

deputant Jane Steebe Moore

PETITION TO REQUEST A FULL REPORT AND COMMUNITY CONSULTATION ON THE AMENDMENT TO THE OFFICIAL PLAN TO ADD REAR LANES ALONG THE REAR OF DEVELOPMENT BLOCKS FRONTING ON EGLINTON AVENUE. THE SIGNATURES BELOW REPRESENT RESIDENTS IN OPPOSITION TO THE AMENDMENT.

We, the undersigned are residents in the area impacted by the proposed amendment to the Official Plan *that would allow for rear lanes along the rear of the development blocks fronting on Eglinton where they do not exist currently, as a condition of development.*

Removing a traffic lane from Eglinton Ave W and diverting traffic from 'new developments' along Eglinton West with proposed height varying from 8 – 20 stories to rear lanes is inappropriate. All that is really happening is that the traffic from those developments will run north of Eglinton and pour onto residential north/south streets. These rear lanes will be right up against residential homes. The communication about the rear lanes is seriously lacking and not supported by research or community support.

The north/south streets cannot handle the increased traffic levels. For example, a single mixed-use (residential/commercial) building with 8 floors and 15 units per floor on each of the 5 blocks between Avenue Road and Chaplin Crescent would result in 1200 vehicles using the rear lanes daily. For building with higher levels of commercial use (retail and professional services) this number would be multiplied dramatically. There have been no reports or research done on the proposed 'drive through' rear lanes or high volume of traffic that will pour onto the north/south streets. The noise, lighting and safety issues for residents living behind/near the lane ways.

The safety of pedestrians is completely omitted from all reports. In fact, there are no references to pedestrians. Pedestrians walking north/south will have to cross laneway exits/entrances. Seniors with walkers or scooters and children are going to be in danger.

We request that in addition to traffic flow reports details on safety including health safety from garbage disposal bins, lighting and service vehicles using/in the rear lanes be carefully examined and brought to the community for consultation before any amendment of this nature is approved by Council.

There are a number of potential options to be examined: no or minimal rear lane activity; one way rear lanes with cement blocks/fences so the one way can be properly enforced; stop signs; keeping the lane on Eglinton being considered for bicycles and putting the bike lanes in the rear lane rather than disrupting the traffic flows onto north/south streets; etc. Options need to be considered it is not responsible to approve this amendment without proper study.

These above concerns and issues were raised at previous community meetings but the comments and suggestions from local residents appear to have been completely ignored. There are many residents living north and south of Eglinton who have been completely ignored in the planning. In the Eglinton Connect documents there are no references to anyone living north or south of Eglinton or pedestrians using streets north/south of Eglinton.

We, the undersigned do not support the amendment to the Official Plan in its current state.

June 16th, 17th, 18th 2014