

Science Centre Update

As you know, the Ontario government owns the building at Don Mills and Eglinton, the City owns most of the table land, and the TRCA owns the land extending into the valley. Until the Province decides the future of the building, we have been unable to move forward.

While this has been a frustrating delay, I am pleased to share that discussions are now underway between the Province and the City Manager.

I have emphasized that with affordable housing already planned for the southwest and southeast corners of Don Mills and Eglinton, our community’s other pressing needs must be addressed. Marc Garneau Collegiate, despite being a leader in STEM programming, is overcrowded. The Flemingdon Park public library is inadequate, and recreational space is scarce. This site presents an excellent opportunity to tackle these challenges.

With multiple parties involved, the process will take time. But rest assured—I will keep you updated every step of the way.

Did You Know?

The TTC uses on time performance (OTP) to track how often transit runs on time. In 2023 the Yonge-University subway (Line 1) had an average OTP of 90%. Since then, the TTC has increased its budget by \$420 million with the aim of increasing service, yet, today Line 1’s average OTP is down to 81.3% year to date.

SLOANE BIKE LANE PROPOSAL COMMUNITY MEETING

Mon, Jan 12, at Sloane Public School
6:30 P.M. — 8:00 P.M.

2026 IN-PERSON TOWN HALLS

Tue, Mar 3, at Gateway Public School
Tue, Mar 10, at the Japanese Canadian Cultural Centre
Tue, Jun 2, at Fenside Public School

6:30 P.M. — 8:00 P.M.

It's a great opportunity to discuss ward and city issues, and for me to hear your feedback. See you there.

Keep in Touch

Constituency Office

895 Lawrence Ave. East, Suite 205, M3C 3L2
For an appointment with Jon, please contact us in advance.

Sloane Bike Lanes

Bike lanes on Sloane Avenue were approved by City Council as part of the city-wide cycling network. In late September, staff informed me that construction was scheduled to begin in 2026 -- at least a year earlier than anticipated. I was concerned to learn that only one community consultation had been planned to review their proposed design featuring a cycling track separated by concrete barriers.

Given the moderate traffic volumes, the road’s width, and its low 40 km/h speed limit, I believe painted lane markings would be a more appropriate solution. This approach would reduce construction costs while ensuring safer and more efficient snow removal and waste collection. At the consultation held in early November, residents overwhelmingly shared this view.

The challenge lies in the fact that City staff hold delegated authority to make the final decision. While community input is considered, it often competes with staff’s broader vision of cycling safety.

I am pleased to report, however, that I have secured a delay in the decision until after a second community meeting on January 12 at Sloane Public School. This will provide both residents and me with the opportunity to present our case more fully.



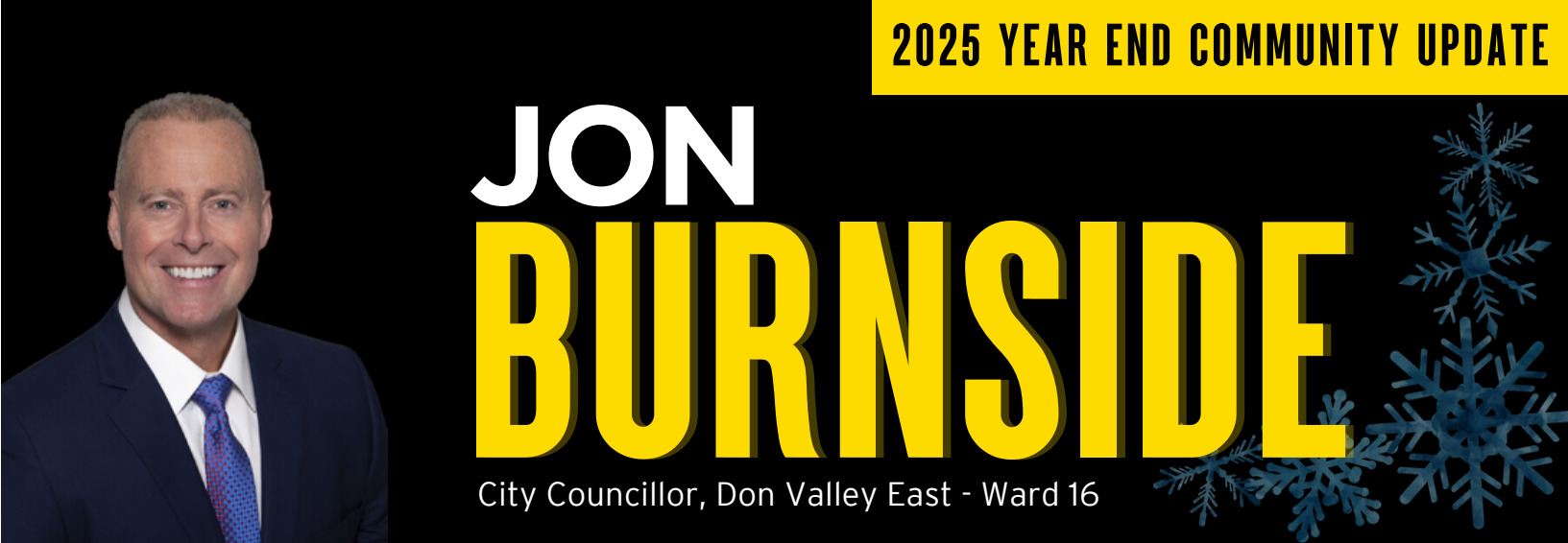
With community leader Abdul Ingar at the new and upgraded Flemingdon Park playground's opening ceremony.



Thanks to Sandra Cross for attending the grand opening of Big Bear Park at Don Mills Rd. and Eglinton Ave.

Sign up for my e-updates!

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Let’s Fix the Automated Speed Enforcement Debate

The debate over Automated Speed Enforcement (ASE) in Ontario reflects much of what is broken in today’s political discourse. Both sides were entrenched in their positions, more focused on defending their corner than on finding solutions.

Too often the public conversation turns into political theatre: supporters doubling down on talking points, detractors dismissing the program as a “tax grab,” and many voices using it as an opportunity to attack the Premier.

As your councillor, I support ASE as a valuable safety tool but recognized the program needed improvement.

Let’s start with some basics. ASE was never meant to replace police traffic enforcement; it was meant to supplement it. Police interaction with motorists is crucial, and not just for those disregarding the basic rules of the road. Think of all the criminal arrests resulting from a simple traffic stop - ranging from impaired driving to even more serious crimes.

Is ASE a tax grab? I don’t believe so. But we should still respect the validity of those concerns especially when tickets are issued in zones where the posted speed limit seems arbitrary or inconsistent.

If someone drives through a residential area at 70 km/h most would agree that a speeding ticket is warranted – automated or otherwise. Thus, the cameras aren’t the problem, it’s the unrealistically low speeds on some roads.

Let’s consider the Mount Pleasant extension south of Summerhill Avenue. The speed limit was reduced from 60 km/h to 40 km/h -- even though the only nearby school has its own pedestrian overpass. Many drivers were being ticketed for speeds far lower than what was perfectly legal just a few years ago. This doesn’t feel like safety enforcement -- it feels like a trap.

Here were two reasonable changes the Province could have made to restore public trust in ASE, without eliminating the program:

1. Reassess speed limits in Community Safety Zones

Speed limits should be reasonable, and people should be ticketed for travelling at unreasonable speeds.

2. Eliminate the doubling of fines in Community Safety Zones

An 11 km/h over-the-limit ticket shouldn't be \$80. A \$40 fine would still send a message -- without making drivers feel gouged. Interestingly, the fine for an expired parking meter is \$50!

These straightforward and simple changes would have enhanced support of a program that served a real purpose. Unfortunately, no one was in the mood to listen.

Quick Updates

DEVELOPMENT UPDATES

895 Lawrence Avenue East Development Appealed

I do not support the revised proposal from the new owner, which has been substantially revised to three residential towers, with heights of 26, 32, and 34 storeys and 1,194 residential units. This much taller plan with more density does not maintain the direction of The Don Mills Secondary Plan.

For context, the original plan was for; 2 towers with heights of 17 and 22-storeys connected by a 6-storey podium with 438 dwelling units.

I along with my colleagues supported the **Decision Report – Refusal** at City Council directing the City Solicitor to attend the Provincial Ontario Land Tribunal **in opposition to the current application.**

The Ontario Land Tribunal will at some point conclude the Hearings and render a Decision which we will share.

Flemingdon Golf Course Development Application

On the advice of Planning staff, City Council (and I) rejected the application to build four condominiums on part of the existing golf course near St. Dennis Drive. The developer appealed to the Ontario Land Tribunal (OLT) which decided in favour of the developer in late October.

Acting under delegated authority, City Legal has sought 'leave to appeal' the decision arguing errors in law were made and The City has also requested a Review of the Decision. This is the only circumstance where an appeal of an OLT can be made. We will update you as things progress.

PARK UPDATES

Bartley Park

I was pleased to contribute \$250,000 in additional funding to increase the scope of the project:

Removal of the existing junior play equipment with new junior play equipment and additional seating.

- Spring/Summer 2026: Construction starts.
- Fall 2026: Construction complete.

Ferrand Park New Splash Pad & Playground Improvement

I insisted on a community virtual meeting and an in-park “pop-up” to accommodate as many residents as possible.

- Summer 2026: Construction starts.
- December 2026: Construction complete, new playground and splash pad open.

Sandover Park

I was happy to respond to requests for new adult fitness equipment (with safety surfacing) and allocated an additional \$185,000 in development funds.

- Early 2026: Community engagement
- Fall 2026: Construction starts, playground closes.
- Winter 2026: Playground reopens.

There are a number of new park projects through 2026. For further details, please contact my office.

Community Hub at Shops at Don Mills

Without a “main street” in Ward 16, the Shops at Don Mills has become a central meeting spot.

Unfortunately, there have been some high-profile incidents at or near the mall which have led to increased safety concerns.

Sadly, car jackings, jewellery store smash and grabs and large scale alcohol thefts at the LCBO's are too common across the City. However, my added frustration has been at the lack of innovative thinking by those tasked with finding solutions.

That's why I'm so happy that Donovan Locke is the unit commander of 33 Division - which services all of Ward 16 (with the exception of Flemingdon Park). His innovative approach has led to the creation of the first two Community Hubs in the city – at Fairview Mall and the Shops at Don Mills!

This community centric approach provides an excellent opportunity to strengthen the relationship between local police and the community they serve while emphasizing prevention, education and partnership rather than enforcement alone.

Police presence has been shown to reduce criminal activity. Two officers are assigned to each hub during regular mall hours, so stop by and say hi.

While not a panacea, this Community Hub is a big step in the right direction!

Federal Dollars for Density

Numerous residents have reached out to me with their concerns about multiplex construction in our neighbourhoods, and I want to be clear: this is exactly why I voted **against** permitting multiplexes and six-plexes. Unfortunately, City Council approved multiplexes citywide, and six-plexes are now allowed in some wards — **but not in Ward 16.**

These changes were tied to Toronto's \$471 million agreement with the federal government to expand affordable and social housing. While I support the need for more housing, I cannot support a “dollars-for-density” approach under these circumstances.

Don Mills Community Centre Update

The decision to build a new community centre at the north end of the “Celestica” site at Don Mills and Eglinton instead of at the Shops at Don Mills was made prior to the 2022 election. However, I have been engaged in behind the scenes wrangling since that time. Of particular concern was the lack of planned parking at the site – only 72 spots. I believed this to be woefully inadequate for the needs of even the twin-pad arenas, let alone for the rest of the facility users.

As with most City initiatives, the stumbling block is often the money and this is no different. Each parking spot (made more complicated and costly due to the ice rink above) is approximately \$150,000. By late last year, we had negotiated an increase to 109 spots but with at least 120 individuals on site at any one time to use the ice rinks, this would still be problematic.

I am happy to announce that by leveraging community benefit funds and a personal appeal to the Chief Financial Officer we now have approval for over 150 spots.

Now it's time to start building!



Celebrating the first anniversary of the independently owned York Veterinary Hospital on Don Mills Rd. with Dr. Peiman Hojjati.



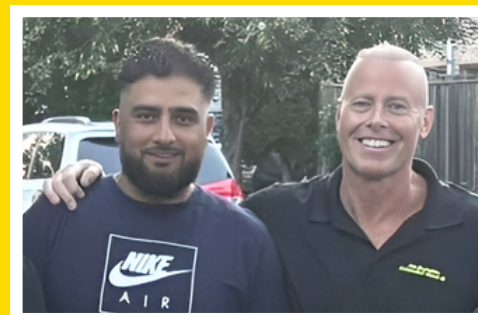
I love the annual Rosewood BBQ. Pictured with Rehman Ratnani, Farzana Kanji, and Almas Kanji.



Big Congrats to wheelchair rugby medal winner Rio Kanda Kovac, a Don Mills resident who represents Canada on the world stage.



All smiles at the Doggy Buddies Holiday party with Teresa Sevilla, Janet Murray and Anne Curro.



Pictured with Irshad Mankrod at the Ferrand Park Meet & Greet.



A wonderful day at Clintwood Co-op's Burn the Mortgage celebration. Pictured with Bernice Adams, Kelly Simon Entenza and Lauren Hele.