McBrien Site and feasibility of decking over the Yard while optimizing for the creation of new parkland, office, residential and community/civic uses with public realm improvements.

Canada Square Redevelopment – Identified in the YESP as a Special Study Area, the block to the southwest of the Yonge and Eglinton intersection (known as Canada Square) is under review for a multi-tower development to incorporate a mix of residential, office, institutional and community uses while providing a significant parkland and public realm opportunities.

5.8. Summary & Key Actions

In recent years, Midtown has experienced the most development projects of any secondary plan area in the city outside of the Downtown, and the area will continue to experience significant growth over the next 30 years, growing from 62,000 people in 2016 to 156,000 people at build out in 2051.

The Midtown Infrastructure Implementation Strategy and the Phasing Plan outlined in Sections 5.2 to 5.6 provide a roadmap for delivering improvements to community facilities, parks, the public realm, local transportation and municipal services 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.

Capital projects related to community facilities, parks, the public realm, transportation and municipal servicing have been identified by the responsible Divisions, Agencies and School Boards. The phasing plan is based on each Divisions, Agencies and Boards prioritization criteria, and an assessment of existing conditions and future needs, with consideration for coordination opportunities, funding and delivery mechanisms. Phasing for the identified capital projects includes:

- 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; and,
- 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.

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.

The following section provides a summary of the delivery program outlined in Sections 5.2 to 5.6 of the Strategy, including number of projects by phase, delivery method, stage gate and funding status. Project highlights and mapping are provided to support ongoing project delivery and coordination, and to provide clarity for the community on planned improvements. Following the delivery program summary, nine key actions are identified to help advance near and mid-term projects, and prepare for advancing key long-term projects in the future.

5.8.1. Delivery Program Summary

The delivery program documented in Section 5.2 to 5.6 is summarized below to provide a snapshot of where we are today in the continuum towards implementation, and the approach to meeting infrastructure demands over the near, mid and long-term.

In terms of phasing, 24% of improvements are scheduled to be completed in the near-term (5% are already complete, and another 19% will be completed by 2026); 21% are scheduled for completion in the mid-term (2027-2031); and, 55% are long-term projects (2032-2051) and other projects where delivery timelines will be determined over time in response to growth-related demand, acquisition opportunities, development-related opportunities and future capital programming (Figure 16).

As outlined in the project tables throughout Section 5.2 to 5.6, recent accomplishments and near-term projects include new and

expanded child care centres; new pupil spaces at four schools through replacements, additions and program changes; the new Davisville Community and Aquatic Centre and upgrades to existing facilities; upgrades to existing libraries (interior and public realm improvements); a new community space at 140 Merton Street; new parks; improvements to existing parks, including new outdoor recreation facilities; public realm improvements; and, municipal servicing upgrades. Mid-term projects 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. Some 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; a potential new school at Canada Square, and various other school projects that will be defined to address the pupil demands; the relocation of Mount Pleasant Library; a potential expanded or new community recreation centre; the relocation of Central Eglinton Community Centre, and other new and replacement human service/community spaces; new parks such as the potential Davisville Yard and the TTC Trench; and, various Public Realm Moves. Figure 20 identifies many of these project highlights over the near, mid and long-term, and phasing for all infrastructure and facility improvements is illustrated on Maps 7a to 7e. Existing infrastructure and facilities are provided for reference on Maps 5 and 6.

Figure 17 highlights the core delivery methods and shows that the majority (47%) of projects will be delivered through City capital programs. Another third of projects (33%) are expected to be delivered through private development or jointly by the public and private sector. The Figure also highlights the role of School Boards and the Toronto Public Library in delivering 7% of projects, combined. The delivery mechanism for 13% of projects is to be determined over time, and largely dependent on opportunities to deliver improvements through City capital projects and/or private development.

In terms of project stage gate, over half (55%) projects are in the area planning or project planning stages, and 30% are currently advancing through detailed design and construction. Another 5% of projects have been completed and are in-service (Figure 18).

The summary of funding status (Figure 19) shows that for near and mid-term projects, which fall within the current 10-year capital plan and budget, 71% have funding identified with a capital plan or approved development application, 21% have partial funding identified, and 8% have no funding identified. 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).

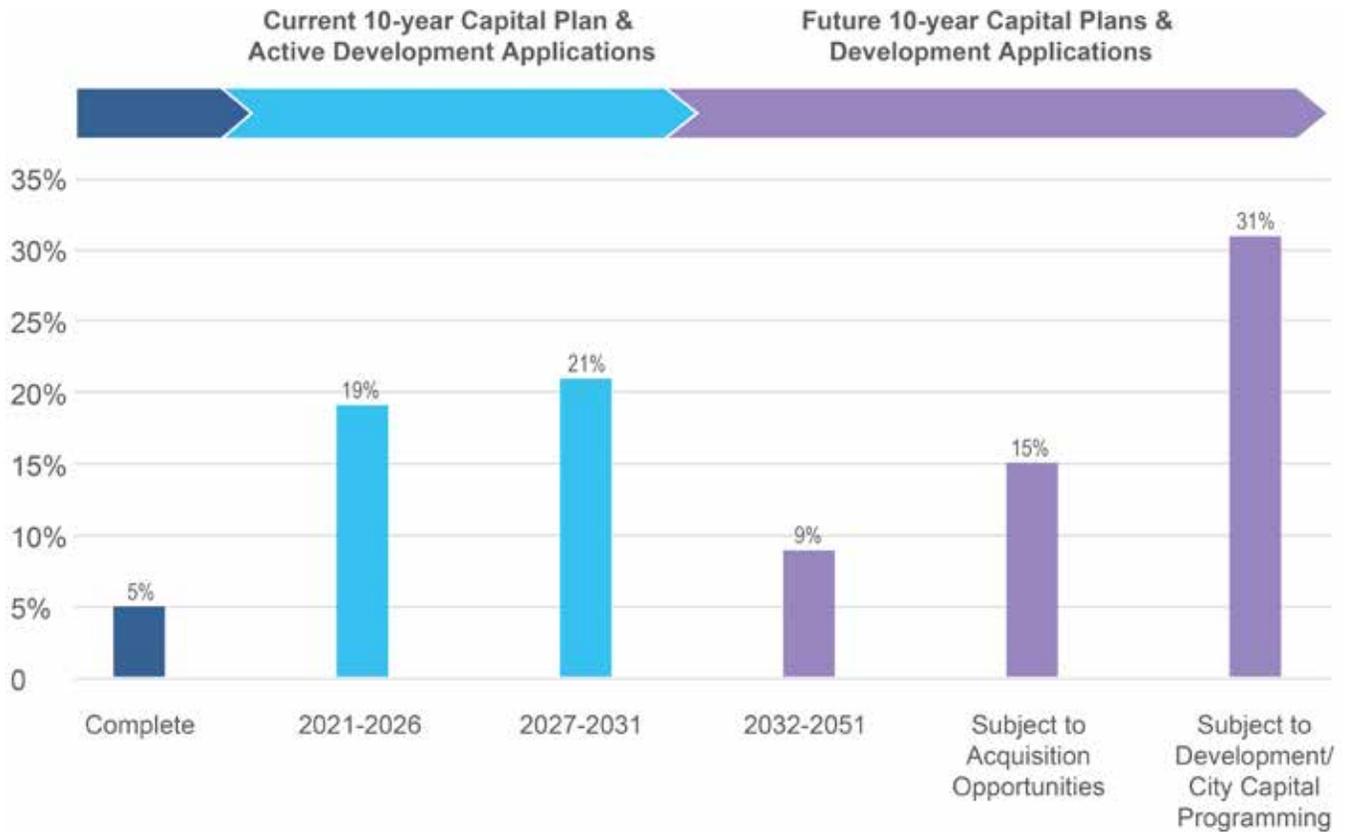


Figure 16: Phasing for Midtown Projects

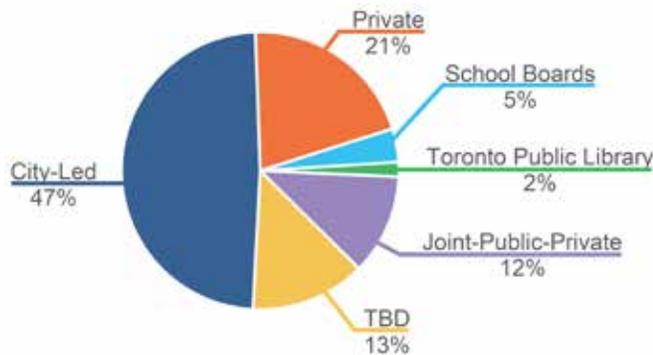


Figure 17: Midtown Projects by Delivery Method

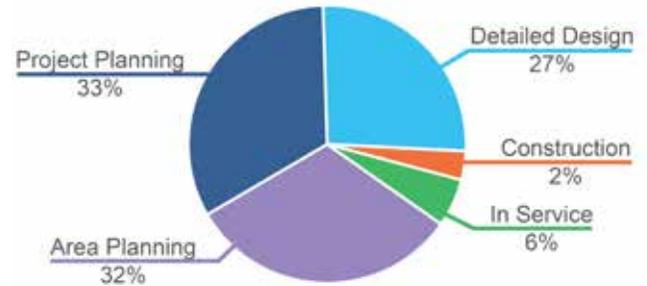


Figure 18: Midtown Projects by Stage Gate

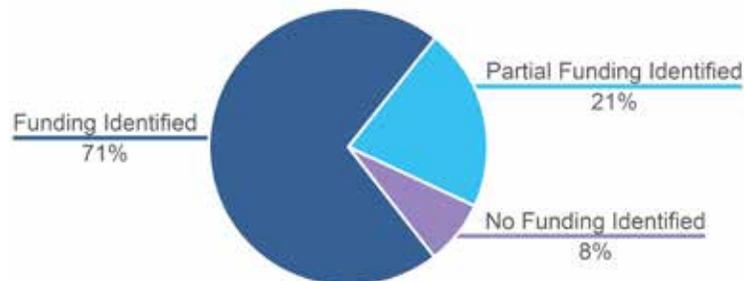


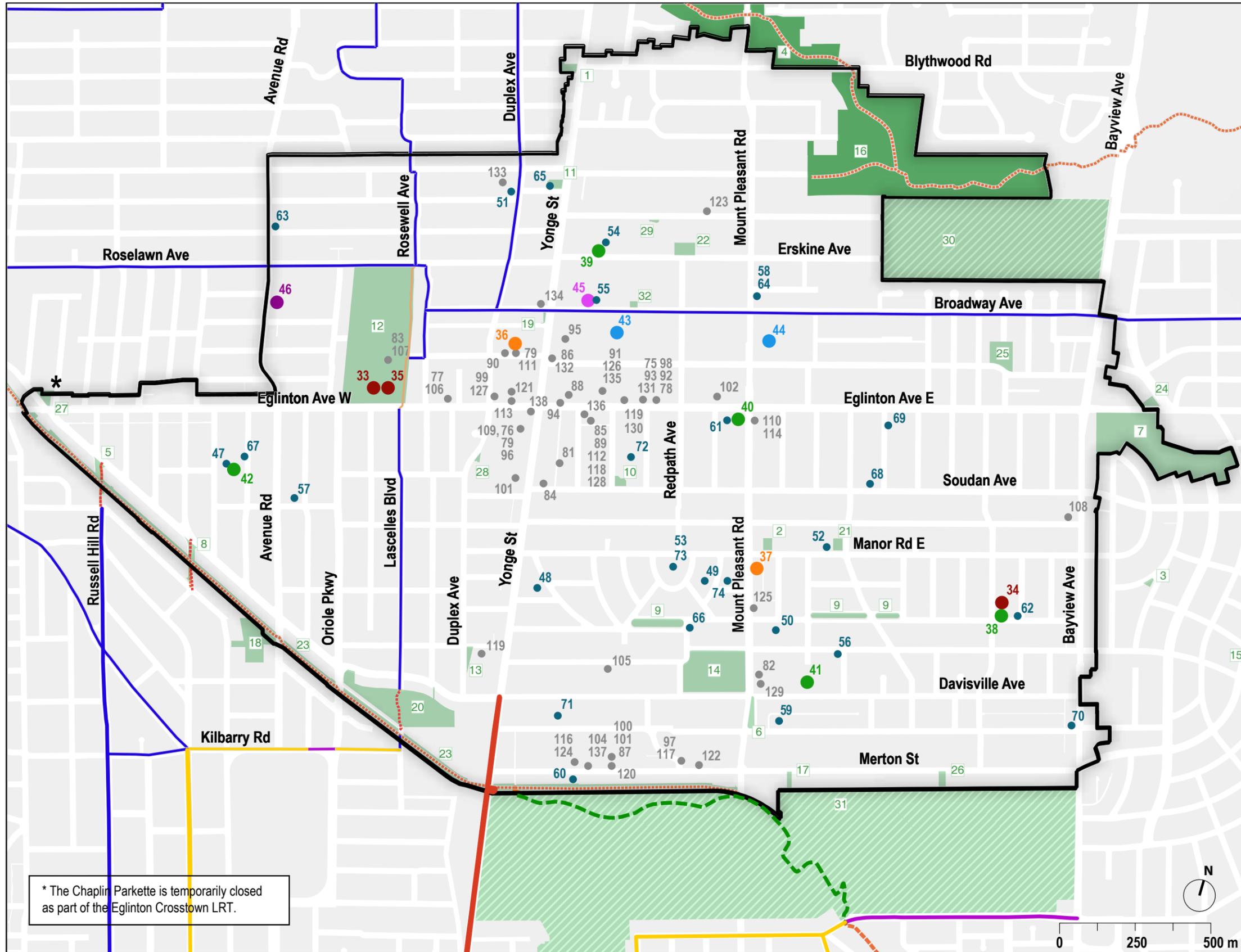
Figure 19: Funding Status for Near-term (2021-2026) and Mid-term Projects (2027-2031)

Near-term (2021-2026)



Figure 20: Midtown Project Highlights (Near, Mid & Long-term)





* The Chaplin Parkette is temporarily closed as part of the Eglinton Crosstown LRT.

Midtown Infrastructure Implementation Strategy

Map 5. Existing Facilities & Infrastructure

- Yonge-Eglinton Secondary Plan Area

Community Facilities

- Child Care
- Human Services
- Libraries
- Recreation Facilities
- TDSB Elementary
- TDSB Secondary
- TCDSB Elementary
- TCDSB Secondary

Parks and Open Spaces

- Existing Parks
- Ravines/ Natural Area
- Cemetery

Bikeways

- Bike Lane
- Signed Routes
- Sharrows Wayfinding
- Multi-Use Trail
- Multi-Use Trail Existing Connector
- Park Road
- ActiveTO Complete Street Pilot 2021-2022

List of Existing Facilities & Infrastructure

PARKS AND OPEN SPACES

- 1 Snider Parkette
- 2 Manor Community Green
- 3 Father Caulfield Park
- 4 Blythwood - Sherwood Ravine
- 5 Robert Bateman Parkette
- 6 Mount Pleasant Parkette
- 7 Howard Talbot Park
- 8 Larratt Parkette
- 9 Glebe Manor Square
- 10 Dunfield Park
- 11 St. Clements - Yonge Parkette
- 12 Eglinton Park
- 13 Fiona Nelson Parkette
- 14 June Rowlands Park
- 15 Trace Manes Park
- 16 Sherwood Park
- 17 The Mission Ground Parkette
- 18 Forest Hill Road Park
- 19 Montgomery Square Park
- 20 Oriole Park
- 21 Cudmore Creek Park
- 22 Redpath Avenue Parkette
- 23 Kay Gardner Beltline Park
- 24 Bessborough Parkette
- 25 Charlotte Maher Park
- 26 Pottery Playground
- 27 Chaplin Parkette
- 28 233 Duplex Ave
- 29 85 Keewatin Ave Park
- 30 Mount Hope Catholic Library
- 31 Mount Pleasant Cemetery
- 32 66 Broadway Ave

RECREATION FACILITIES

- 33 North Toronto Memorial Arena - Eglinton Park
- 34 Maurice Cody Community Centre
- 35 North Toronto Memorial Community Centre

LIBRARIES

- 36 Toronto Public Library - Northern District Branch
- 37 Toronto Public Library - Mount Pleasant Branch

TDSB ELEMENTARY

- 38 Maurice Cody Junior Public School
- 39 John Fisher Junior Public School
- 40 Eglinton Junior Public School
- 41 Hodgson Middle School
- 42 Oriole Park Junior Public School

TDSB SECONDARY

- 43 North Toronto Collegiate Institute
- 44 Northern Secondary School

TCDSB ELEMENTARY

- 45 St Monica Catholic Elementary School

TCDSB SECONDARY

- 46 Marshall McLuhan Catholic Secondary School

CHILDCARE

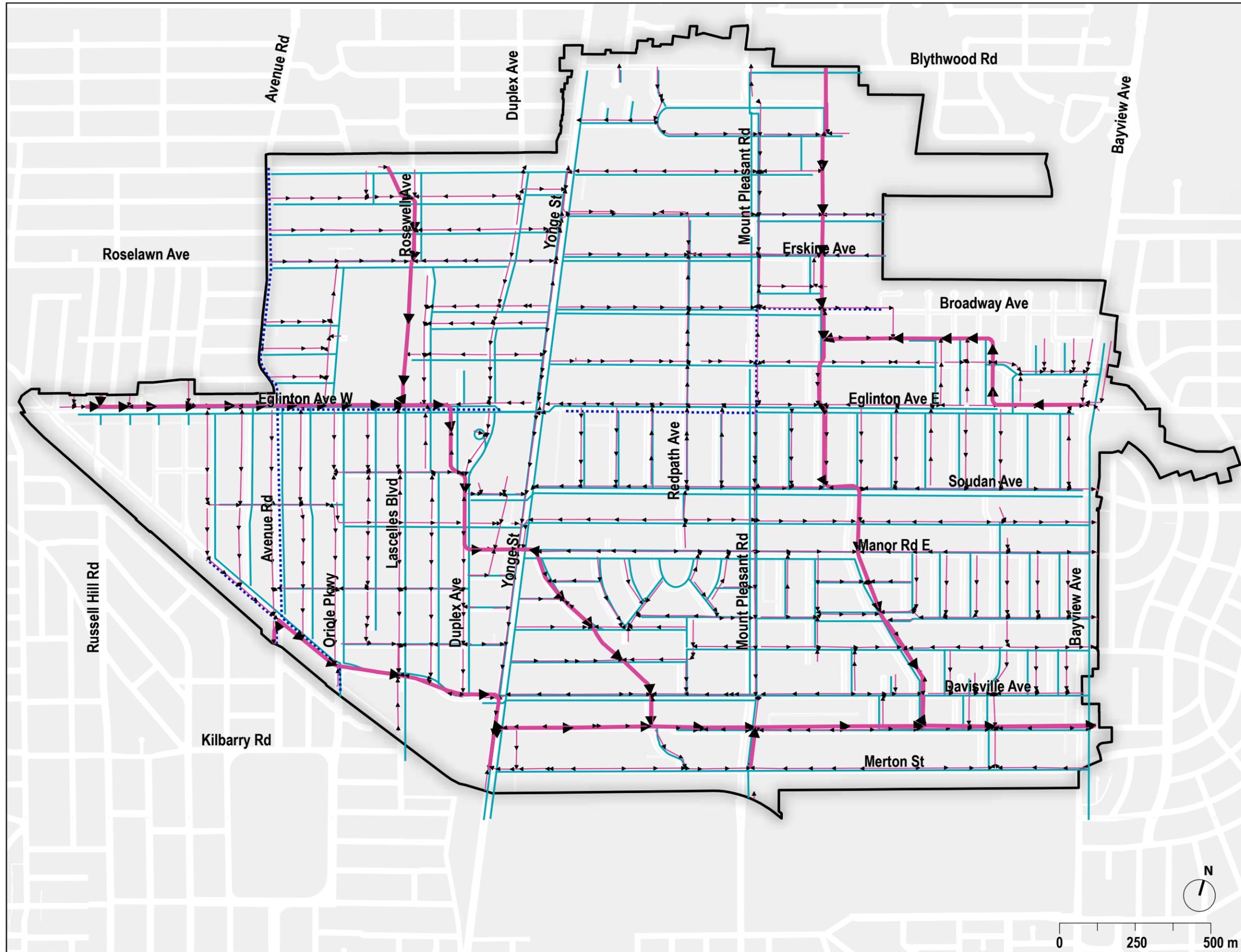
- 47 Treetop Children's Centre
- 48 Special Moments Child Care Centre
- 49 Manor Montessori School 2
- 50 Little Tots' Manor
- 51 St. Clement's Early Learning School
- 52 Monarch Manor
- 53 Manor Road Co-Operative Nursery School
- 54 French Connection
- 55 St. Monica's Satellite (Central Eglinton)
- 56 The Beez Kneez Millwood
- 57 Curious Caterpillars
- 58 Manor Montessori School 3
- 59 Little Tots' Manor 2
- 60 Tiny Explorers Academy
- 61 Central Eglinton Childrens' Centre
- 62 Maurice Cody Child Care
- 63 North Toronto Early Years Learning Centre-Avenue
- 64 Manor Montessori School
- 65 Upper Yonge Village Day Care Centre
- 66 Tiny Bumblebees Child Care Inc.
- 67 Children's Magic Moments Child Care And Nursery
- 68 Purple Tree Child Care Inc.
- 69 Curious Caterpillars - Petman Avenue
- 70 Abc Academy Bayview
- 71 Davisville Care Programme
- 72 Mothercraft Midtown Ced

- 73 Alphabet Academy

- 74 Mtt Davisville

HUMAN SERVICES

- 75 Parachute
- 76 YMCA of Greater Toronto, Career Planning and Development Centre
- 77 Centre of Learning & Development, Clear Language Centre
- 78 AIESEC Canada
- 79 Skylark Children, Youth and Families, YouthCan Impact
- 80 YMCA of Greater Toronto
- 81 Easter Seals Canada
- 82 Canadian Council on Rehabilitation and Work
- 83 Second Mile Club of Toronto, Orchard View Branch
- 84 VHA Home HealthCare
- 85 Hospice Toronto
- 86 Cystic Fibrosis Canada
- 87 Concerned Friends of Ontario Citizens in Care Facilities
- 88 Muscular Dystrophy Canada - Ontario Regional Office
- 89 Toronto Workforce Innovation Group
- 90 Addus - Head Office
- 91 Toronto Catholic District School Board, Eglinton Head office
- 92 Ontario Aboriginal HIV/AIDS Strategy
- 93 Toronto Community Employment Services
- 94 White Ribbon
- 95 Big Brothers Big Sisters of Toronto
- 96 YMCA of Greater Toronto, YMCA Youth Gambling Awards
- 97 BFO-Toronto
- 98 Central Eglinton Community Centre
- 99 Mood Disorders Association of Ontario
- 100 Toronto Council on Aging
- 101 TVO ILC
- 102 Alcoholics Anonymous, Greater Toronto Area Intergation Centre
- 103 SPRINT Senior Care
- 104 Asthma Society of Canada
- 105 Salvation Army, Isabel and Arthur Meighen Manor
- 106 OCASI
- 107 POINT
- 108 Morgentaler Clinic (The)
- 109 Outward Bound Canada. Charitable Programs
- 110 Boost Child & Youth Advocacy Centre
- 111 Skylark Children, Youth and Families, Head Office
- 112 Dying with Dignity Canada
- 113 Alzheimer Society of Toronto, First Link
- 114 Plan International Canada
- 115 AlphaPlus
- 116 Hope Air
- 117 Project Work
- 118 Hospice Toronto, Young Carers Program
- 119 Child Development Institute, Integra Program
- 120 Toronto Ride
- 121 Alzheimer Society of Toronto
- 122 Ewart Angus Homes, Ewart Angus SPRINT Home
- 123 Jewish Family and Child Services, Jerome D Diamond Centre
- 124 Geneva Centre for Autism
- 125 Junior League of Toronto
- 126 Canadian Civil Liberties Association
- 127 Adoption Council of Ontario
- 128 Academy of Computer and Employment Skills
- 129 Dr Jay Children's Grief Centre
- 130 Future Possibilities for Kids
- 131 Toronto. Employment and Social Services, Yonge Eglinton Centre
- 132 Career Edge Organization
- 133 Out of the Cold. Meal Programs, Anglican Church of St Clements
- 134 Vibrant Healthcare Alliance
- 135 Ontario Neurotrauma Foundation



Midtown Infrastructure Implementation Strategy

Map 6. Existing Municipal Services

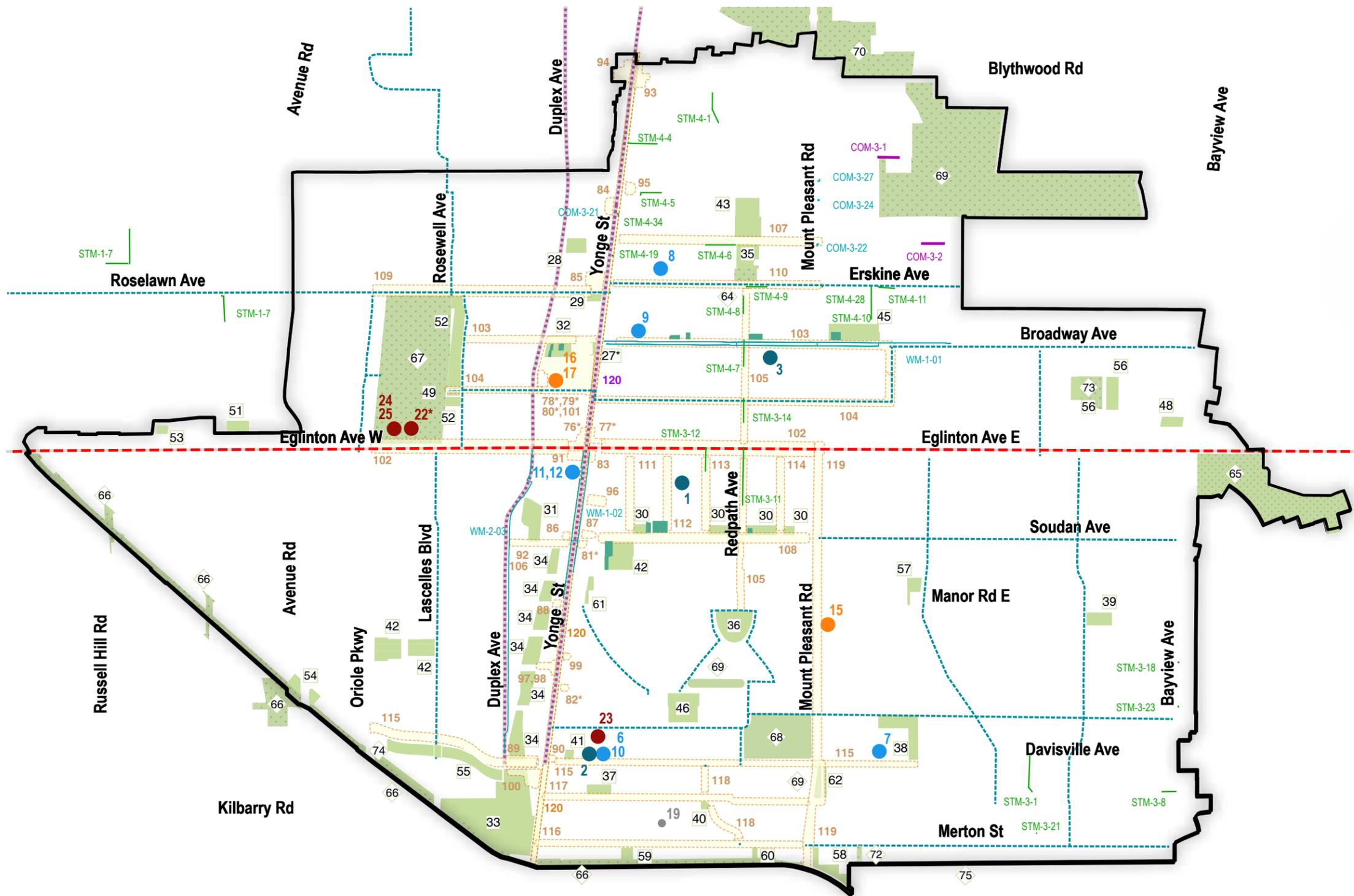
- Yonge-Eglinton Secondary Plan Area
- Watermains**
 - Distribution Mains (150mm - 750mm)
 - - - Transmission Mains (300mm - 1200mm)
- Combined Sewers with Direction of Flow**
 - Local Sewers (225mm - 1500mm dia.)
 - Trunk Sewers (1200mm - 3300mm dia.)



0 250 500 m

Midtown Infrastructure Implementation Strategy

Map 7-a. Planned Facilities & Infrastructure (2021-2051)



Yonge-Eglinton Secondary Plan Area

Community Facilities

- Child Care
- Schools
- Human Services
- Recreation
- Libraries

Parks and Open Spaces

- New Parks **
- Secured Parks
- Park Improvement

Municipal Servicing Projects

- Planned Watermain Projects
- Planned Combined Sewer Projects
- Planned Storm Sewer Projects

Public Realm Moves

Yonge Street Squares (76 -101)	Yonge Street Extensions (120)
Eglinton Green Line (102)	Merton Promenade (116)
Park Street Loop (103 -104)	Balliol/Pailton Green Streets (117)
Redpath Revisited (105)	Pailton Crescent Connector (118)
Midtown Greenways (106 -114)	Mount Pleasant Road Arboretum (119)

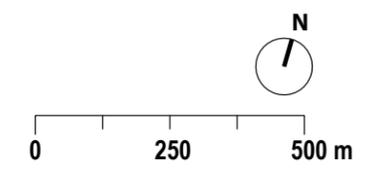
Davisville Community (115) Street

Transportation

- Priority Local Streets
- Bikeways (Underway- In Design / Construction)
- Bikeways (Study Planned 2022-2024)

* Project Completed

** Includes proposed parks identified in the Yonge-Eglinton Secondary Plan that have not yet been secured as of the date of this map.



List of Planned Facilities & Infrastructure

CHILDCARE

- 1 45 Dunfield Avenue (44 Lillian St)
- 2 Davisville Junior PS
- 3 117-127 Broadway Avenue
- 4 New City Operated/Contracted Child Care Facilities
- 5 New Non-contracted Child Care Facilities

SCHOOLS

- 6 Davisville Jr PS (Replacement)
- 7 Hodgson Middle School (Classroom Addition)
- 8 John Fisher Jr PS (Program Change)
- 9 St. Monica's Catholic School
- 10 Davisville Jr PS (Classroom Additions)
- 11 Potential New School – Canada Square (TDSB)
- 12 Potential New School – Canada Square (TCDSB)
- 13 Various undefined projects to address pupil shortage (TDSB)
- 14 Various undefined projects to address pupil shortage (TCDSB)

LIBRARIES

- 15 Mount Pleasant Library (interior renovation)
- 16 Northern District Library (public realm improvements)
- 17 Northern District Library (interior renovation or relocation)
- 18 Mount Pleasant Library (relocation)

HUMAN SERVICES

- 19 Community space, 140 Merton Street
- 20 New and replacement human service space - through redevelopment (various locations TBD)
- 21 Central Eglinton Community Centre (relocation)

RECREATION FACILITIES

- 22* North Toronto Memorial Community Centre SOGR
- 23 Davisville Aquatic and Community Centre
- 24 North Toronto Memorial Arena SOGR
- 25 North Toronto Memorial Community Centre - Potential Renewal or Expansion
- 26 New mid-sized community recreation centre (location TBD)

NEW PARKS AND OPEN SPACES

- 27* Montgomery Square (2384 Yonge St)
- 28 TPA Lot - 20 Castlefield Avenue
- 29 New square at Roselawn
- 30 Soudan Priority Park Area
- 31 Canada Square Park
- 32 Montgomery/Helendale Parkette
- 33 Davisville Yard
- 34 TTC Trench
- 35 Redpath Parkette Expansion
- 36 Church of the Transfiguration (111 Manor Rd E)
- 37 Balliol Parkette (60 Balliol St)
- 38 Areas Adjacent to Hodgson Public School
- 39 Areas Adjacent to Maurice Cody Public School
- 40 Pailton Square (185 Balliol St)
- 41 New park, Davisville Civic Precinct
- 42 Chaplin Estates Local Park (Tranmer Ave)
- 43 Redpath Revisited Local Park
- 44 Hillsdale Local Park
- 45 Broadway Park
- 46 Davisville Local Park
- 47 Central medium-sized local park in southeast quadrant (location TBD)
- 48 New park Commons, Bayview and Eglinton
- 49 New parks associated with Park Street Loop
- 50 New parks associated with Davisville Community Street
- 51 TPA Lot - 83-97 Burnaby Boulevard
- 52 Eglinton Park Expansion
- 53 Area adjacent to 83-97 Burnaby Boulevard (11, 15, 17 Heddington Ave)
- 54 New Parks along Beltline at Avenue Rd
- 55 Oriole Park Expansion
- 56 Charlotte Maher Park Expansion
- 57 Cudmore Creek Park Expansion
- 58 New Park along Beltline at Mount Pleasant Rd
- 59 New park or mid-block connection on Merton - 1
- 60 New park or mid-block connection on Merton - 2
- 61 New park, east of Yonge between Hillsdale Ave and Manor Rd E

PARK IMPROVEMENTS

- 62 Mount Pleasant Parkette Expansion
- 63 Beltline Trail at Moore Ave Improvements
- 64 Redpath Avenue Parkette Improvements
- 65 Howard Talbot Park Revitalization and Management Plan
- 66 Beltline Trail
- 67 Eglinton Park Master Plan
- 68 June Rowlands Park System Improvements (June Rowlands Park, Mount Pleasant Parkette and Glebe Manor Square West)
- 69 Sherwood Park Revitalization
- 70 Alexander Muir Memorial Gardens - Lawrence Park Ravine - Blythwood-Sherwood Ravine System Access & Accessibility Improvements
- 71 Midtown Wayfinding Improvements
- 72 The Mission Ground Parkette Improvements
- 73 Charlotte Maher Park Improvements
- 74 Frobisher Ave Closure
- 75 Mount Pleasant Cemetery

PUBLIC REALM MOVES

Yonge Street Squares

- 76* Yonge-Eglinton Crossroads Special Square north-west corner
- 77* Yonge-Eglinton Crossroads Special Square north-east corner
- 78-80* Montgomery Special Square
- 81* Soudan Ave Typical Square - south-east corner
- 82* Belsize Road Typical Square
- 83 Yonge-Eglinton Crossroads Special Square - south-east corner
- 84 St Clements Ave Typical Square
- 85 Roselawn Ave Typical Square
- 86 West block between Yonge Street and Berwick Ave
- 87 Soudan Ave Typical Square - north-east corner
- 88 Manor Road Integrated Square
- 89 Davisville Special Square - north-west corner
- 90 Davisville Special Square - north-east corner
- 91 Yonge-Eglinton Crossroads Special Square south-west corner

- 92 Berwick Ave Typical Square
- 93 Blythwood Road Typical Square
- 94 Lytton Blvd Typical Square
- 95 Sherwood Ave Typical Square
- 96 East block between Yonge Street and Berwick Ave
- 97 Glebe Road Typical Square
- 98 Glebe Road Shared Square
- 99 Belsize Road Typical Square
- 100 Davisville Special Square - south-west corner
- 101 Montgomery Special Square

Eglinton Green Line

- 102 Eglinton Green Line

Park Street Loop

- 103 Broadway Ave
- 104 Roehampton Ave

Redpath Revisited

- 105 Redpath Revisited

Midtown Greenways

- 106 Berwick Greenway
- 107 Keewatin Greenway
- 108 Soudan Avenue
- 109 Roselawn Greenway
- 110 Erskine Greenway
- 111 Holly Street
- 112 Dunfield Avenue
- 113 Lilian Street
- 114 Brownlow Avenue

Davisville Community Street

- 115 Davisville Community Street

Merton Street Promenade

- 116 Merton Street Promenade

Balliol Green Street

- 117 Balliol Green Street

Pailton Crescent Connector

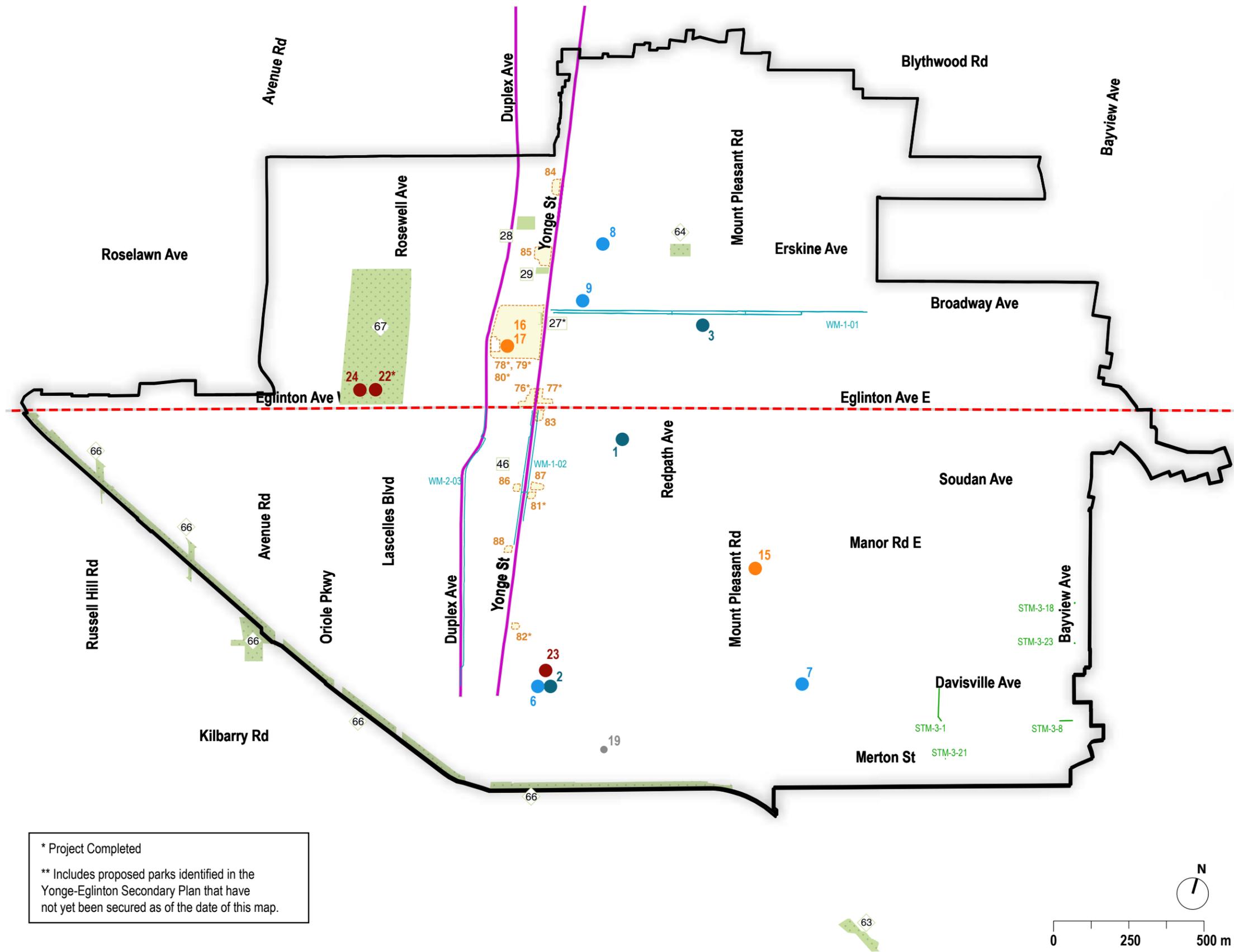
- 118 Pailton Crescent Connector

* Project Completed

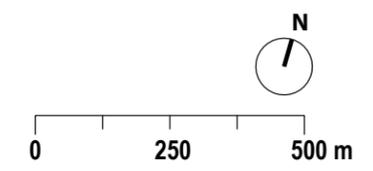
Midtown Infrastructure Implementation Strategy

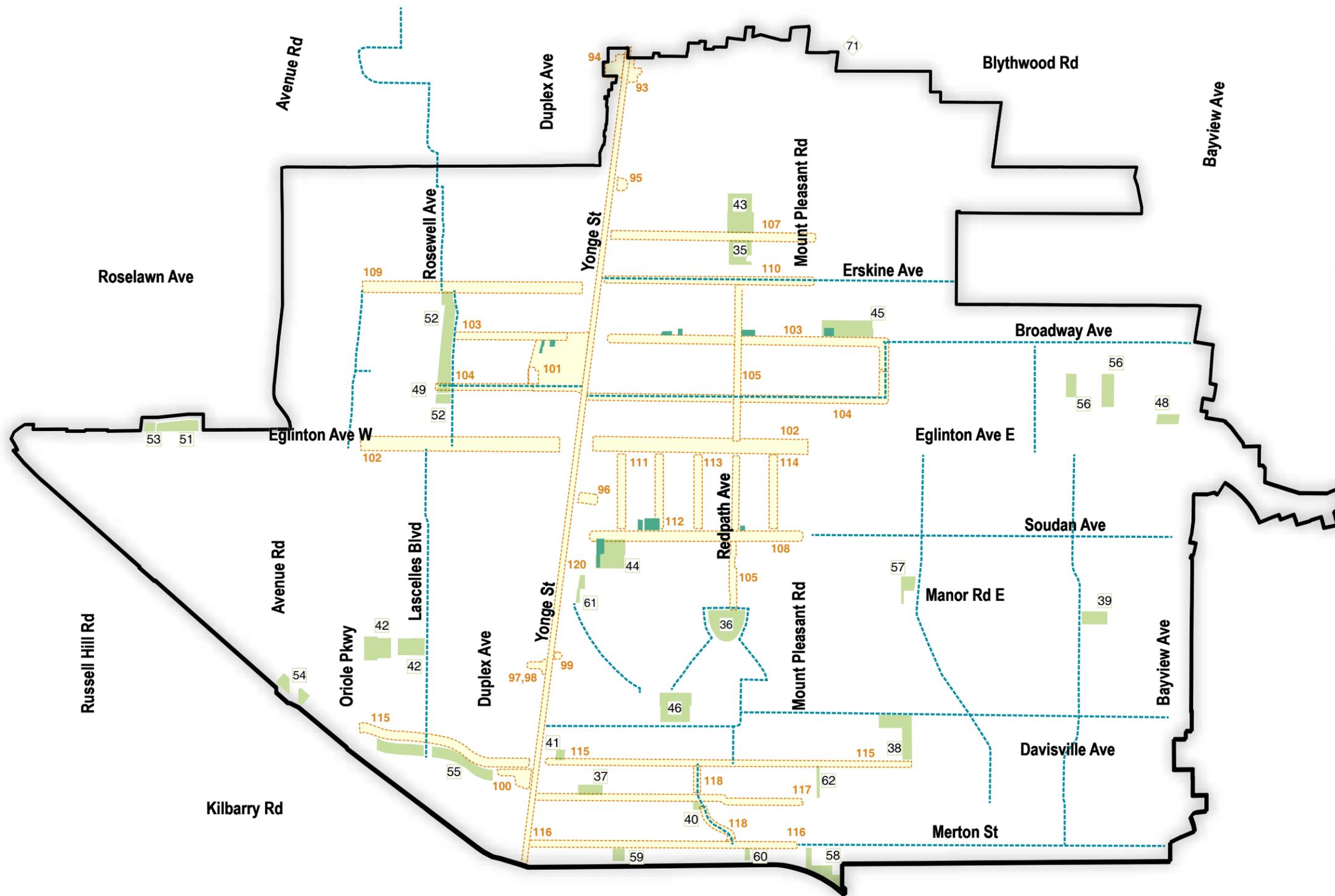
Map 7-b. Near-term Projects in Midtown (2021-2026)

- Yonge-Eglinton Secondary Plan Area
- Community Facilities**
 - Child Care
 - Schools
 - Human Services
 - Recreation
 - Libraries
- Parks and Open Spaces**
 - New Parks **
 - Park Improvement
- Municipal Servicing Projects**
 - Planned Watermain Projects
 - Planned Storm Sewer Projects
- Public Realm Moves**
 - Yonge Street (76 - 88) Squares
 - Bikeways (Underway- In Design / Construction)
 - Bikeways (Study Planned 2022-2024)
- Transportation**
 - STM-3-18
 - STM-3-23
 - STM-3-1
 - STM-3-8
 - STM-3-21



* Project Completed
 ** Includes proposed parks identified in the Yonge-Eglinton Secondary Plan that have not yet been secured as of the date of this map.





Midtown Infrastructure Implementation Strategy

Map 7e. Midtown Projects Subject to Acquisition, Development and Future Capital Planning

Yonge-Eglinton Secondary Plan Area

Parks and Open Spaces

- New Parks *
- Secured Parks

Public Realm Moves

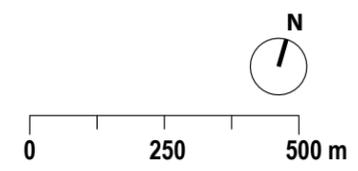
Yonge Street Squares (93 -101)	Davisville Community Street (115)
Eglinton Green Line (102)	Merton Promenade (116)
Park Street Loop (103 -104)	Balliol/Pailton Green Streets (117)
Redpath Revisited (105)	Pailton Crescent Connector (118)
Midtown Greenways (107 -114)	Yonge Street Extensions (120)

Transportation

- - - Priority Local Streets

Projects not shown on map, location to be confirmed:

- 4 - New City Operated/Contracted Child Care Facilities
- 5 - New Non-contracted Child Care Facilities
- 20 - New and replacement human service space - through redevelopment (various locations TBD)
- 21 - Central Eglinton Community Centre (relocation)
- 47 - Central medium-sized local park in southeast quadrant (location TBD)
- 50 - New parks associated with Davisville Community Street



5.8.2. Key Actions

As part of the Implementation Strategy, nine key actions were identified 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 adopted 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.

6

Monitoring Framework

6. 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 and priorities reflect changing conditions over time. The following section outlines a monitoring framework that was developed as part of the Midtown Infrastructure Implementation Strategy by the inter-divisional working group to establish clear expectations for future reporting to Council. The monitoring framework includes:

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

Baseline measures for the indicators are provided in this Strategy (Tables 19 and 20, and Figure 21), representing existing conditions as of the completion of this report. It is anticipated that the first five-year monitoring report will be released by 2027.

Measurable Indicators

Through the inter-divisional working group established for Midtown, the implementation leads identified a set of measurable indicators (Table 19 and 20) for monitoring:

- Actualized growth and development;
- Progress delivering infrastructure and facilities;
- Results-based measures for selected infrastructure types (parks, transportation); and
- Changing infrastructure and facility needs over time.

Achievements & Updates

The measurable indicators outlined in Table 19 and 20 are useful for tracking purposes, however, additional information will be required to evaluate if updates to the Strategy are needed to support implementation and ensure growth

supports infrastructure delivery and vice versa. As part of the five-year monitoring report, it will be important to highlight:

- achievements, in terms of projects delivered, or new tools, programs, procedures or partnerships that support project delivery;
- critical gaps and needs by infrastructure type (parks and public realm, community services and facilities, servicing and local transportation) that may inform re-prioritization and capital needs assessments and budgeting; and
- any other key challenges, opportunities and associated actions that will help to advance implementation over the next five-year term.

Along with the indicators, this information should form the basis for updates to the implementation strategy as needed, concurrently with the five-year monitoring report.

Roles & Responsibilities

The responsibility for monitoring and reporting to Council will be shared across the four primary Divisions involved in the Midtown Infrastructure Implementation Strategy, including Parks, Forestry & Recreation (PF&R), Transportation Services (TS), Toronto Water (TW) and City Planning (CP). City Planning will coordinate preparation of the first five-year report, with contributions from the implementation leads – PF&R, Transportation Services and Toronto Water, as well as Children’s Services, the Toronto Public Library (TPL) and the School Boards – Toronto District School Board (TDSB) and Toronto Catholic District School Board (TCDSB). The implementation leads will be responsible for compiling data on key indicators, and providing updates on achievements, challenges and any changes or updates regarding priorities and the approach to implementing improvements in Midtown.

Other Monitoring Efforts

In addition to the five-year reports to Council, 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.

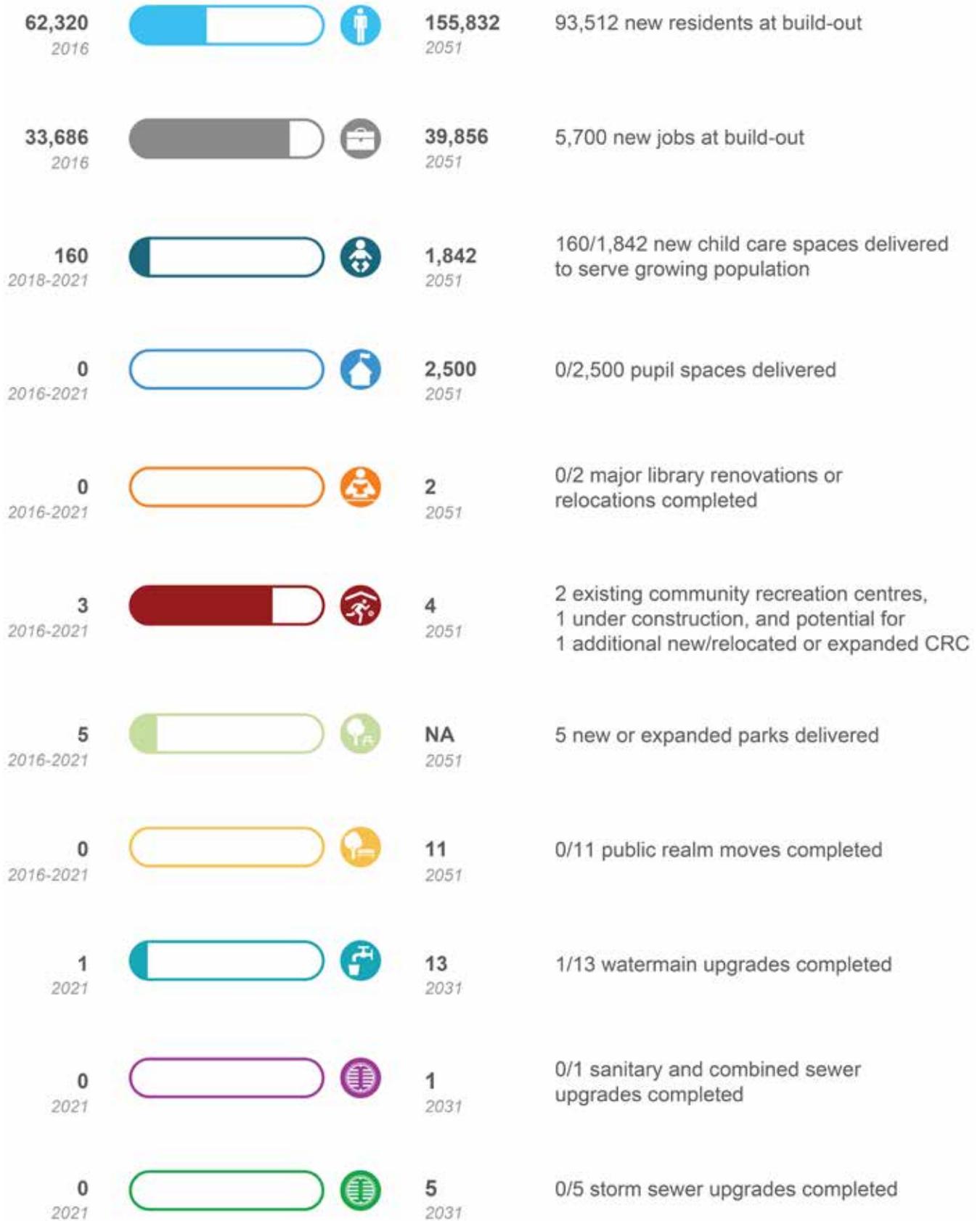


Figure 21: Baseline Measures for Indicators on Growth & Project Delivery

Table 19: Indicators for Growth & Development

	Indicator	Measure	Baseline*	Year(s)	2051 Estimate
Growth	Expanding housing for new people	Number of new residential units, by size and total	Bachelor: 498 1 bedroom: 4,694 2 bedroom: 2,742 3 bedroom: 105 Other: 3 Total: 8,042	January 1, 2016 to December 31, 2020	Total: 50,054 units
		Change in residents	+9,873 residents (+16%)**	2016-2021	+93,512 net new residents
	Expanding work space for new employees	Change in non-residential GFA***	+9,386 m ²	January 1, 2016 to December 31, 2020	N/A
		Change in jobs	+697 net new jobs	2016-2021	+5,700 net new jobs
	Development activity	Number of developments, by status	Under Review: 33 Active: 34 Built: 27	January 1, 2016 to December 31, 2020	N/A

* Baseline sources include City of Toronto development pipeline data from January 1, 2016 to December 31, 2020; 2016 Census; and the Toronto Employment Survey (2016 & 2020).

** Population changed from 62,320 residents in 2016 to 72,193 in 2021.

*** The monitoring measure for change in non-residential GFA in this table captures the net change, taking into account new non-residential GFA and non-residential GFA that has been demolished and not replaced. In contrast, discussion of non-residential GFA in Section 3 includes newly proposed space for development projects only, without netting out demolished space.

Table 20: Indicators for Growth & Development

Infrastructure or Facility Type	Indicator	Measure	Baseline	Year(s)	2051 Target
Parks	Expanding parks	Park provision rate (m2/resident)	7.0 m2/resident 5.8 m2/resident	2016 2021	N/A Monitor parkland provision as population grows
		Park supply (total ha)	46.2 ha	2021	>19 ha
		Number of new or secured parks	New parks: 5 Secured parks: 12	2016-2021	N/A
	Improving parks	Number of parks improved	Park Improvement Projects Completed: 4	2016-2021	11 Recommended Park Improvement Projects
	Improving equity in access to parks	% population within walking distance (500 m) of a park	88.7% 96.7%	2016 2021	N/A
	Expanding the tree canopy	% tree cover	32%	2018	N/A
Public Realm	Improving the public realm	Number of Public Realm Moves completed	0/11	2021	11/11
Transportation	Increasing active transportation	Mode shares	Walking: 10.4% Cycling: 2.1%	2016	N/A
Child Care (CS&F)	Expanding child care spaces	% of 0-4 population served (target 50%)	50%	2021	50%
		New licensed child care spaces to serve 2051 population	Delivered: 98 spaces In Delivery: 62 spaces Total: 160 spaces Remaining by 2051: 1,682	2016-2021	1,842 spaces
Schools (CS&F)	Expanding schools	Elementary pupil spaces to serve 2051 population, by School Board:	Delivered: 0 spaces In Delivery: 0 spaces Does not include 866 spaces delivered/in-delivery by TDSB at time of 2018 CS&F Strategy.	2016-2021	TDSB: 1,400 spaces TCDSB: 1,100 spaces Total: 2,500

Infrastructure or Facility Type	Indicator	Measure	Baseline	Year(s)	2051 Target
Libraries (CS&F)	Improving neighbourhood service delivery	Number of residents served by Mount Pleasant branch	28,245 residents served	2016	Min 25,000 people per neighbourhood branch
		Mount Pleasant branch size	6,000 sf	2021	10-20,000 sf
	Improving district service delivery	Number of residents served by Northern District branch	32,413 residents served	2016	100,000 people per district branch
		Norther District branch size	45,750 sf	2021	Min 25,000 sf
	Improving service delivery	Number of major library renovations or relocations	Delivered: 0 In-Delivery: 0 Total: 0 Remaining to 2051: 2	2021	2
Investing in libraries	Capital investment in libraries – Mount Pleasant & Northern (\$)	\$16.9M	2016-2021	N/A	
Recreation (CS&F)	Expanding community recreation centres (CRC)	Number of new and existing CRCs	Existing: 2 CRCs Under construction: 1 CRC	2016-2021	4 CRCs (3 existing/under construction, plus potential for 1 additional new/relocated or expanded CRC)
Municipal Servicing	Improving servicing infrastructure	Number of watermain upgrades	1	2016-2021	13
		Number of sanitary and combined sewer upgrades	0	2016-2021	1
		Number of storm sewer upgrades	0	2016-2021	5
	Investing in municipal servicing	Capital investments (\$) in municipal servicing	\$408,000	2016-2021	N/A

Baseline sources include: 2016 Census, 2019 Parkland Strategy, PF&R Assets from PAR, TMMS database, 2018 Tree Canopy Study, Divisional capital plans, and other information provided PF&R, Children's Services, TPL, TDSB, TCDSB.

Note: Measures on capital investment (\$) included funded projects included in a Divisional capital plan.

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Appendix - Public Realm Implementation Strategy

Provided under separate cover

