

From: [Alistair Crawley](#)
To: [High Park Movement Study](#)
Cc: [Infrastructure and Environment](#)
Subject: [External Sender] RE: High Park Movement Strategy
Date: April 26, 2023 6:26:54 PM
Attachments: [image004.png](#)
[image005.png](#)
[image007.png](#)
[image008.png](#)
[IMG_2694.MOV](#)

Dear Alyssa,

Thank you for your response. I had read these reports and have reviewed them again at your suggestion. While the Existing Conditions Summary Report acknowledges a community concern regarding overflow parking and congestion, and notes that there can be “above average utilization” of available parking within 300 metres of the Park, the community concerns are not addressed in the final staff report. Nor does it appear that a traffic study has been undertaken. Traffic congestion has become a problem during weekends when High Park is closed to motor vehicles. Last weekend, during the cherry blossom season, traffic congestion on Wendigo Way and Ellis Park Road made it impossible for local residents to leave or access their homes during the busiest parts of the day. The situation on Wendigo Way is particularly problematic because it cannot accommodate two-way traffic when cars are parked. Unlike High Park, Wendigo Way does not have a side walk, so pedestrians have to share the road with cars. Competition for parking spots is intense, with cars circling the neighbourhood in search of parking close to the Park. See the attached video taken on Sunday afternoon showing Wendigo Way and Ellis Park Road. You can see that Ellis Park was backed up (all the way to Bloor Street) and Wendigo Way was impassable.

With respect to the Parking Utilization Study referenced in the Existing Conditions Summary Report, are you able to provide a copy of this study? The conclusion that there is adequate parking supply without access to the existing 561 parking spots in High Park is surprising. Most activities - sports fields, swimming pool, ice rink, tennis courts, dog off-leash area, the cafeteria, cherry trees, Japanese gardens (in need of repair) and the Zoo - are located close to the centre of High Park. Accordingly, the selection of an 800 metre radius around High Park as the context area for the purpose of assessing parking availability contemplates people walking a kilometre, and navigating busy intersections on the surrounding streets, to reach their intended destination. It is not realistic to think that people will choose to pay for parking a kilometre from their intended destination in preference to parking for free on local neighbourhood streets directly adjacent to the Park. As a result, local neighbourhood streets become congested with competition for parking whenever High Park is closed to motor vehicles. The current recommendation of the General Manager offers no solution to this problem.

This problem did not exist before the City decided to close High Park to motor vehicles to prevent the spread of COVID 19. The decision to continue the closures during weekends when the COVID 19 threat subsided was made without proper consultation or study. Unfortunately, the High Park Movement Strategy has the appearance of an exercise in reverse engineering to support this prior arbitrary decision.

One irony of the situation is that the purported goal of avoiding conflict between motor vehicles and pedestrians and cyclists within High Park has resulted in a far more dangerous, inconvenient and unpleasant environment on the roads and neighbourhoods surrounding High Park. This result is perplexing as there was no previously identified “problem” within High Park that required this

“solution”. The experience of our family in High Park over the last 20 years has been that the existing roads and parking work well and are both safe and functional. You have undoubtedly received numerous complaints from individuals whose ability to enjoy the sports and other facilities of High Park has been impaired due to the restricted access over the weekends. This outcome is also contradictory to the stated purpose of the proposed changes and raises the question of whether the City fully understands how people make use of High Park.

In light of the above, we ask that City staff and Council to reconsider the proposed changes recommended in the High Park Movement Strategy. At a minimum, we ask that City staff and Council conduct a thorough assessment of the impacts of the proposed changes on the neighbourhood streets surrounding High Park. This should include a traffic and parking impact study designed to assess the impact on neighbourhood residential streets of the proposed changes to motor vehicle access and available parking in High Park.

Regards,

Alistair

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From: High Park Movement Study

Sent: Friday, April 21, 2023 2:13 PM

To: Alistair Crawley

Subject: RE: High Park Movement Strategy

[External Email]

Hello Alistair,

Thank you for contacting the City of Toronto and providing feedback on the High Park Movement Strategy. All submissions will be reviewed by the project team and included in the project record.

The [High Park Movement Strategy](#) was launched in 2021 and studied travel network serving High Park in the context of the city's growing population, changing travel patterns, and the impacts of COVID-19. The goal is to improve mobility within the park, while prioritizing safety, accessibility and

the park's ecological integrity.

The preferred strategy will be presented in a [staff report](#) to Infrastructure and Environment Committee on April 26, 2023. A final decision on the proposed travel network changes to High Park will be made by City Council through their decision making process. The public will have the opportunity to deputize at the Infrastructure and Environment Committee meeting. More information about the decision making process and public participation can be found on the [City's website](#). Members of the public can submit comments by emailing the Committee at iec@toronto.ca. Communications and public submissions will become part of the public record and will be listed in the legislative record of the meeting.

More information about the project process, research findings and engagement activities can be found on the project website, www.toronto.ca/HighParkMove. The project team will continue to use the mailing list to share updates on the final report and project. You can subscribe [here](#).

The project team completed a parking utilization study in High Park and the surrounding context area to analyze occupancy rates of on-street permit spaces, Green P parking and in-park lots. Parking studies were conducted on both weekdays in the park when parking is available and weekends in the surrounding areas when the park is closed to visitor vehicles. More information and findings of the parking and traffic assessments are in the [existing conditions summary report](#) and [final staff report](#).

Regards,

Alyssa

Project Team – High Park Movement Study

www.toronto.ca/highparkmove



From: Alistair Crawley [<mailto:ACrawley@CMBLaw.ca>]

Sent: April 20, 2023 1:47 PM

To: Paul Farish <Paul.Farish@toronto.ca>; Ashley Curtis <Ashley.Curtis@toronto.ca>

Subject: [External Sender] High Park Movement Strategy

Dear Paul and Ashley,

I have read the General Manager's Final Report dated April 12, 2023. I appreciate that an effort has been made to balance various interests within the confines of High Park. However, there appears to be no effort to address the impact on local residents of the closure of High Park to motorised vehicles. Since the closure of the Park to traffic due to COVID 19 in March 2020, neighbouring streets have become the de facto High Park parking lot. I live on Wendigo Way, which is now a hot spot of "conflict" between motorists, pedestrians and local residents during weekends. I invite you or your staff to visit this weekend during the cherry blossom season for a sample of the chaos that ensues. Neither Wendigo Way or Ellis Park Road were designed to accommodate parking for a large public venue.

Gordon Perks has confirmed to local residents that no traffic and parking impact study was undertaken before the decision was made to continue closing High Park to motorised vehicles on weekends. Nor does such a study appear to have been undertaken as part of the High Park Movement Strategy. This is a serious omission and is surely not good planning. Reducing conflicts within the Park as a result of removing motorised vehicles, or creating more comfortable spaces for pedestrians, is an empty achievement if the result is to simply move those problems to a different location; in this case to the residential streets immediately next to High Park. In fact, the traffic conflicts created outside the Park are far more acute than they ever were inside the Park. Local residents on Wendigo Way have attempted to raise these concerns through correspondence

to the Infrastructure and Environment Committee (see an example attached), to Mr. Perks' office and to the Transport Committee, to no avail. I would appreciate it if you could advise whether there is an intention to study the impact of closing High Park to motorised vehicles on weekends (or Sundays), and reducing parking spaces by 60% when it is open, on traffic and parking in the neighbourhoods adjacent to High Park?

Regards,

Alistair

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