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Hi Neighbour!

Exciting News! THIS WEEKEND: The Coca-Cola Holiday Caravan is Coming to Mel Lastman Square!

Kick off the holiday season in style as the Coca-Cola Holiday Caravan joins us for the opening weekend of Holiday Fair in the Square at Mel Lastman Square, Dec 6–8!

📸 Pose with Santa

📄 Personalize your own Coca-Cola holiday can

🌟 Sip free Coca-Cola and soak up the holiday magic

That's not all! The Holiday Fair also features:

🌲 A festive artisan market for unique holiday shopping

🔥 Cozy up at the Fireside Lounge with warm holiday drinks

🍴 Delicious treats and food vendors

Don't miss this perfect way to start the holidays. **FREE ENTRY**. I'll be attending the opening at 6:30pm on Friday! Hope to see you there. [Click Here](#) for more information including their hours from Dec. 6-23.

Congrats to YNY BIA!

Congratulations to the **Yonge North York BIA** (Business Improvement Area) for winning the **"Member Support Award"**! Founded in 2020, the YNY BIA is one of Toronto's newer BIAs, yet it has hit the ground running. Over the past four years, they have created a dynamic brand, built a strong social media presence, and brought greater vibrancy to our community. To support more animation in our neighbourhood, the BIA has created a guide to venues in their stretch of Willowdale. We are lucky to have so many options, including Mel Lastman Square! [Click Here](#) to see their Event Venue Guide.

The **Yonge North York BIA** recently hosted a **Broker's Summit** to support our ward's many office space owners. Our community hosts the greatest concentration of office space density outside the downtown core! **If you have a business or know of one looking for office space** - we hope you will consider Willowdale! Certainly, the local lunch options and lower rents than downtown are a great draw, along with transit accessibility. [Click Here](#) to learn more about the value of leasing office space in our neighbourhood. [Click Here](#) to see a brochure of some of the office spaces available.

We are dreaming of another BIA!

Across the city, many of my fellow councillors have several BIAs in their wards. A Business Improvement Area (BIA) comprises commercial and industrial property owners and non-residential tenants who join together under a volunteer Board of Management (BIA Board) to improve and promote economic development within their designated area. A BIA brings many benefits, including the opportunity to garner investment from the city toward capital improvements through a cost-sharing program.

We plan to start a steering committee in the new year to begin the journey towards a **Willowdale North BIA** spanning from **Bishop Ave. to Steeles**. If you know any **land or business owners along Yonge Street** who might be interested, please contact my office. As this part of Willowdale develops, a BIA could bring greater design and investment to the design of the public realm and potentially leverage the investment the Yonge North York BIA has already made towards the design of Yonge Street. Furthermore, the BIA could bring more local events and animation to the northern part of our community while strengthening economic growth and local businesses. Please email us at councillor_cheng@toronto.ca if you are interested.

New Recreation Registration Platform!

I may be the only City Councillor who set my alarm to register for PFR programs this morning. I want to say – this was a significantly upgraded experience. No codes to copy and paste and no need to keep refreshing multiple windows. I heard from many North York Moms that the process was easier and less stressful, although many also noted that their desired programs were full by 7:07 am.

I ended up on hold for 3 minutes. Once I got into the system, the loading was very slow for every add to the cart. This meant that I could not get my son AND daughter into the same program, the upload was too slow to get the second child in. Several moms gave me similar feedback.

There was a long discussion thread about the new system in the North York Moms Facebook group. Overall, North York Moms seem really happy with the new registration system! The process has become so much faster, which has made a big difference. The queue system was a hit, with many mentioning how much less stressful it was than the old system, where they had to click endlessly. The wish list feature was also praised for making things easier and faster.

That said, there were some concerns about popular classes filling up quickly, especially for families with multiple kids trying to register for the same programs. A few moms mentioned they had trouble getting spots for both children. Some suggested adding more options, like prenatal classes or more Wednesday programs for kids. Overall, the new system is a big improvement, and many are excited about how much smoother it is. However, some worry about whether it will hold up during the busier Spring registration period when spots fill even faster. Still, for most, it was a huge upgrade, and they're grateful for the improvements!

A VERY LONG North York Community Council Meeting NY19.11 - Renew Sheppard East Secondary Plan - Final Report

This past week, we had a very long and intense North York Community Council meeting, during which the ReNew Sheppard Secondary Plan was passed despite many deputations against the plan. Due to the proximity to subway stations, City Planning is under considerable pressure to approve a significant density of 500-800 metres around high-order transit stations. The Major Transit Station Area Delineations (MTSA) were approved by council in 2022 (before my election) and further confirmed by the newly published Provincial Planning Statement (November 2024), which also includes a focus on MTSA's.

Here are some challenges highlighted by myself and many of the 20+ deputants:

- Traffic at Sheppard and Bayview is already a challenge. The secondary plan revision does not include any pathway to alleviating traffic other than trying to "encourage" people to use active transportation such as biking and taking the subway.
- The community has already experienced significant growth, bringing us closer to the people per hectare requirement under provincial policy.
- Ward 18 residents have not had the fulsome journey afforded residents of Ward 17 since they were not included in the original secondary plan review proposed in 2019. Unfortunately, they were added to the plan during the pandemic, and many were not informed of the process until I found out about the review. I requested special meetings supported by hand-delivered flyers this past May.
- Many homeowners have rooted their lives in this close-knit community with a dream to age in place. The thought of uprooting or living encircled by tall towers is daunting. They would like to see how their community could be protected while focusing density along the perimeter.

Councillor Carroll objected to any further delay

- Based on her many years of experience, Councillor Carroll felt strongly that any delay in passing the secondary plan would result in opportunistic developers filing proposals without constraints (e.g. height, set-backs, etc.) built into the secondary plan. Her strong advocacy against my motion to buy some time for the community on the south-west quadrant of Bayview & Sheppard was rooted in a desire to protect the community.

My motion to give the southwest corner of Bayview & Sheppard a few more months for consultation failed. My motion to consult with the community on building in parkland and non-residential use in the community passed. We will

be hosting a consultation soon and will be emailing those who are impacted. Please look out for future communications.

I struggle with the density, which feels like it is being forced onto our neighbourhood. Planning staff and my fellow councillors point to provincial policies that have resulted in tremendous density and reduced funding tools for community infrastructure like parks, childcare and community centres. When I asked why similar density was not found along the Bloor Line, I was told it was due to smaller lot sizes that would be difficult to convert to tall towers and historical neighbourhood characters. I do not fully agree with this line of reasoning. Furthermore, as I consider the North York at the Centre Secondary Plan review, I am reluctant to add 40-50-storey buildings because they will steal our view of the sky, reduce sunlight in our community and create an imposing shadow. Once upon a time in Psych 101, I learned that rats living in Utopian conditions start to exhibit abnormal behaviours. "Having reached a level of high population density, the mice began exhibiting a variety of abnormal, often destructive behaviours..." This is called [Behavioural Sink](#). I wonder if any planners, developers, or policymakers consider the impact of significant increases in density rather than spreading growth evenly across our city, province, and country. One planner once asked me, "Do you want Barcelona or Manhattan?"

Here are the exact motions that passed:

Request the Director, Community Planning, North York District to:

1. consult with impacted residents in the southwest corner of Bayview Avenue and Sheppard Avenue East to consider designating the lands consisting of 44-58 Granlea Road and 39-40 Granlea Road as Parks and Open Space on Schedule 1 – OPA 777 – Amendments to Official Plan Map 16 – Land Use Plan.
2. consult with impacted residents in the southwest corner of Bayview Avenue and Sheppard Avenue East to consider designating 23-37 & 27-42 Granlea Rd and 18-38 and 3-49 Irvington Crescent as Retail Required Streets on Schedule 1 – OPA 777 – Amendments to Official Plan Map 16 – Land Use Plan.
3. Report directly to the December 17, 18 and 19, 2024 meeting of City Council with recommended amendments to the OPA 777 as a result of the consultations in parts 1a. and 1b. Above.

1. City Council direct the Chief Planner, City Planning, and the Executive Director, Development Review, to work with Toronto Transit Commission, private developers, and / or other public authorities to explore the integration of a potential subway entrance at the southwest corner of Bayview Avenue and Sheppard Avenue East as part of the development application process.

The cost of building underground access is extremely high, and most developers do not want to take on the added complexity of adding underground access, which also includes the bureaucratic challenges of working with the city. However, as we envision added density to the southwest corner of Bayview & Sheppard, we should find a way to limit the pedestrian risk of thousands of people crossing a busy and complex intersection to access the TTC. I hope we can create a pathway to building this tunnel as it is the only corner that does not have direct access to the station.

[NY19.29 - Steeles Avenue East and Bayview Avenue; Steeles Avenue East and Leslie Street - Pedestrian Crossing Protection](#)

As part of the road resurfacing project on Steeles Avenue East from Bayview Avenue to Townsend Road in 2024, Transportation Services has included various safety improvements to improve safety for all road users. One of such planned measures is enhancement to the pedestrian crossings across several right-turn channels at intersections along Steeles Avenue West at Bayview Avenue and Leslie Street. Transportation Services recommends installing pedestrian crossovers at the right-turn channels at the intersections of Steeles Avenue East and Bayview Avenue, as well as Steeles Avenue East and Leslie Street. A total of five pedestrian crossovers between the two intersections are recommended.

Several residents contacted us when they saw the southbound turning lane from Steeles to Bayview disappear during the construction work at the intersection. City Staff said the previous pedestrian island was too small to be safe, and the road width prevented the replacement of the island and turning lane. We know that traffic flow is a high priority for residents and as such, I moved the following motion, which successfully passed:

1. Directed the General Manager, Transportation Services to conduct a site walk with the community and the local Councillors, prior to the December 17, 18 and 19 City Council meeting, and investigate potential changes to improve traffic operations at the intersection of Steeles Avenue East and Bayview Avenue, specifically in relation to impacts as a result of removal of the right-turn channel on the southeast corner of the intersection and explore every option to restore the right turn lane.

[NY19.26 - 5800 Yonge Street - Naming of a Proposed Private Lane for a Development](#)

[Times Group](#) has been working with my office and City Staff on the naming of 2 roads for their new development. They really wanted one of the names to give a nod to the site's history as a Toronto Hydro Control Centre. We came up with the name "[Electric Lane](#)". Maybe it will become as cool as its counterpart, [Electric Avenue](#)!

[NY19.30 - Avondale Avenue - Parking Amendments](#)

This motion implements [15-minute interval parking on the south side of Avondale Ave, between Burnwell and the East end of Avondale, during School Pick-Up and Drop-Off times \(8:00-9:00 am, 2:30-3:30 pm\)](#).

A community survey was conducted to collect feedback on this proposal after parents at Avondale Public School raised traffic and student safety concerns during pick-up and drop-off times. The lack of legal parking nearby caused chaotic and unsafe traffic flow, as cars parked on both sides of the street. The survey found that most affected residents would like to implement the 15-minute parking intervals at school pick-up and drop-off times.

With this parking amendment, I have requested Toronto Police Parking Enforcement to increase their efforts to enforce parking on the north side of Avondale Ave and on the south side outside of the permitted hours.

[NY19.27 - Everson Drive and Humberstone Drive - All-Way Stop Control](#)

Earlier this year, I went on a traffic safety walk around Avondale with local residents. An investigator from Transportation Services joined us as we observed traffic during the afternoon rush hour. Residents identified locations where improvements can be made to safety in streets and intersections within the Avondale Neighbourhood, and one key concern highlighted during the walk was the need for an [All-Way Stop Control](#) (all-way stop) at Everson Drive and Humberstone Drive.

A study at this location found that this implementation is warranted, and the change was recommended as a report from Transportation Services to [North York Community Council](#). The motion was carried and will be added to the queue for installation by the [Signs and Markings](#) division.

Hope to see community members this weekend at [Holiday Fair in the Square](#). This event raises much needed funds for Epilepsy Toronto. It's wonderful when you can enjoy some winter fun and get some holiday shopping done all while supporting a good cause!

Warmest Regards,

 陳伶俐
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