

Your Yonge-Eglinton Online Mapping Summary

Yonge-Eglinton Growth, Built Form, and Infrastructure Review

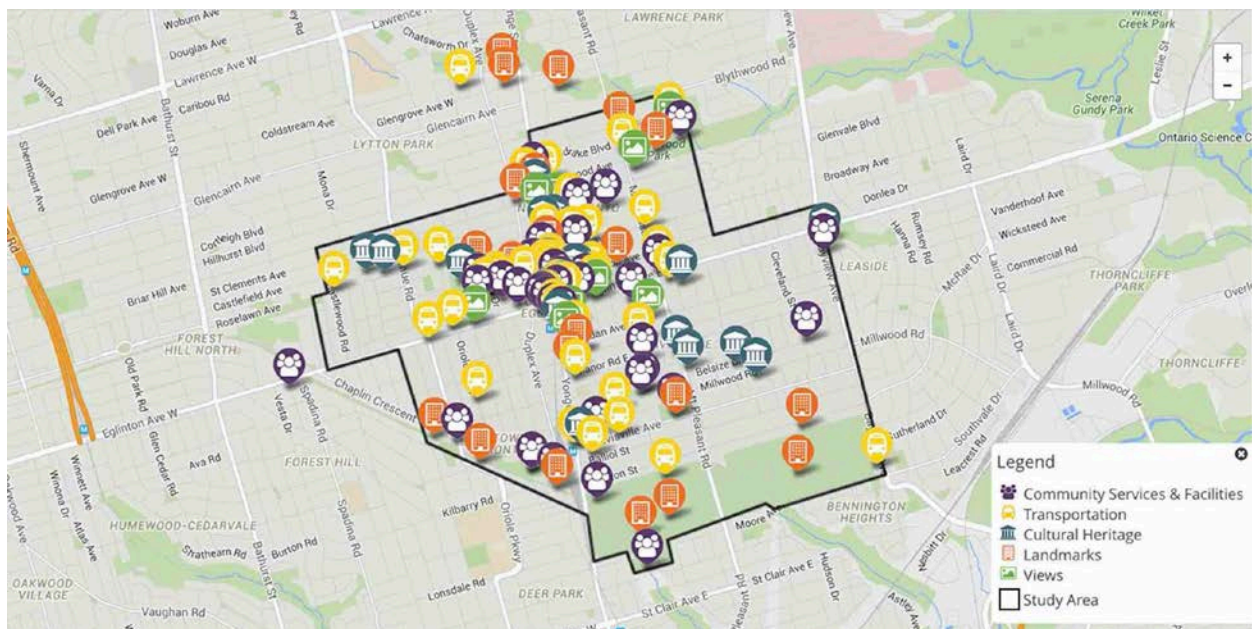
December 18th, 2015 – February 7th, 2016

Overview

Between Friday, December 18th, 2015 and Sunday, December 7th, 2016, the City of Toronto's Planning Division hosted an interactive online mapping tool to seek the insights and priorities of Midtown stakeholders. Over 40 people shared 144 specific comments. In addition to the people that shared comments, nearly 900 people visited the site; many showed support for or disagreement with the comments shared by giving them a thumbs up or thumbs down.

The interactive map asked people to share their insights and priorities regarding: community services & facilities; transportation; cultural heritage; landmarks, and; views by dropping pins on different locations and answering questions about each of these five categories.

Of the 144 comments, transportation and community services and facilities were the most common, with 50 and 44, respectively. Cultural heritage received 17 comments, landmarks received 22 and views received 11. While many of the comments were clustered around the intersection of Yonge Street and Eglinton Avenue, there were also several comments placed throughout the entire study area and outside of the study area to the north and the west.



***Your Yonge-Eglinton Map:** A map of the the Yonge and Eglinton area with the study area outlined showing the location of the 144 comments shared.*

Matthew Wheatley drafted this summary and City Planning staff reviewed it before it was finalized.

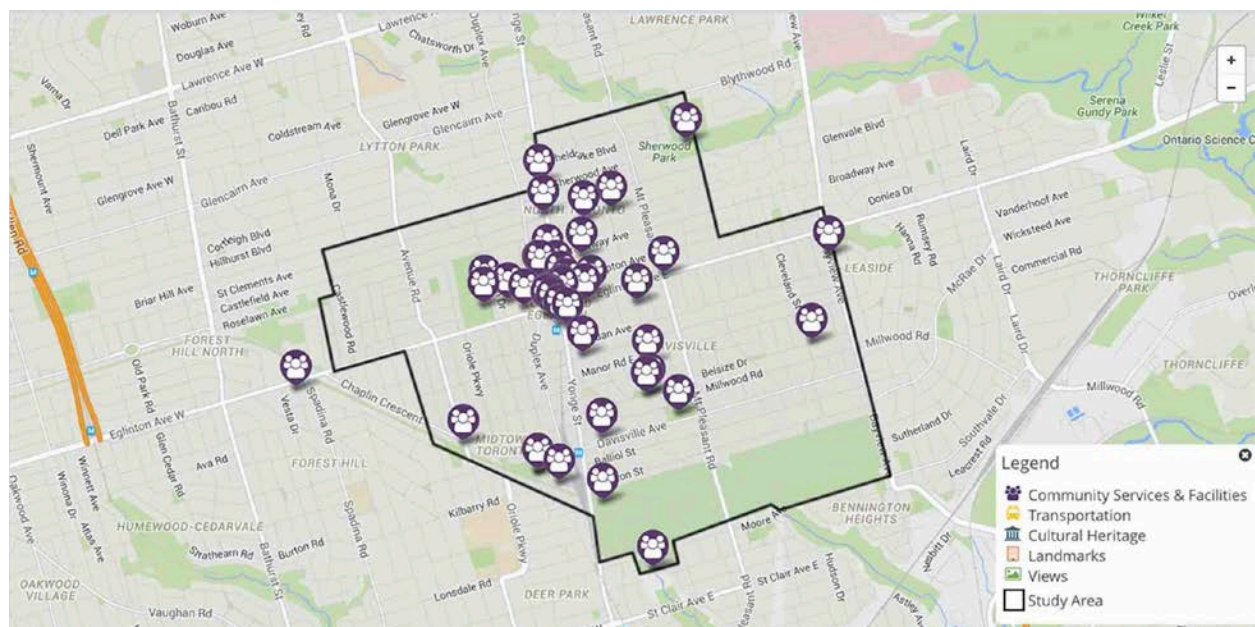
Please review the Attachments to this summary for more information, including:

Attachment A: Raw Data (names and identifying markers have been removed)

Summary of feedback

The feedback below is organized into the topics that the City Planning Division invited respondents to comment on. These topics include: community services & facilities; transportation; cultural heritage; landmarks, and; views. Respondents also shared other feedback and feedback about process.

Feedback on community services & facilities



Community Services and Facilities Map: A map of the the Yonge and Eglinton area with the study area outlined showing the location of the 44 community services and facilities comments shared.

Respondents shared 44 comments identifying the community services and facilities in the area that they use as well as services that they felt are missing in the area.

The comments shared were given in response to the following question: *Tell us what services you use in Midtown (e.g. swimming pools, child care, health clinics). If you go outside the area for these services and facilities tell us what, where and why.*

Parks and open spaces are important – they should be maintained and expanded. Several respondents identified parks and open spaces that they use including: Eglinton Park, June Rowlands Park, Oriole Park, the Beltline Trail, Mount Pleasant Cemetery, Glebe Manor Square east and west, Redpath Avenue Parkette, Hillsdale Avenue Parkette and the green spaces at the local schools and churches.

Respondents identified specific uses and programs they enjoy, including:

- The walking track, gym, ping pong table, and community programs at North Toronto Memorial Community Centre;
- The renovated playground at Eglinton Park; and
- The Sharon, Lois, and Bram playground and free library at June Rowlands Park;

Respondents also provided a number of park and open space related suggestions, including:

- Consider installing outdoor fitness equipment in Oriole Park and expanding it south to connect with the Beltline;
- Fix the fences in the off-leash area of Sherwood Park to prevent dogs from getting out;
- Bury the parking lot at Eglinton Park to expand the park space;
- Parkettes should be mandatory additions to all new condo buildings, similar to the Redpath Avenue Parkette;
- Consider adding more Parkettes and green spaces as part of the development approvals process;
- Maintain the boulevard parks at Glebe Manor Square; and
- A comprehensive planning exercise should be used to ensure the community gains full benefit from the public space at Davisville Junior Public School, should it be redeveloped.

The former TTC Bus Barns present a unique, once in a lifetime, opportunity to build a landmark public space for the city and the community. Several respondents felt that the former TTC Bus Barns at the southwest corner of Yonge and Eglinton should become an open public space. People suggested including a farmers' market, space for indoor and outdoor community events, and a large multipurpose green space.

A farmers' market is needed near Yonge St & Eglinton Ave. One participant said there is a need for a consistent home for a farmers' market and suggested using the open space between the Minto Towers. Another participant said the southwest corner of Yonge St and Orchard View Blvd, which had a farmers' market in years past, was the best location because of the high level of foot traffic it received. A few others said the TTC Bus Barns would be a good place for a farmers' market.

The Northern District Library and Anne Johnston Community Health Centre are fantastic resources for the community. One participant said the work that goes on at the Anne Johnston Community Health Centre serves the community in many ways and should be given as much help as possible from the City. Another participant said they use the library to attend and host public meetings.

Office and retail space are vital to maintaining the vibrancy and character of the neighbourhood. One participant said, and several agreed, there should be a requirement to replace office space at at least a 1:1 ratio for any new condo buildings. Another person said the

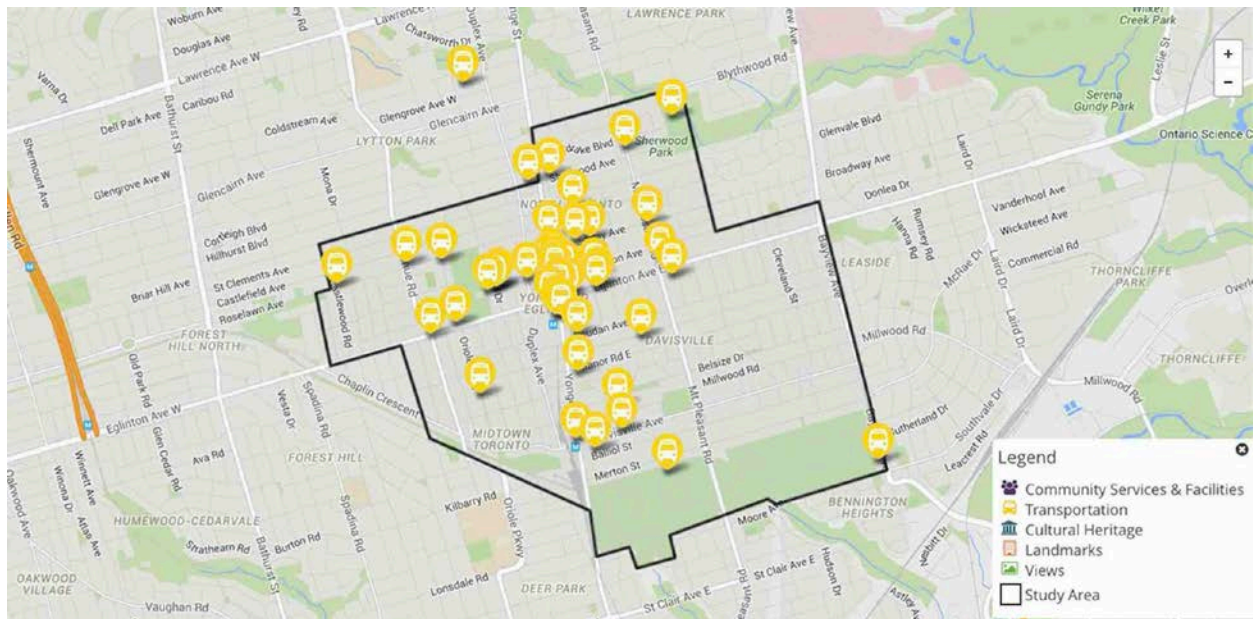
Bayview BIA should be expanded north towards Eglinton to connect with the future Bayview LRT station.

Community services should include a comprehensive, innovative economic plan to better serve the community. One participant said a Midtown Hub is needed to serve the thousands of families with lower household incomes and new immigrant status. Another said the area needs new and innovative businesses in the information and technology sector.

General improvements for the area. Several respondents shared general concerns about the area and suggested some improvements, including:

- Increase parking enforcement along Orchard View Blvd;
- Effort should be made to prevent old brick/stone buildings from being covered in stucco;
- The whole neighbourhood should be its own municipal ward and represented by one city councillor;
- The sidewalks and crosswalks at Mt. Pleasant Rd and Eglinton Ave should be improved during the construction of the LRT;
- Relocate the gas stations at Avenue Rd and Chaplin Cres to allow for expanded park space;
- The planters on the East side of Yonge St. south of Roehampton Ave are lovely but they take away a lane of the sidewalk, resulting in pedestrian gridlock during peak hours; and
- The amount of smoking at Yonge St and Eglinton Ave is making the area dirtier and more difficult to breath.

Feedback on transportation



Transportation Map: A map of the the Yonge and Eglinton area with the study area outlined showing the location of the 50 comments identifying transportation issues and suggested improvements.

Respondents shared 50 comments identifying transportation issues and suggested improvements.

The comments shared were given in response to the following question: *Tell us what your transportation improvement/issue is (e.g. transit opportunities, pedestrian safety, cycling routes, congested areas, good movements).*

Transit

The Yonge subway line and Eglinton station are overcrowded. One participant said and many agreed that Eglinton station and the subway has reached its capacity and that more lines are needed to handle the increasing density. Another participant suggested adding an express bus on Yonge.

Improving access to transit. Respondents suggested a number of ways access to the subway and buses could be improved, including:

- More enclosed bus shelters with seating on Davisville Ave to accommodate the many seniors who live in the high-rises;
- Installing a permanent bus stop on the east side of Yonge St where the accessible subway entrance is – the closest stops are too far for those with mobility issues;
- Install an additional platform crossing close to the north side automatic entrance and mark this entrance on Yonge St;
- Reinstate access to Eglinton station from the northeast corner of Yonge St. and Eglinton Ave;

- Restore regular bus service on Mount Pleasant Rd that does not cost double during rush hour; and
- Incorporate time of day and distance travelled into TTC fares.

The future LRT and development. One participant said they are looking forward to the future LRT stop at Eglinton Ave W and Oriole Pkwy and they would like to know what is planned for this and other intersections. Another person said they are excited about the LRT but are worried about the associated level of development and how it will change the face of the neighbourhood. This person also shared that city planners have a beautiful vision that takes the best of all things into account.

Pedestrian Safety and Improvements

Additional crosswalks. A few respondents said that additional crosswalks would help to improve pedestrian safety and suggested new locations, including:

- Broadway Ave between North Toronto Collegiate Institute and St. Monica school;
- Orchard View Blvd and Duplex Ave; and
- Roselawn Ave and Caldow Rd.

Increase the size and number of sidewalks. One participant said that sidewalks need to be wider on Yonge St, north of Eglinton. Another person said that installing sidewalks on the west side of Redpath Ave on the two southern blocks would make it a great north-south pedestrian corridor. One person suggested having restaurants remove their patio barriers in the winter to recoup sidewalk space lost to snow and the current LRT construction.

Improving pedestrian paths and walkways. Some respondents said that walkways are great for pedestrians; they suggested improvements as well as locations to install additional walkways, including:

- Improve lighting along the walkway between Davisville Ave and Balliol St;
- Extend the walkway between Belsize Dr and Millwood Rd through Davisville to provide a solid north-south alternative to Yonge St;
- Install mid-block pedestrian passageways between Eglinton Ave and Roehampton Ave to help with pedestrian flow; and
- Connect the Belt Line to the Yonge Eglinton Centre through the Davisville Village area.

Install a pedestrian scramble at Yonge St and Eglinton Ave. One participant suggested installing a pedestrian scramble at Yonge St. and Eglinton Ave following the completion of the Eglinton Crosstown. Another person said that it should follow the model used in the United Kingdom where pedestrians can only cross on an all direction pedestrian light, which allows cars to turn right on regular lights.

Safety improvements at specific intersections. Respondents identified different intersections that they feel are dangerous for pedestrians and suggested improvements, including:

- Better enforce speed limits near **Avenue Rd and Roselawn Ave**, especially around the schools;

- Narrow the intersection at **Tullis Dr and Manor Rd E** - the curve at this intersection makes this dangerous for pedestrians especially when cars don't come to a complete stop; and
- Consider traffic calming measures on **Orchard View Blvd near Eglinton park** - cars are constantly speeding around this blind corner, which is gateway not only for cars but also pedestrians and cyclists.

Orchard View Blvd. One participant said and several others agreed that the market and the summertime pedestrian only access on Orchard View Blvd should be brought back. Another participant said that they are happy to have the new stoplight at Orchard View Blvd and Yonge St but that pedestrians should be able to cross Yonge St from Roehampton Ave when there is an advanced green for cars turning on to Yonge St from Orchard View Blvd.

Vehicle Movement and Traffic Flow

Make some streets one-way only. Respondents suggested a few streets they think should be one way only including: streets immediately adjacent to Yonge St and Eglinton Avenue and Eglinton Avenue and Duplex Ave; and Broadway between Yonge St and Redpath Ave during the morning rush hour.

Reduce the number of restrictions to allow for better traffic flow. Respondents identified a number of areas where they would like to see certain restrictions reduced or removed including:

- Remove restriction, which prevents cars from turning north on to Oriole Pkwy from Eglinton Ave between 4:00 and 6:00 p.m.;
- Remove no left turn restriction from Roselawn Ave and to Oriole Pkwy between 7:00 and 9:00 a.m.; and
- Remove the do not enter between 4:00 and 6:00 p.m. restriction on Edith Ave at Orchard View Pkwy

Construction makes it difficult for everyone to get around. Respondents said that the combination of condo and LRT construction takes up space on the roads and makes it difficult for cars, bikes and pedestrians. One participant said that traffic is particularly bad at Roselawn Ave and Castlewood road because of construction and that cars are speeding and running through stop signs.

Traffic calming. Respondents identified a few areas they feel are dangerous and are in need of traffic management and calming, including:

- **Keewatin Ave and Erskine Ave** – Cars break away from Yonge St and whip around onto residential streets; and
- **Cowbell Lane and Eglinton Ave E** - There are trucks parked on the roadway, pedestrians constantly walking by and vehicles trying to get on to Eglinton, this run up of traffic is a human tragedy waiting to happen.

Cycling

A few respondents provided cycling specific improvements including:

- **Make Bayview Ave south of Mount Pleasant Cemetery safer for cyclists.** Cyclists should not be mixed with traffic in a stretch where their sight-lines are compromised;
- **Install bike lanes on Mount Pleasant Rd** to create a north-south conduit that is less busy than Yonge St;
- **Install protected, even grade separated, cycling lanes on high speed and high volume roads,** such as the Bayview extension;
- **Maintain and expand cycling connections between parks and green spaces.** The connections between Toronto's Parks and greenspaces provide a great way to travel via bicycle all over town, as new green space is planned these connections should be expanded; and
- **Install additional bike racks along Yonge St, Mount Pleasant Rd and in front of schools and large condo buildings.**

Parking

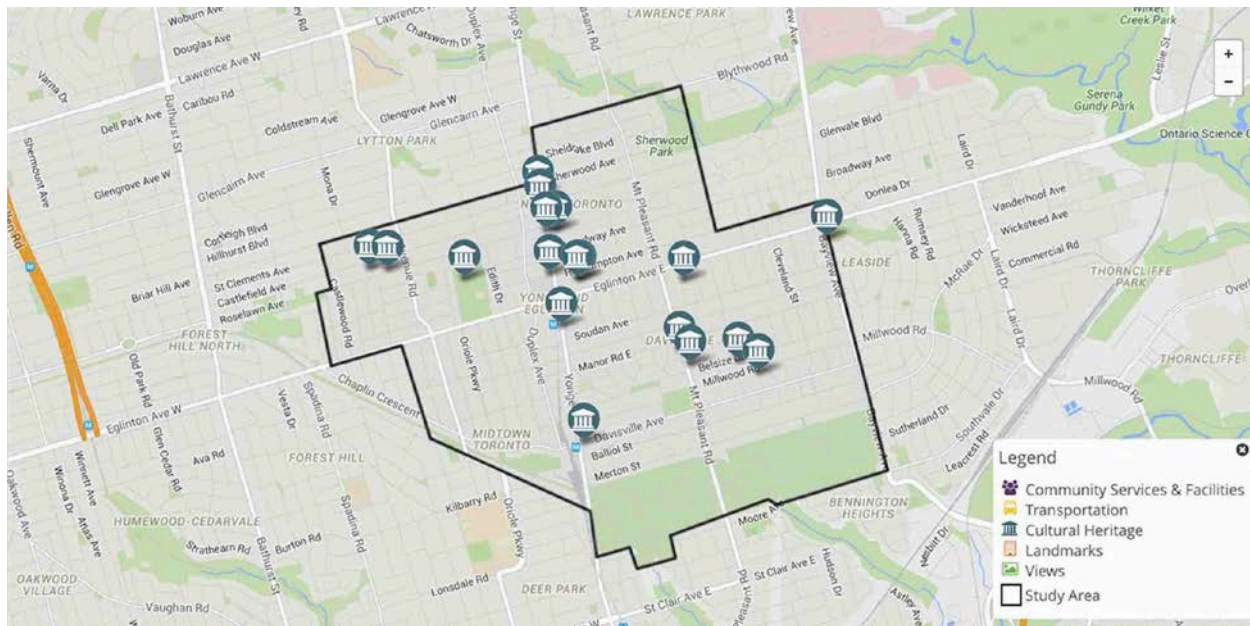
Respondents suggested different ways that parking could be improved in the area including:

- **Increase enforcement on Mt. Pleasant Rd between Sherwood Ave and Sheldrake Blvd,** especially during rush hour;
- **Add more Green P parking lots north of Eglinton Ave near Yonge St;**
- **Add a Green P parking lot near Sherwood Ave and Sherwood Ln;**
- **Move curbside parking onto Oriole Pkwy's centre median** to free up space for separated bike lanes linking Eglinton Connects, the Belt Line, and the future Poplar Plains Rd and Saint Clair Avenue crossing;
- **Move parking to the north side of Briar Hill Ave** to help with congestion in the mornings;
- **Eliminate parking on both sides of Yonge St between Eglinton Ave and Roehampton Ave/Orchard View Blvd** to reduce gridlock on Yonge St; and
- **Do not allow accessible parking in no parking or no standing zones,** this inhibits traffic flow by reducing the number of lanes.

Other Transportation Feedback

Self-driving vehicles. One participant said that self-driving vehicles will transform transportation in the area and questioned whether this should be part of the discussions.

Feedback on cultural heritage



Cultural Heritage Map: A map of the the Yonge and Eglinton area with the study area outlined showing the location of the 17 comments identifying events, institutions, and places people felt are important to the area's built and cultural heritage.

Respondents shared 17 comments identifying events, institutions, and places they felt were important to the area's built and cultural heritage identity.

The comments shared were given in response to the following question: *What is this area, institution, or organization and why do you feel it has historical and/or cultural value?*

Identified buildings and locations. Respondents identified a number of places, their significance and in some cases suggested ways they could be recognized, including:

- Ten Quadraplexes (1747-1749 to 1783-1795 Bayview Ave) built by Howard Talbot, the former mayor of Leaside, should be heritage properties;
- Eglinton Park – incorporate signage and education about the indigenous history Wendat cornfields;
- Corner of Yonge and Davisville - a gathering point for World War I veterans;
- Belsize Parkettes – a fixture in Davisville Village since the 1920s and should be designated as a heritage location;
- Roselawn Communications Tower – owned by Toronto Water and marks the site of a spring that was a source of water for the Wendat Village and the Town of North Toronto;
- First Christian Reformed Church – a small but thriving Christian community that provides spiritual guidance to community members as well as rental space for community groups;
- 2532 Yonge St – one of Toronto's best examples of Art Deco architecture;

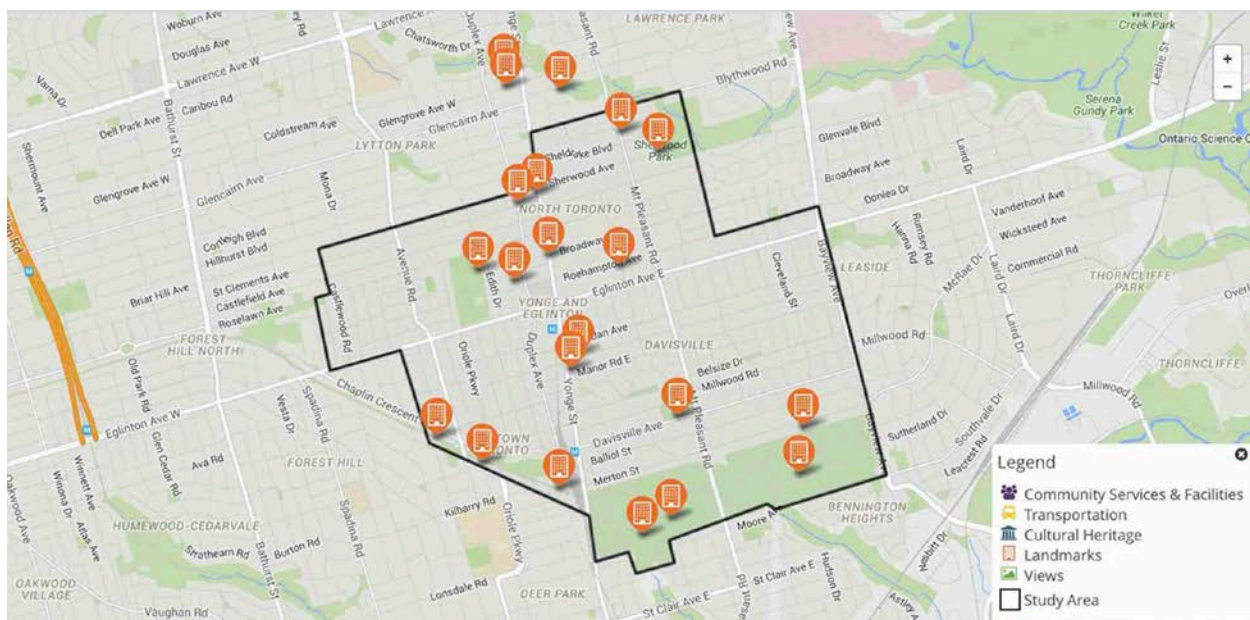
- St. Monica Catholic School – historic school with much needed greenspace that should be protected; and
- Capital and Regent Theatre – should be designated and preserved in some way.

Protect and invest in the area's built heritage. One participant said there is a need to invest in cultural heritage for the future, including facilities for theatre, dance, contemporary art, quality live music, makerspaces, etc. Another participant said cultural heritage should include street facing small businesses such as dance studios, picture framers, repair people, etc.

There was a diversity of opinion about condos and their impact on the area's character. One participant said they are part of the character of the neighbourhood, that high-rises date back decades, and people choose to live in the area because of the benefits of density. Another participant said that much of the area's character is being torn down to make way for condos.

Retain two-storey brick storefronts along Yonge Street. One participant felt this would help to preserve the heritage feel of the neighbourhood.

Feedback on landmarks



Landmarks Map: A map of the the Yonge and Eglinton area with the study area outlined showing the location of the 22 comments identifying buildings, landmarks and open spaces they use and think are important to the area.

Respondents shared 22 comments identifying buildings, landmarks and open spaces they use and think are important to the area.

The comments shared were given in response to the following question: *What is this landmark and why is it important to you? Landmarks could be buildings, parks, and/or other open spaces.*

Landmarks

Buildings that respondents identified as landmarks included: Postal Station K, Church of the Transfiguration; Yonge Eglinton Centre and Glenview Presbyterian Church.

Open Spaces and Parks

Identified open spaces and parks. Several respondents identified open spaces and parks in the area that they like, including Mount Pleasant Cemetery, June Rowlands Park, Hillsdale Avenue Parkette, Sherwood Park, Eglinton Park, St. Clements and Yonge Parkette, and Pottery Playground.

Suggestions about existing parks and open spaces. Respondents provided suggested improvements including:

- Improve the garden on the southeast corner of Mount Pleasant Road and Stibbard Ave;
- Clean up Pottery Playground, the abundance of toys left behind/donated makes the area look more like a garage sale than a playground;
- Preserve the small park on Hillsdale Ave East once the Art Shop condo is built; and
- Make June Rowlands Park apart of the walking/running/cycling route via the Belt Line; and
- Add more good quality benches to open spaces and parks.

More signs are needed. Respondents said there should be more signage on main streets and in high pedestrian traffic areas directing people to parks, open spaces and markets. One participant said there should be a sign at the entrance to Sherwood Park at Strathgown Ave east of Mount Pleasant. Another person said there should be a sign that marks the presence of the former Mud Creek, which once flowed through the east side of Eglinton Park.

Mount Pleasant Cemetery is an important community asset. Several people had positive things to say about the cemetery including:

- It is a wonderful historical burial ground and arboretum with many shady pathways;
- It is a nice quiet walking area away from the busy streets that offers connection from Mount Pleasant to Yonge; and
- It is a beautiful green space that makes you feel as though you have left the city.

The Belt Line is a great resource for the community – ensure it is a safe place. One participant said the Belt Line is an amazing trail for walking, running and biking. Another person suggested there be proper crossings installed at all intersections, noting that some crossings along the Beltline can be quite dangerous and scary.

Resting places and patches of green space are important for all. One person said that the community belongs to everyone and that there is a need for green spaces where people, especially seniors and children, can rest and enjoy the area.

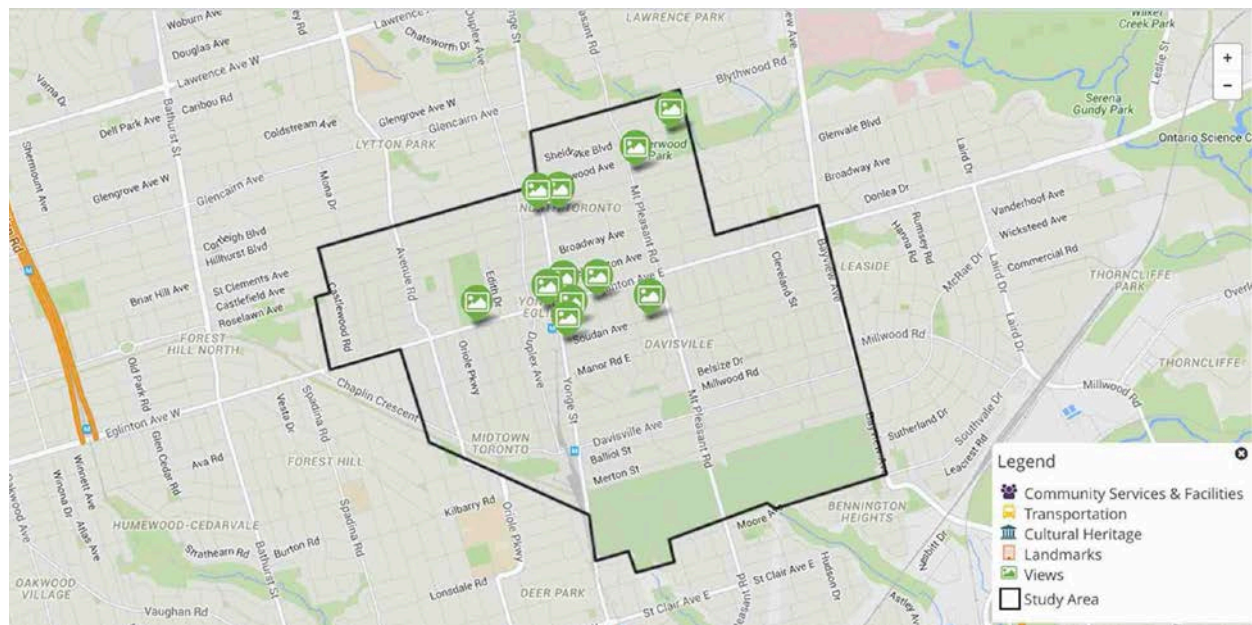
The vegetable garden at Eglinton Park. One participant said that the vegetable garden behind the rec centre could be expanded and that it provides a chance for people to connect with the soil. Many people showed support for this suggestion, while many others disagreed with it.

Other Feedback

Respondents shared other comments, including:

- Helendale Ave should be closed off at Yonge St to extend the street planned for the front of the post office. There are signal lights one block north and south for cars so it should work
- Developers should be prevented from boarding up houses until construction actually begins; it creates dead zones in the street and makes it feel less safe at night.

Feedback on views



***Views Map:** A map of the the Yonge and Eglinton area with the study area outlined showing the location of the 11 comments identifying views people consider important to the area.*

Respondents shared 11 comments identifying views they consider important in the area.

The comments shared were given in response to the following question: *What is this view and why is it important to you? Views could be places or things you like to look at. (e.g. The view of the Church of Transfiguration looking down Redpath from Eglinton).*

Long range views. Two respondents identified views that were important to them: one person said they love the view from the top of hill in Sherwood Park (east of Sheldrake Blvd); another said they treasure the 270 degree Toronto skyline view from 2181 Yonge.

One participant said that the discourse about views in this project seems to be focused on street level, which leaves out the desire for long view nightlines of tall building dwellers, who are or will be a huge majority of the residents of the study area.

Increase the visibility/views of open spaces and parks. Respondents said being able to see parks and open spaces is important because it increases access and opportunities for use. Specific places people said they enjoy using and need better visibility included:

- Castlefield Parkette;
- Entrances to Sherwood Park; and
- The John Fischer Junior Public School yard

Other respondents suggested that views of new parks and open spaces should be considered as new developments are built: one said that open green spaces and playgrounds humanize blocks full of high-rises; another said it would be nice to see a wonderful urban park at the southwest corner of Yonge St and Eglinton Ave (similar to the ones in Yorkville and the Canary District).

The obstruction of views is only one of many impacts that should be considered when considering new developments. One participant said, when doing consultations and studies for potential new developments the City should also take into account and consult future residents of nearby developments that are currently under construction. Another participant said,

Other Feedback

Respondents shared other comments, including:

- Cowbell Lane desperately needs a comprehensive plan for beauty, greenery, safety, pedestrians, bikes, vehicle efficiency, cleanliness, snow removal and traffic/parking enforcement; and
- The proposed new development along Soudan Ave and Brownlow Ave is not the right fit for the neighbourhood. Soudan is not a street of high-rises and should not be.

Other feedback

Respondents gave other feedback, including feedback about development controls, reducing environmental impact and process.

Development controls. Some respondents said that many of the new buildings going up are out of sync with the area's existing character and that the City needs stronger regulations to hold developers accountable, stand up to the Ontario Municipal Board and help maintain the character and feel of the area. One participant suggested that requiring more green space could help to maintain some of the character of the neighbourhood.

Reducing environmental impacts. One participant suggested a few of ways the City could help to reduce energy consumption and environmental impacts, including: conduct a feasibility study to determine which public buildings could benefit from solar panels; introduce a recycling

App, which allows people to scan the barcodes or take a picture to determine if a product is recyclable; and investigate ways to encourage family vegetable gardens in residential backyards.

Process. One participant said the interactive map was a great tool; another said a public meeting should be held specifically to talk about Cowbell Lane.

Next Steps

Respondents were thanked for taking the time to participate and share their feedback through the online mapping tool. Respondents were also encouraged to tell others about the tool and to check back to see what others had to say.