



North York Community Council  
July 8, 2022

**RE:** NY34.3 70 and 80 Wicksteed Avenue, 202-206 Parkhurst Boulevard and 99 Vanderhoof Avenue - Zoning By-law Amendment and Draft Plan of Subdivision Applications - Final Report

To Councillor James Pasternak, Chair, and Members of North York Community Council,

Cycle Don Valley Midtown is the ward advocacy group for Cycle Toronto in Ward 15 and Ward 16. Our comments pertain to the most recent report (June 27, 2022) from the Director, Community Planning, North York District on the Zoning By-law Amendment and Draft Plan of Subdivision Applications for 70 and 80 Wicksteed Avenue, 202-206 Parkhurst Boulevard and 99 Vanderhoof Avenue.

Although the property in question resides outside the Laird In Focus OPA, some of its frontage borders Laird Drive, and we would expect that the proposal incorporates the approved streetscape plans to remake Laird Drive into a grand boulevard including wider sidewalks and separated cycle tracks, and that Section 37 Funds designated for streetscape design will be deployed for this purpose.

An estimated nearly 10,000 people are to become residents in the new developments coming to the Laird in Focus area. Furthermore, the Line 5 LRT has the capacity to bring upwards of 15,000 passengers per hour to the nearby Laird Station. Combined with the existing Leaside community, this presents a sizeable market of potential customers who can arrive on foot or by bike. We note that on page 17, the report states, "Additionally, as part of the draft plan conditions, **the applicant is required to reduce single-occupancy auto trips generated through submission of a variety of multimodal infrastructure strategies** and travel demand management measures (TDM)."

To meet this requirement it is imperative that the streetscape, roadway and intersection design on Vanderhoof Avenue, Laird Drive, Eglinton Avenue, Wicksteed Avenue and the new public roadways be designed to comply with Vision Zero principles and ensure the protection of vulnerable road users travelling to, from, and within the planned retail development. In addition, the 138 bike parking spaces need to be placed at convenient and secure covered locations, and include charging facilities for e-bikes and accommodations for cargo bikes. The development also should host at least one Bike Share station to connect it to the Bike Share network. These are the types of "infrastructure strategies" that will encourage more visits by people walking and cycling, and reduce the frequency of single-occupancy auto trips.

Thank you for your consideration,

Holly Reid  
On behalf of the Executive of Cycle Don Valley Midtown

