

Leaside Neighbourhood Transportation Plan

Phase 1: Near-Term Changes

Public Consultation Report
September 2023



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Executive Summary

This report details the activities and feedback received during consultation with stakeholders and members of the public between May 23 and June 20, 2023, about the Leaside Neighbourhood Transportation Plan (LNTP) which included opportunity to provide feedback on the changes proposed in the study area.

Consultation activities included a virtual public meeting, online survey and comment tracking. Over 90 people attended the virtual public meeting and 513 survey responses were received, along with 26 people providing comments by mail, phone and email.

Communications to inform the public and stakeholders about the project and opportunities to participate included: 8,902 notices distributed by Canada Post to the study area; 508 emails sent to local stakeholders and the project email distribution list; and updates were made on the project web page.

Overall, public feedback identified general support for the proposed changes:

- **Support for speed humps in Leaside.** Over 80 percent of survey respondents support or feel neutral about speed humps in Leaside. Those who support feel they would reduce motor vehicle volumes and speeds. Those who oppose are concerned about the impacts to convenience, comfort and noise for local residents and City service workers.
- **Support for in-road flexible signs on portions of Millwood Road and interim paint and bollards at Hanna Road/Eglinton Avenue East and Macnaughton Road/Cameron Crescent, but questions about how they would improve road safety.** Over 70 percent of survey respondents support or feel neutral about the proposal for in-road flexible signs, and 65 percent support or feel neutral about the proposal for interim intersection improvements. Among those who express support, some question their efficacy but hope to see positive impacts. Among those who oppose, some preferred more visually appealing interventions or no changes at all.
- **Support for a traffic signal at Bayview Avenue/Sutherland Road.** Over 80 percent of survey respondents support or feel neutral about a traffic signal at the intersection, agreeing with the rationale that it will provide an improved crossing for vulnerable road users and TTC buses. Some participants who identified that they live near the intersection feel it will invite more through-traffic on Sutherland Drive.
- **Support for converting angled parking to parallel parking and a Bike Share station on McRae Drive, from Laird Drive to Rumsey Road.** Around 70 percent of survey respondents support or feel neutral about the proposal. Those in support feel it would improve sightlines and accessibility for all road users. Those who oppose the proposal is considered about the reduction of parking spaces, especially near community spaces.
- **Support for Bike Share infrastructure in Leaside.** About 80 percent of survey respondents support or feel neutral about installing Bike Share stations at Laird Drive/McRae Drive and Toronto Public Library (Leaside Branch). Some respondents also suggested expanding the network to new Line 5 Eglinton stations, arterial roads, community spaces and grocery stores.
- **Some confusion about recent changes which eliminate the minimum number of parking spots required for new buildings.** About 70 percent of survey respondents support or feel neutral about the proposal. Some participants are confused about the rationale for permit parking and why a restriction may also be needed. Participants shared mixed views about on-street parking as a traffic calming measure.

The feedback gathered through this consultation will inform staff recommendations to North York Community Council (NYCC) in fall 2023.

Overview

About the Study

The City of Toronto is developing the Leaside Neighbourhood Transportation Plan (LNTP) to address concerns about transportation conditions in the neighbourhood raised by the community, as well as any related items identified by staff through the course of the study.

The study will identify, recommend and prioritize changes that can be made to improve safety for all road users, with a focus on vulnerable road users such as pedestrians, people biking, children and seniors.

Background

In 2019, North York Community Council directed City staff to work with the community to develop a comprehensive plan to address community concerns about travel behaviours and patterns in Leaside. City staff have used a holistic approach to assess and manage traffic issues within the neighbourhood. The LNTP considers all modes of transportation, with an emphasis on improving conditions for vulnerable road users.

In 2023, the City launched [Neighbourhood Streets Plans](#) to make it fair and transparent for neighbourhoods to access City-led

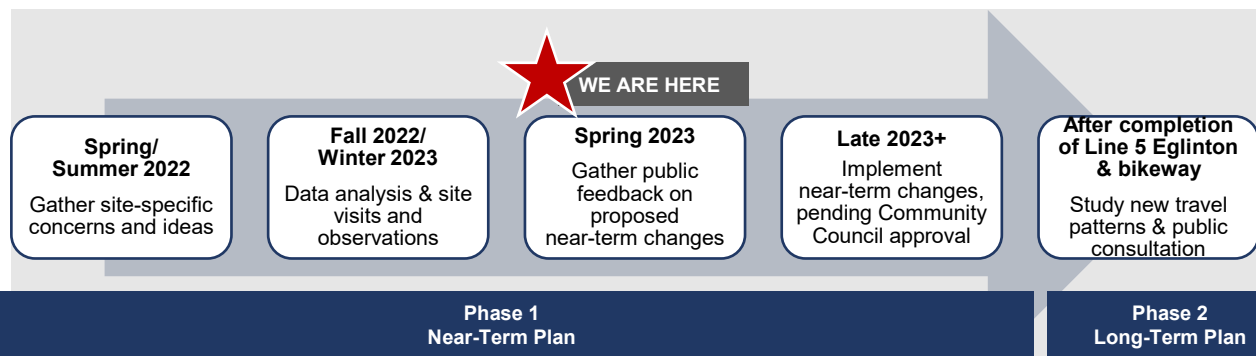
community-guided plans for traffic, road safety and active transportation. The LNTP is a considered an early entrant and model for this new program.



The study area is bounded by Glenvale Boulevard/ Killdeer Crescent/Rykert Crescent to the north, Bayview Avenue to the west, the West Don River/Eglinton Avenue East/Laird Drive line to the east and the CPR line to the south.

Study Process

The LNTP consists of two phases: a near-term plan and long-term plan. The participation of local residents and stakeholders is essential in both phases to help identify opportunities for improvements and concerns in the neighbourhood.



Notification & Consultation Activities

Notification Activities

A variety of methods were used to notify members of the public of the project and opportunities to participate in the consultation:

- Project web page: toronto.ca/LeasideNTP (1,213 views)
- Notices via Canada Post Neighbourhood Mail (8,902 addresses)
- Email to project mailing list, including residents' associations, community groups, organizations, local businesses, institutions and elected officials (508 contacts)

Consultation Activities

Between May 23 and June 20, 2023, stakeholders and members of the public were invited to provide input through an online survey, virtual public meeting and submitting phone and email comments.

Online Survey

An online survey was open from May 23 to June 20, 2023, and received 513 unique responses in which 457 participants completed all questions in the survey. Participation was anonymous. The survey shared background information about the project, and posed questions about the proposed near-term plan. The eight (8) questions asked are listed below:

1. Do you support the installation of speed humps in Leaside? In a few words, describe why.
2. Do you support the installation of in-road flexible speed signs on: Millwood Road (Randolph Road to Southvale Drive) and Millwood Road (McRae Drive to Rumsey Road)? In a few words, describe why.
3. Do you support the interim installation of paint and bollards until more permanent safety improvements can be constructed at Hanna Road/Eglinton Avenue East and Macnaughton Road/Cameron Crescent? In a few words, describe why.
4. Do you support the installation of the following traffic controls: replacing the yield sign with a stop sign at Winsloe Avenue/Divadale Avenue and adding a traffic signal at Bayview Avenue/Sutherland Drive? In a few words, describe why.
5. Do you support the conversion of angled parking to parallel parking on McRae Drive (Laird Drive to Rumsey Road) and space for a Bike Share station in the lay-by near McRae Drive/Laird Drive? In a few words, describe why.
6. Do you support the installation of Bike Share stations at Laird Drive/McRae Drive and Toronto Public Library (Leaside Branch)? In a few words, describe why.
7. Would you like to see overnight, on-street parking available on streets other than the ones proposed?
 - a. *If Yes or Maybe was selected:* Which other streets in the study area would you like to see overnight, on-street permit parking? In a few words, describe why.
8. Please share any comments, concerns or suggestions related to the Leaside Neighbourhood Transportation Plan: Near-Term Plan.

Demographic questions, such as what street survey participants live or own property, were also asked to learn about the survey participants. Questions and responses can be found in [Appendix A: Online Survey Participant Demographics](#).

Virtual Public Meeting

The public event took place on June 7, 2023, from 6:30–8:30 p.m. on Webex Webinars, and was attended by 94 people.

The materials prepared for the public meeting, including the [presentation slides](#) and online survey, were posted to the project web page on May 23, 2023, and hard copy materials were made available upon request.

Phone & Email Comments

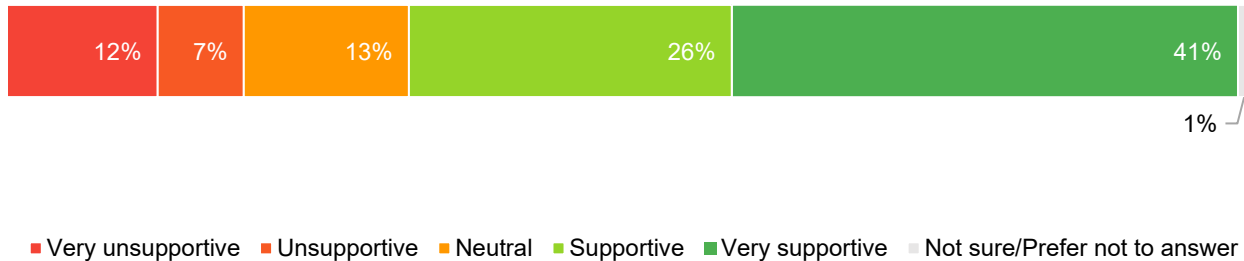
Members of the public and stakeholder groups were invited to share comments and ask questions via phone or email. The project team received 47 emails from and four (4) phone calls from 28 people. All comments were recorded and reviewed for consideration and response by the project team.

What We Heard

Online Survey

Responses received to each question in the online survey are described in this section.

Question: Do you support the installation of speed humps in Leaside?



Of the 455 respondents to this question, 80 percent are supportive or feel neutral about the installation of speed humps in Leaside, 20 percent are unsupportive and one (1) percent are not sure or prefer not to answer.

While all residents of Bessborough Drive, Broadway Avenue, Donlea Road, Hanna Road, McRae Drive, Rolph Road, Rumsey Road and Sutherland Drive will be polled as part of the decision-making process if adopted by Community Council, the majority of respondents who identified that they live or own property on those streets are also in support of speed humps.

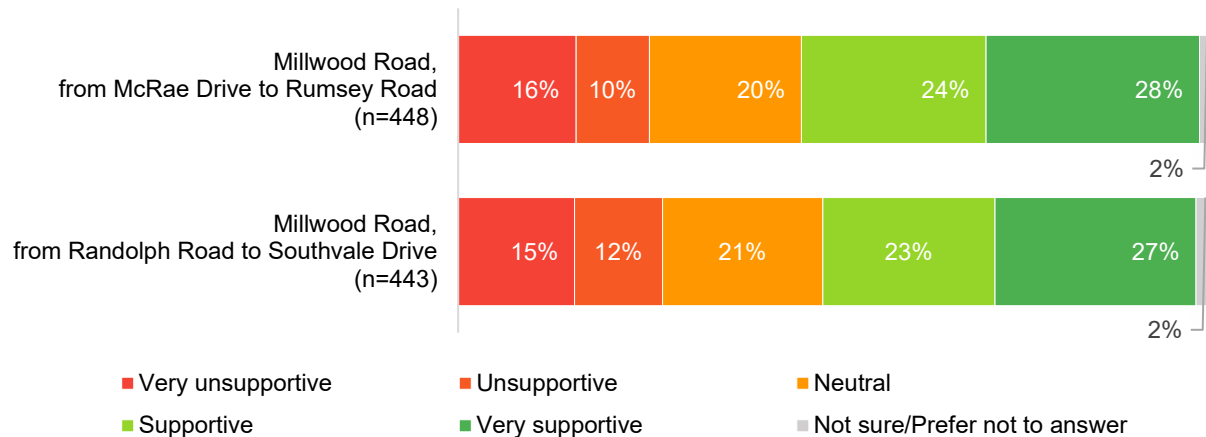
The most common reasons provided to describe their support include:

- Practical and effective at slowing motor vehicle speeds
- Protect vulnerable road users, especially children
- Encourage people driving not to cut-through Leaside and, instead, look for alternative routes

The most common reasons for opposition include:

- Existing speed humps in Leaside have not lowered traffic speeds
- Increased discomfort and inconvenience, noise and potential damage to vehicles owned by residents while going over them
- Concerns about potential impacts to City services like snow clearing and emergency vehicle response times
- Preference for other interventions, like enforcement and road narrowing

Question: Do you support the installation of in-road flexible speed signs on:



Of the 443 respondents who provided feedback about the installation of in-road flexible speed signs at Millwood Road, from Randolph Road to Southvale Drive: 73 percent are supportive or feel neutral; 26 percent are unsupportive and two (2) percent are not sure or prefer not to answer.

Of the 448 respondents who provided feedback about the installation of in-road flexible speed signs at Millwood Road, from McRae Drive to Rumsey Road: 71 percent are supportive or feel neutral; 27 percent are unsupportive and two (2) percent are not sure or prefer not to answer.

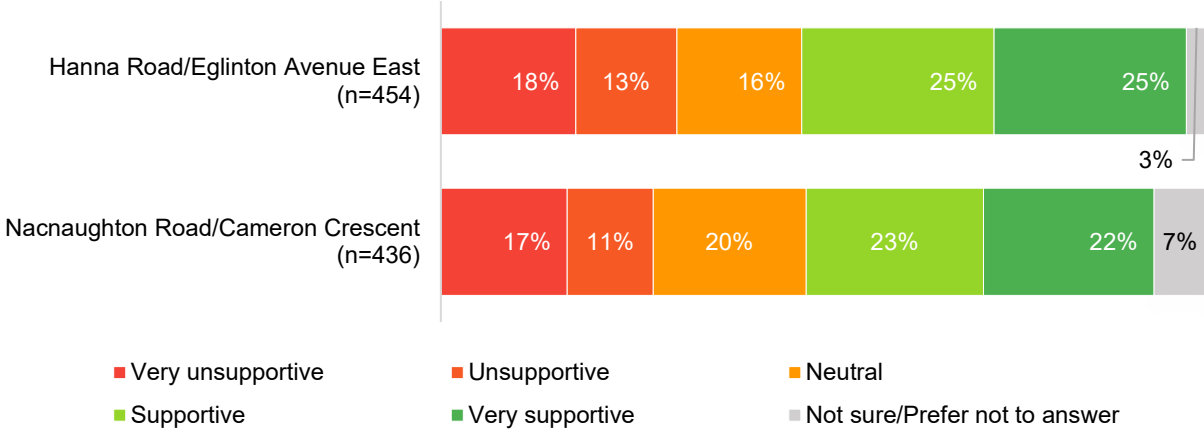
The most common reasons for support include:

- Will help remind people driving to stay focused on the road and to slow down on residential streets and school zones
- Unsure of efficacy, but feel that they’re worth trying

The most common reasons for opposition include:

- Not effective at slowing down traffic and visually unappealing
- Would force people driving to focus on avoiding the sign, rather than pedestrians and other vehicles on the road
- Concerns that the road is too narrow for them and there’s not enough space to manoeuvre around them
- Concerns about potential impacts to snow clearing

Question: Do you support the interim installation of paint and bollards until more permanent safety improvements can be constructed at:



Of the 454 respondents who provided feedback about the interim installation of paint and bollards at Hanna Road/Eglinton Avenue East: 66 percent are supportive or feel neutral; 31 percent are unsupportive and three (3) percent are not sure or prefer not to answer.

Of the 436 respondents who provided feedback about the interim installation of paint and bollards at Macnaughton Road/Cameron Crescent: 65 percent are supportive or feel neutral; 28 percent are unsupportive and seven (7) percent are not sure or prefer not to answer.

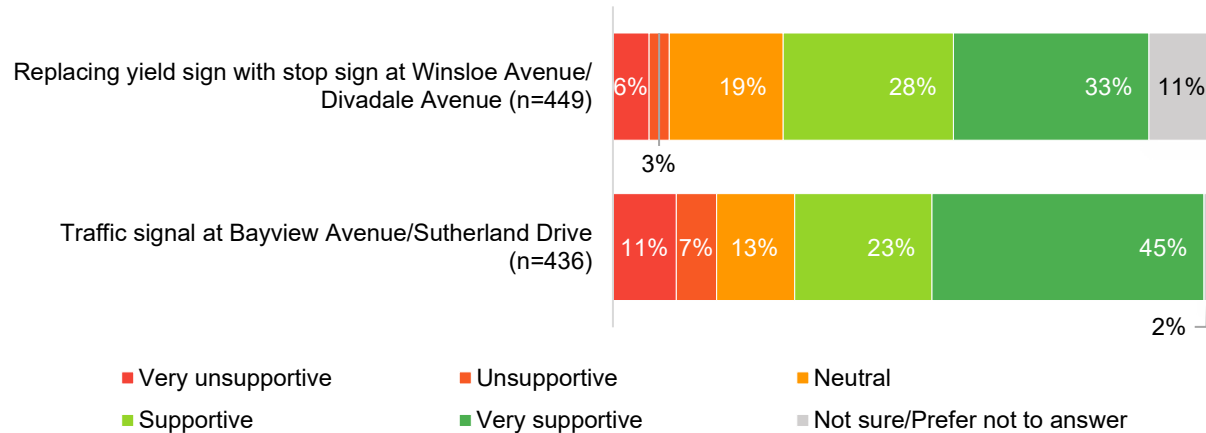
The most common reasons for support include:

- Unsure about efficacy, but feel that they’re worth trying as a temporary solution
- Ensures people driving stop and slow down when making turns
- Improves road safety for people cycling, pedestrians, children and seniors

The most common reasons for opposition include:

- Concerns that they are visually unappealing, and add clutter and confusion for all road users
- Concerns about the maintenance, as existing installations in Leaside are frequently damaged or flattened by motor vehicles
- Concerns that they make the neighbourhood more difficult to navigate for residents

Question: Do you support the installation of the following traffic controls:



Of the 449 respondents who provided feedback about replacing the existing yield sign at Winsloe Avenue/Divadale Avenue with a stop sign: 80 percent are supportive or feel neutral; nine (9) percent are unsupportive and 11 percent are not sure or prefer not to answer.

The most common reasons for support include:

- Allow school children to safely cross
- Support change from vague to firm instruction to stop at the intersection
- Opinion that stop signs have higher compliance than yield signs

The most common reasons for opposition include:

- Unnecessary installation
- More stop signs should be replaced with yield signs in Leaside

Of the 447 respondents who provided feedback about installing a traffic signal at Bayview Avenue/Sutherland Drive: 81 percent are supportive or feel neutral; 17 percent are unsupportive and two (2) percent are not sure or prefer not to answer.

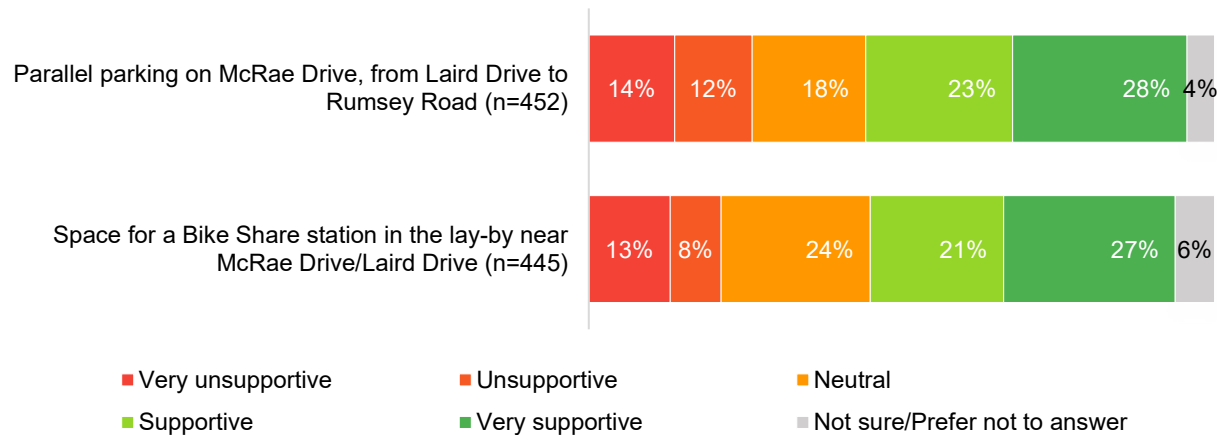
The most common reasons for support include:

- Help the 88 South Leaside bus make a left turn
- Help pedestrians and cyclists cross Bayview Avenue to the cemetery and safely
- Slow traffic speeds on Bayview Avenue

The most common reasons for opposition include:

- Concerns that it will make the left turn onto Bayview Avenue easier and encourage more cut-through motor vehicle traffic on Sutherland Drive
- There are already too many stop signs and traffic lights in Leaside
- Not enough traffic at this intersection to warrant another traffic signal

Question: Do you support the conversion of angled parking to:



Of the 452 respondents who provided feedback about converting angled parking to parallel parking on McRae Drive, from Laird Drive to Rumsey Road: 69 percent are supportive or feel neutral; 26 percent are unsupportive and four (4) percent are not sure or prefer not to answer.

The most common reasons for support include:

- Improves sightlines and safety for people backing out of a parking space
- Ensures motor vehicles don't overhang and partially block sidewalks for pedestrians, especially for those who require visual and mobility aids
- Compared to angled parking, parallel parking takes up less space on the road
- Improves safety for all road users

The most common reasons for opposition include:

- There is high demand for on-street parking in the neighbourhood
- Concerns that reducing parking spaces will negatively impact local businesses, as well as reducing access to community spaces like the library, playground, tennis club, baseball field and church
- Would cause more congestion with people needing more time to park since parallel parking is more difficult than angled parking
- Concerns that this will divert parking to other streets

Of the 445 respondents who provided feedback about converting angled parking to space for a Bike Share station in the lay-by near McRae Drive/Laird Drive: 72 percent are supportive or feel neutral; 21 percent are unsupportive and six (6) percent are not sure or prefer not to answer.

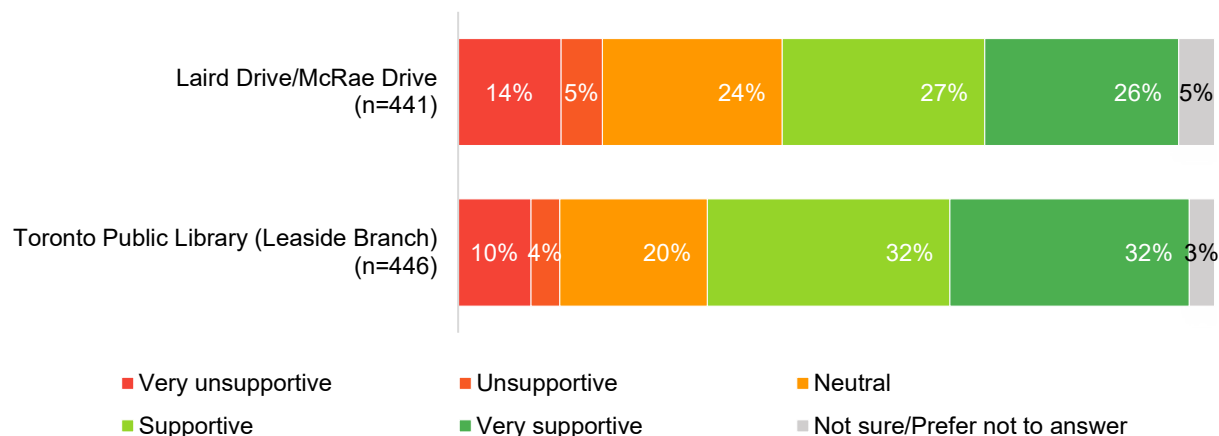
The most common reasons for support include:

- Overall support more Bike Share stations, but must be followed by safer bikeways in Leaside and across the city
- Improves sightlines near community spaces
- Provides more transportation options and may reduce the number of people driving short distances in Leaside

The most common reasons for opposition include:

- Not worth the trade-off of reducing parking spots near community spaces
- Encouraging more cycling in Leaside will increase congestion

Question: Do you support the installation of Bike Share stations at:



Of the 441 respondents who provided feedback about the installation of a Bike Share station at Laird Drive/McRae Drive: 77 percent are supportive or feel neutral; 19 percent are unsupportive and five (5) percent are not sure or prefer not to answer.

Of the 446 respondents who provided feedback about the installation of a Bike Share station at the Toronto Public Library (Leaside Branch): 84 percent are supportive or feel neutral; 14 percent are unsupportive and three (3) percent are not sure or prefer not to answer.

Other frequently suggested locations for Bike Share Toronto stations include:

- Along Eglinton Avenue East (i.e. at Line 5 Eglinton stations near Laird Drive and Bayview Avenue)
- Along Bayview Avenue (i.e. Broadway Avenue, McRae Drive, Millwood Drive and Moore Avenue – Loblaws)
- Millwood Road/Southvale Drive
- Leaside High School
- SmartCentres Leaside (note: outside study area)

The most common reasons for support include:

- General support for providing easier access to cycling to reduce reliance on motor vehicles
- Support for Bike Share stations and bikeways near public transit stops and high-traffic community destinations, like the library, hockey rink, grocery stores, etc.

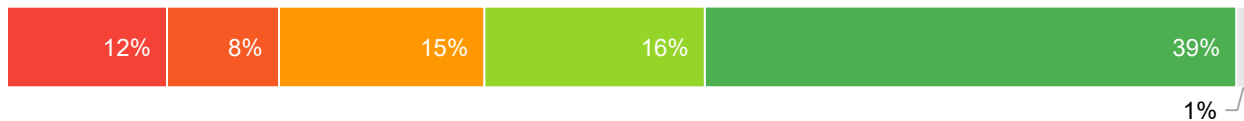
The most common reasons for opposition include:

- Concerns that Bike Share would not be popular or used, especially with the ageing population in Leaside and cold climate in Toronto
- Concerns that the intersection is too busy for a Bike Share station near Laird Drive/McRae Drive

- Opinion that people cycling do not follow the traffic laws and impact safety for people driving and pedestrians
- Opinion that the Bike Share program provides little benefit for residents of the community, and residents who want to bike will buy their own.

Among those who are opposed to converting angled parking to parallel parking, over 50 percent and 78 percent support or feel neutral about installing a Bike Share station at Laird Drive/McRae Drive and Toronto Public Library’s Leaside Branch, respectively.

Question: Do you support restricting residents of new buildings from qualifying for overnight, on-street parking permits?



■ Very unsupportive ■ Unsupportive ■ Neutral ■ Supportive ■ Very supportive ■ Not sure/Prefer not to answer

Of the 455 respondents to this question, 70 percent are supportive or feel neutral about restricting residents of new buildings from qualifying for overnight, on-street parking permits; 20 percent are unsupportive and 1 percent are not sure or prefer not to answer.

Feedback indicates that some respondents are confused about the rationale for this proposal. Some respondents are unaware of the elimination of parking minimums and believe that new buildings should provide sufficient parking for their owners/tenants. Other respondents are also unaware that overnight parking is currently not allowed, as visitors have been able to park overnight without any issues.

If implemented, some respondents suggest parking on alternate sides of the street considered as part of the bylaw changes.

The most common reasons for support include:

- Providing permits would defeat the purpose of intensification near rapid transit and eliminating parking minimums, unfairly subsidize developers
- Too many motor vehicles already park on the street, obscuring sightlines for all road users

The most common reasons for opposition include:

- All Leaside residents should be eligible for parking permits
- Opinion that parking permits are only being pushed to collect revenues and the current, unenforced overnight parking works as is
- Permit parking and associated fees would reduce the number of motor vehicles parked on the street and the associated traffic calming effects

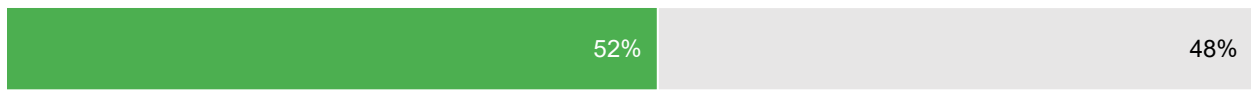
Question: Would you like to see overnight, on-street parking available on streets other than the ones proposed?



■ No ■ Maybe ■ Yes ■ I do not live in the study area/Prefer not to answer

Of the 446 respondents to this question, 50 percent would or may like to see overnight, on-street parking on streets other than the ones proposed; 46 percent would not like to see any other streets proposed for overnight, on-street permit parking and 4 percent do not live in the study area or prefer not to answer.

Question: Which other streets in the study area would you like to see overnight, on-street permit parking?



■ Request for on-street, overnight permit parking on specific streets ■ Not sure/Prefer not to answer

Of the 201 respondents who would or might like to see overnight, on-street permit parking in Leaside, almost 50 per cent (96 respondents) are not sure which streets they would like to see this implemented or prefer not to answer.

While respondents identified 50 other streets in Leaside they would like to see overnight, on-street permit parking, the majority of respondents requested this for streets other than the one they own property or live on. The streets where more than three local residents requested on-street, overnight permit parking include:

- Beaufield Avenue
- Divadale Drive
- Donegall Drive
- Leacrest Road
- Parkhurst Boulevard

The most common reasons for support include:

- Provides options for residents who do not have sufficient off-street parking
- Encourages people who have driveways and parking spaces on their properties to use them instead of parking on the street
- Requiring permit parking may reduce on-street parking and improve sightlines

While all respondents said they would like to see overnight, on-street parking on streets other than the ones proposed, common concerns identified include:

- Residents shouldn't have to pay to park on the street in front of their properties
- Overnight, on-street parking has been unofficially allowed in Leaside and should continued to be allowed without a fee

Question: Please share any comments, concerns or suggestions related to the Leaside Neighbourhood Transportation Plan: Near-Term Plan.

Frequently heard comments include:

- Many comments supporting the near-term plan
- Many concerns that intensification and new residential developments will increase the number of people driving in the neighbourhood and further increase congestion
- Some support for more traffic and bylaw enforcement, red light cameras and automated speed enforcement
- Some concerns that the proposed changes to address motor vehicle speeds and volumes will not be effective
- Some suggestions for implementing interventions requiring road reconstruction now, instead of considering them as part of the long-term plan (e.g. raised crosswalks, narrowing streets, one-way streets)
- A few concerns that safety improvements and traffic timing at Laird Drive/McRae Drive/Wicksteed Road is not being addressed
- A few requests to restrict right turns on red lights at more intersections, as well as enforcement where bylaws currently exist

Virtual Public Meeting

During the virtual public meeting held on June 7, 2023, participants expressed questions and comments summarized below:

Topic	Question & Comment Summary
Enforcement	<ul style="list-style-type: none">• Concerns that speeding, illegal turns and noise are not enforced• Clarification needed on what percentage of infractions are by local vs. non-local residents• Clarification needed on how/when automated speed enforcement (ASE) cameras are moved• Clarification needed on whether video technology can be used to enforce turn restrictions

Topic	Question & Comment Summary
Motor vehicle speeds	<ul style="list-style-type: none"> • Clarification needed on when raised intersections may be considered, instead of speed humps • Clarification needed on how speed hump locations were determined
Motor vehicle volumes	<ul style="list-style-type: none"> • Concerns that traffic studies and the City’s road classification system are inaccurate and/or do not reflect lived experience • Concerns about heavy traffic volumes on roads that currently intersect Eglinton Avenue East and at other major entry points into the neighbourhood • Clarification needed on why speed humps are being proposed now instead of during the long-term plan • Clarification needed about the difference between the process for the LNTP and an environmental assessment that would be required to consider building a new road (e.g. Redway Road) • Some concerns that a new traffic signal at Sutherland Drive/Bayview Avenue would encourage cut-through traffic • Request to review the removal of the “no heavy truck” signs previously found at entry points into Leaside
Parking concerns	<ul style="list-style-type: none"> • Clarification needed about the removal of parking minimums from new developments • Clarification needed on the impact of on-street parking to City services, like snow clearing, garbage collection and emergency services • Clarification needed about overnight parking permits, durations and fees • Some concerns that parking permit fees will discourage on-street parking and impact traffic calming currently experienced on streets with on-street parking
Road safety improvements	<ul style="list-style-type: none"> • Clarification provided about the reduction of parking spaces when converting angled parking to parallel parking • Some opposition to removing angled parking • Clarification provided about whether traffic signals require local resident polling • Suggestion to eliminate left turns at McRae Drive/Millwood Road
Other	<ul style="list-style-type: none"> • Concerns about construction in Leaside and how the City will ensure that developers will provide access to road users

A copy of the virtual public meeting summary notes, which includes detailed questions and answers, can be found online at toronto.ca/LeasideNTP.

Phone & Email Comments

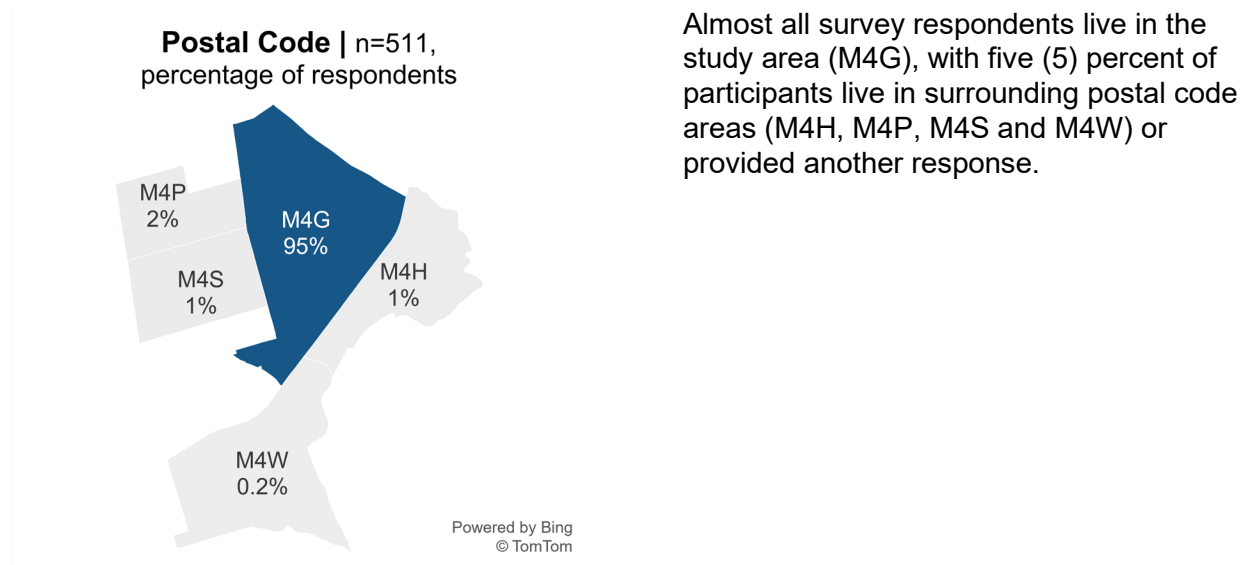
Comments received via phone and email from members of the public are summarized below:

Topic	Question & Comment Summary
Enforcement	<ul style="list-style-type: none"> • Suggestion for more police enforcement and automated speed enforcement throughout Leaside • Some support for police enforcement over installation of traffic calming measures, such as speed humps
Motor vehicle speeds	<ul style="list-style-type: none"> • Concerns about speeding and aggressive driving, even after speed limits have been lowered from 40 km/h to 30 km/h • Suggestion to lower speed limit from 40 km/h to 30 km/h on Moore Avenue, from Mallory Crescent to Southvale Drive
Motor vehicle volumes	<ul style="list-style-type: none"> • Concerns about heavy truck traffic and lack of signage and enforcement on Sutherland Drive, McRae Drive and Southvale Drive • Suggestion for speed humps on Donlea Drive and Parklea Drive • Some opposition to speed humps on Hanna Road • Suggestion to remove no left turn restriction from Laird Drive onto Parklea Drive
Parking concerns	<ul style="list-style-type: none"> • Clarification needed about the existing three-hour daytime parking limit • Mixed support for on-street parking as a traffic calming measure <ul style="list-style-type: none"> ○ Some feel on-street parking is a very effective tool ○ Some concerns that on-street parking creates visual obstructions, reduces road width to only accommodate one-way travel and provides challenges for residents entering/exiting their driveways ○ Suggestion for parking to be on one side of the street only ○ Concern about on-street parking causing sightline obstruction for pedestrians on Hanna Road approaching Eglinton Avenue East • Support for on-street parking on Parklea Drive • Some opposition to permit parking on Sutherland Drive because it is a bus route, there are concerns about vehicle volumes during garbage pick-up and comments that residents have sufficient parking on their properties • Opposition to overnight parking for residents of new buildings • Suggestion to remove on-street parking from Thursfield Drive

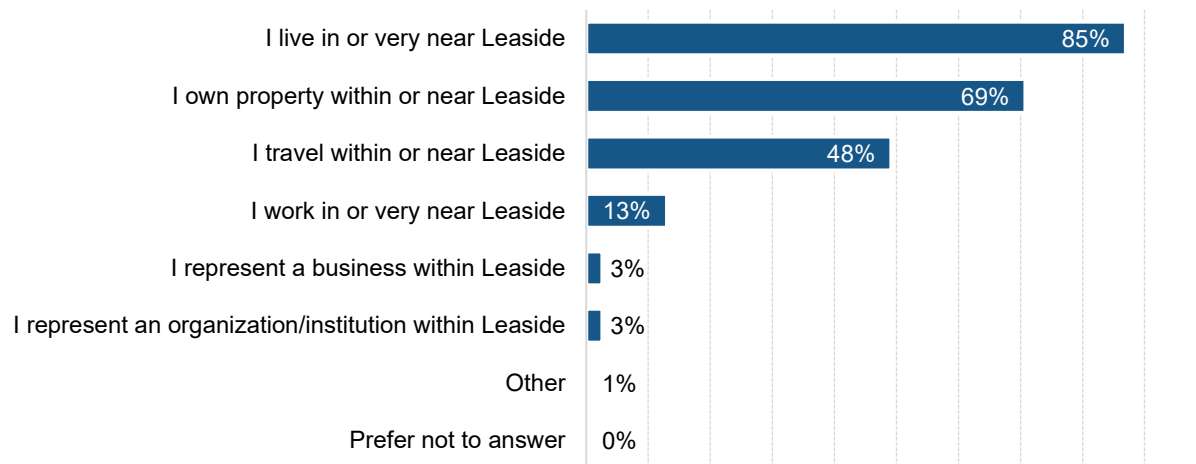
Topic	Question & Comment Summary
Road safety improvements	<ul style="list-style-type: none"> • Mixed support for a new traffic signal at Bayview Avenue/ Sutherland Drive <ul style="list-style-type: none"> ○ Some feel that it would benefit seniors and families cross the intersection to the cemetery ○ Others feel it would bring more cut-through traffic to Sutherland Drive • Suggestions to convert pedestrian crossover to traffic signal at Bayview Avenue/Soudan Avenue/Parkhurst Boulevard • Suggestions for traffic signal or crossing guard at Hanna Road/ Sutherland Drive • Suggestion to convert intersection to a three-way stop at Randolph Road/Malcolm Road • Suggestion for path through the park from the future Leaside TTC station to Fleming Crescent • Suggestion for traffic signal improvements to prioritize pedestrian safety at Laird Drive/McRae Drive
Other	<ul style="list-style-type: none"> • Concerns about allocating funds for study and implementation

Appendix A: Online Survey Participant Demographics

A total of 513 survey respondents provided feedback optional demographic information described below.

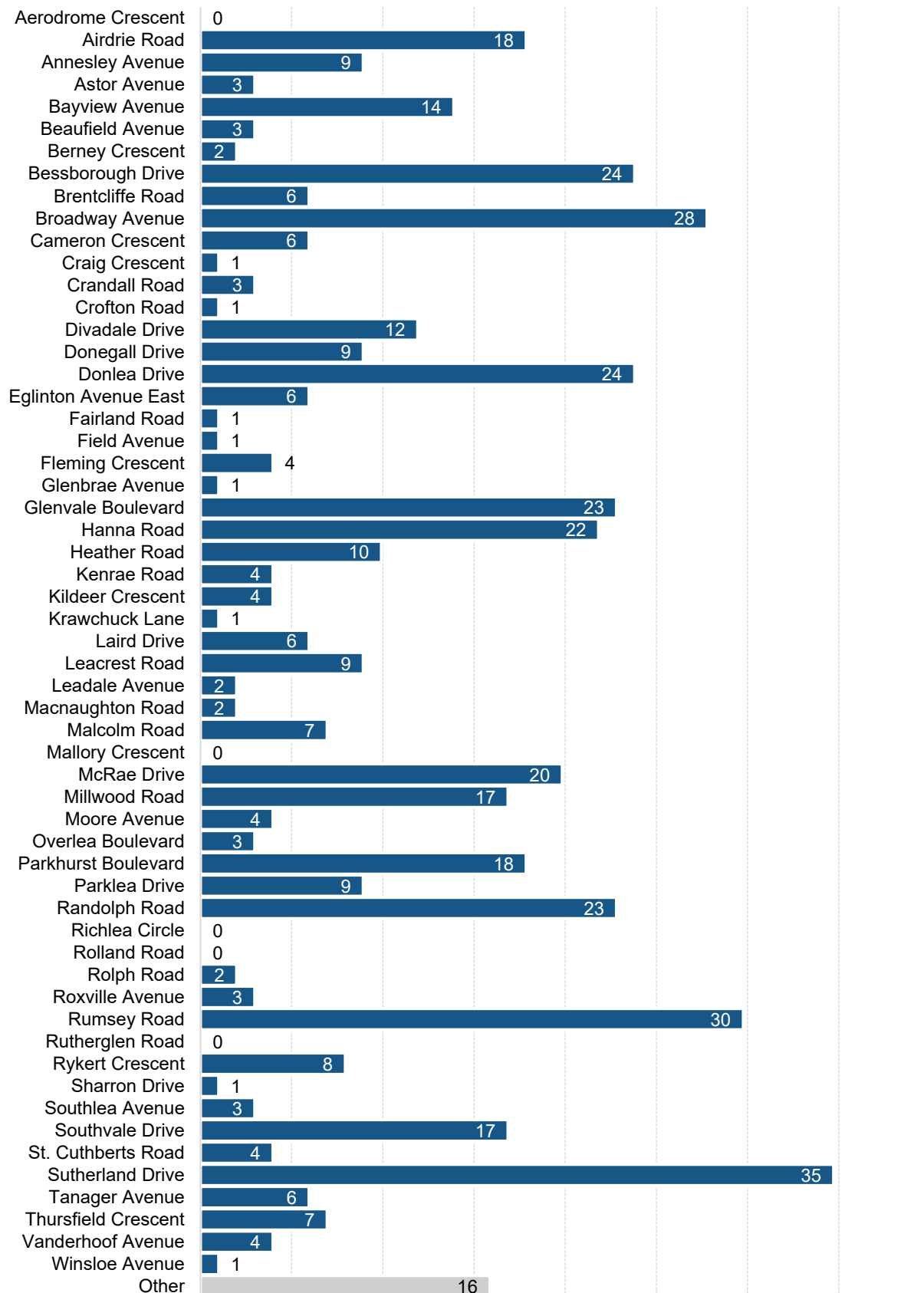


Relationship to Leaside | n=512, percentage of respondents



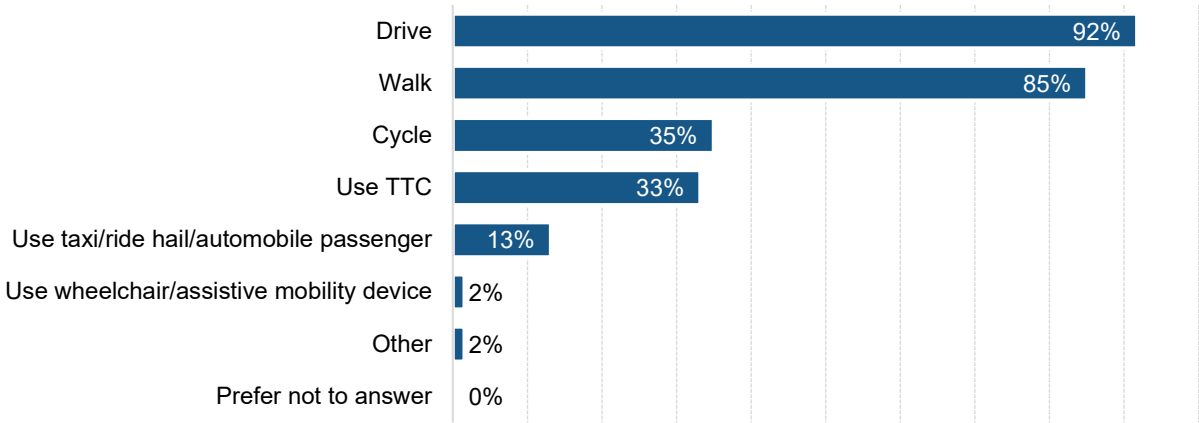
While a large proportion of survey respondents live or own property within or near Leaside, less than half of respondents typically travel within or near Leaside.

Location of Property in Leaside | n=504, frequency of selection



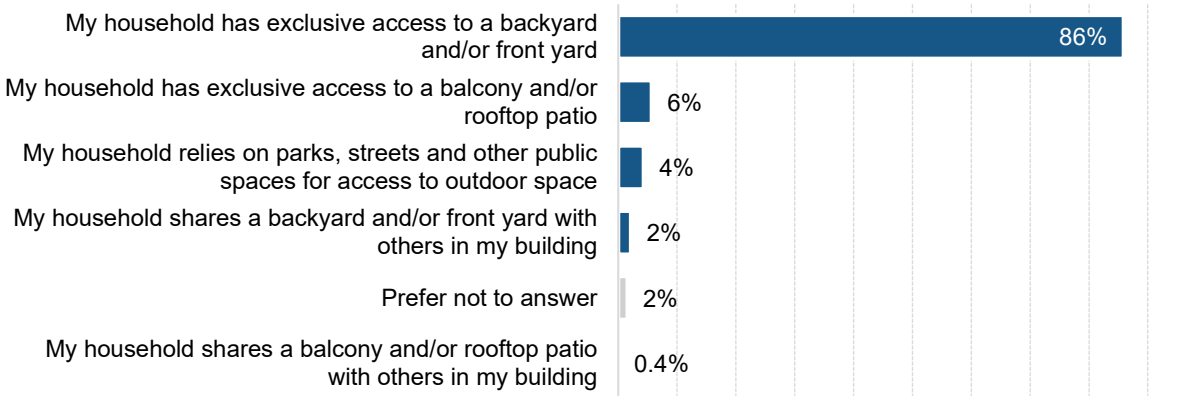
Survey respondents who identified that they live in the M4G postal code area or live or own property in or very near Leaside were asked which street they live or own property on. Over 90 percent of streets in Leaside were represented in the responses, with approximately three (3) percent of respondents to this question living or owning property outside the study area.

Typical Ways of Travelling In/Near Leaside | n=509,
percentage of respondents



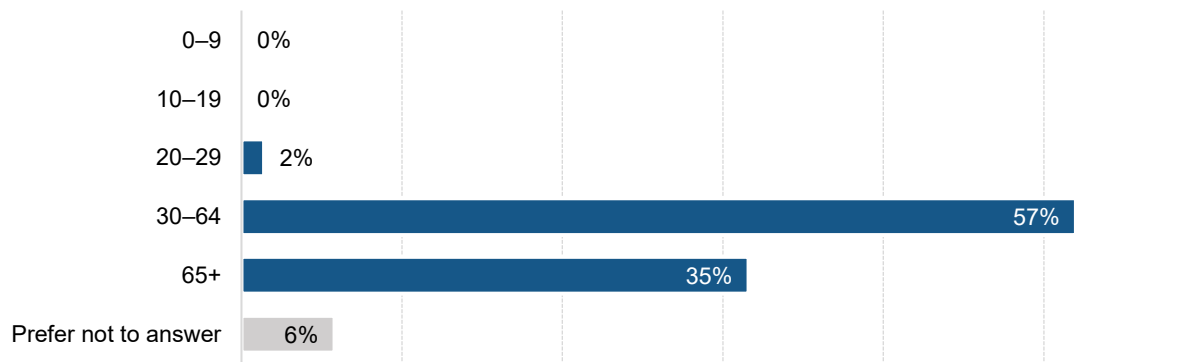
The majority of survey respondents typically drive or walk in Leaside, and approximately one-third of survey respondents cycle or use taxi/ride hail services or is an automobile passenger. Other neighbourhood transportation methods include (e-)scooter, kick-scooter or Wheel-Trans.

Household access to outdoor space | n=509, percentage of respondents

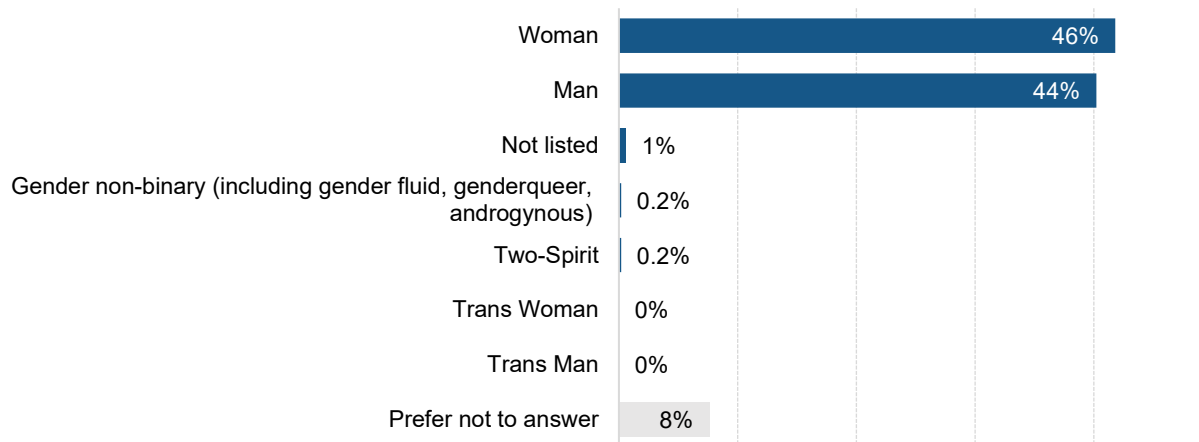


Around 95 percent of survey respondents have exclusive or shared access to outdoor spaces like a backyard, front yard, balcony or rooftop patio, while four (4) percent of survey respondents rely on parks, streets and other public spaces for access to outdoor space.

Age | n=454, percentage of respondents

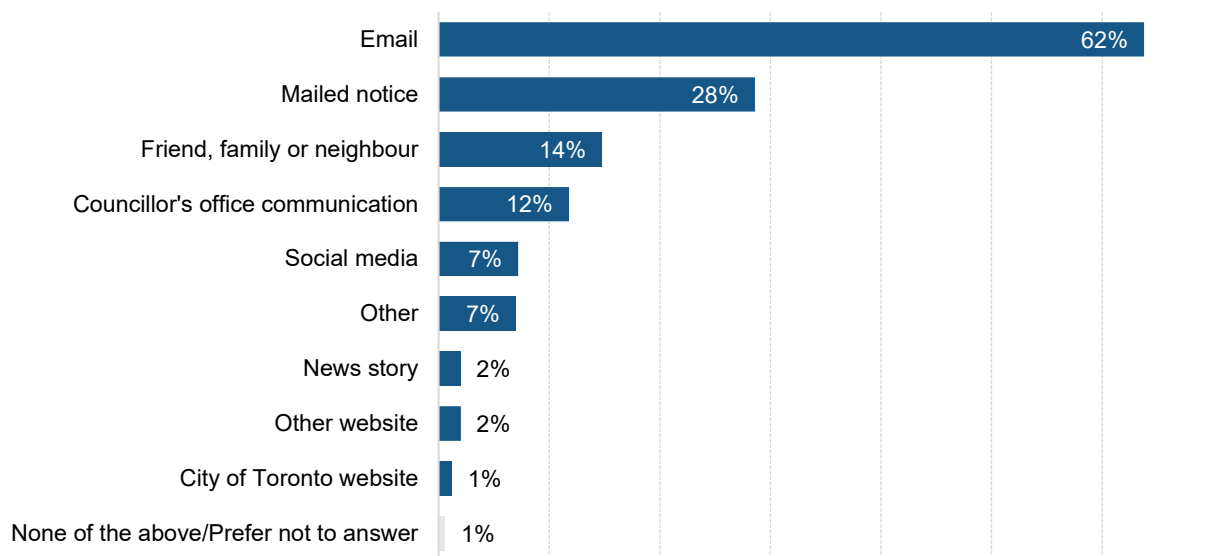


Most survey respondents are in the working or pre-retirement age categories. Compared to the latest census data, there was strong participation from people 65 years and older (around 14 per cent of Leaside’s population), which is consistent with the City’s typical public engagement trends.



Survey respondents were generally representative of the general demographics of Leaside.

Point of Engagement | n=512, percentage of respondents



Most survey respondents heard about this consultation by email, followed by mailed notice and friend, family or neighbour. Other common ways identified include through the Leaside Residents Association.