significantly different context for the evaluation of taller building elements on the YFLS site and other employment sites to the north.

For example, the 'Mixed Use Areas' designation in the vicinity of the YFLS site is atypical in that it extends from Dufferin Street to the east; Apex Road to the north (which then extends from Dufferin Street to connect westerly and southerly to Lawrence Avenue); and, Lawrence Avenue West to the south. This creates a larger, more cohesive 'Mixed Use Areas' around the northwest quadrant of the Dufferin/Lawrence intersection when compared to the linear designations found to the north and south along Dufferin Street. This contextual distinction was addressed in the Avenue Segment Study submitted with YFLS application.

Regardless of the land use and built form options finalized for the balance of the study area, YFLS supports only Option 1 as it relates to its lands.

Avenue Study Area

The Study is being prepared in accordance with the City's Official Plan policies regarding 'Avenues' designated on Map 2 – Urban Structure and the underlying 'Mixed Use Areas' designation. The Avenue Study area is generally defined by those properties generally on Dufferin Street (expanded to include the block in the southwest quadrant of Hwy. 401 and Dufferin Street; a portion of Yorkdale Shopping Centre; and, the recently-approved Duflaw lands at the northeast corner of Dufferin Street and Lawrence Avenue West.

However, I would note that there is a significant omission of lands in the northwest quadrant of Dufferin Street and Lawrence Avenue West. In this quadrant, approximately 75% of the block defined by Dufferin Street, Lawrence Avenue West and Apex Road is subject to both the 'Avenues' identification and 'Mixed Use Areas' designation. Notwithstanding the current employment and commercial uses located therein, the long term redevelopment potential of these lands should also be addressed through this Avenue Study due to the clear inter-relationship with abutting lands fronting onto Dufferin Street (including the YFLS lands).

East Side of Dufferin Street

The entirety of the east side of Dufferin Street (excluding the Duflaw and Yorkdale Shopping Centre blocks) is identified for mid-rise development. However, I have questions regarding the feasibility of this form of development given the shallow lots depths along this street and assuming a 45o rear yard angular plane requirement.

In addition, the realization of such redevelopment potential is severely constrained by the need for land assembly of numerous lots to create a feasible parcel. In my submission, the development potential of this area should be directed to properties larger in lot width; of sufficient lot depth; and, where a reasonable number of properties can be assembled to create a redevelopment parcel. For example, the lands immediately south of Sparrow Avenue (3219 to 3261 Dufferin Street) contain 22 properties of narrow lot width and shallower lot depth, with greater difficulty of assembly (in whole or in part) and are more affected by the rear angular plane requirement with respect to the low density residential uses to the east. This contextual distinction was addressed in the Avenue Segment Study submitted with YFLS application wherein fewer blocks were identified for mid-rise redevelopment.

Other Avenue Study/Avenue Segment Studies conducted in the City have used the need for lot assembly to create feasible development parcels as a criterion in identifying 'soft sites' within an Avenue study area and, in my opinion, such criterion should be applied in this study.

The development potential ascribed to these portions of the east side of Dufferin Street should therefore be further refined and acknowledged (in particular, in any total development potential or traffic capacity analysis) as being extremely long term.

Traffic Capacity

Through the consultation process, concerns have been identified regarding existing and projected future traffic capacity; in particular, as it relates to the potential level of redevelopment to be accommodated in the study area.

To-date no detailed traffic analysis has been provided to enable a reasoned evaluation of Options 1, 2 and 3 (particularly where adjusted for the east side of Dufferin Street, as discussed above) on the basis of traffic capacity.

Avenue Study Implementation

It has been noted through the consultation process, that the City intends to implement this Avenue Study through an area-specific zoning by-law which, we would note, is atypical to the City's Avenue Study process conducted elsewhere throughout the City. In many instances, the Avenue Study becomes a guideline against which development applications can be assessed, while still acknowledging the site-specific contextual conditions that may exist on a particular site. YFLS submits that this guideline approach should be maintained in this area due to the broad diversity of physical conditions and development time-lines that exist throughout properties in the study area.

Further, given the objective to establish an internal local road network west of Dufferin Street, an area-specific Official Plan Amendment may be appropriate to implement this objective (and potentially other policy-related objectives identified in the final study).

General

The study approach of crystallizing general discussions into three specific options insufficiently acknowledges the particular attributes of the YFLS site which attributes are more similar to the lands to the south then the lands extending north on Dufferin Street. Therefore, the form of development described in the latest YFLS submission should be seen as consistent with all three options.

Yorkdale Ford Lincoln Sales Limited appreciates the opportunity to be directly involved in the Avenue Study process and would respectfully request that these comments be taken into consideration during the finalization of a development option.

Yours Truly,

Paul W. Rycroft, M.C.I.P., R.P.P.,
Development Manager
Yorkdale Group of Companies
25 Sable Road
Toronto, ON
M6M 3K8

cc. Leo Desorcy, City of Toronto
Brent Raymond, DTAH
Bianca Wylie, Swerhun Facilitation. & Decision Support
Councillor Josh Colle
YFLS Consultant Team

Date:	May 11, 2014
To:	Dufferin Street Avenue Study Project Team
	Josh Colle, Councillor - Ward 15
	Andrea Sallese, Planner, Community Planning, City of Toronto
Authors:	Rebecca Goodwin, Michael Black, Dylan Reid
Subject:	Dufferin Street Avenue Study

Introduction

Walk Toronto advocates for and inspires walking – for health benefits, cleaner air and vibrant neighbourhoods. We are dedicated to making Toronto a better city for pedestrians by promoting walking as a serious transportation option and striving to create safe, accessible, interesting and amenity-rich pedestrian environments across the city.

This document supplements Walk Toronto's participation on the Local Advisory Committee for the Dufferin Street Avenue Study from November 2013 to April 2014 by:

- highlighting recommendations contained in the Study Team's presentation of April 23, 2014 that support and reinforce Walk Toronto's areas of interest, and

- outlining Walk Toronto's suggestions for actions to be taken by the City of Toronto as it begins to apply Study recommendations.

Improving Mobility and Balancing Movement Priorities

Overall, Walk Toronto is encouraged to see the Dufferin Street Avenue Study establishing a planning framework that is intended to pay greater attention to the needs of all types of street users, including pedestrians. Much wider public and private benefits will be realized when Dufferin Street functions in a more balanced way rather than primarily as a feeder for Highway 401 and Yorkdale Mall.

Walk Toronto has a particular interest in the City of Toronto establishing policy and making investments to create pedestrian-friendly environments. Walk Toronto strongly believes that actions to enhance public transit infrastructure and promote active transportation will positively impact the pedestrian experience. Most transit users walk to stops. Enhanced pedestrian opportunities and environments make both getting to and waiting at stops more appealing.

Walk Toronto believes that in acting upon recommendations arising out of the Dufferin Street Avenue Study, efficiencies and benefits for both public and private interests will arise if the City of Toronto is able to:

- demonstrate consistency with the Complete Streets Guidelines that are being developed by the City of Toronto
- actively engage all types of street users as specific strategies are developed and implemented (e.g. greening strategies, planning for new streets, Dufferin Street modifications)
- require traffic studies for specific developments to address all forms of transportation
- adhere closely to the Study principle of improving mobility and balancing movement priorities (see Planning Team Presentation of April 23, 2014 for Public Meeting 03, Draft Recommendations – Guiding Principles – Page 12).

Walk Toronto shares the view expressed by the Local Advisory Committee at the fourth meeting held March 26, 2014 of taking an adventurous approach within the transportation options. This would include a framework that allows flexibility for future transportation infrastructure on Dufferin Street, including the possibility of higher order public transit (e.g. light rail).

Improving the Pedestrian Experience

Walk Toronto is supportive of many of the draft recommendations that will improve the pedestrian experience on Dufferin Street and within neighbourhoods comprising the Study Area. These recommendations include:

- reducing large blocks and establishing new local roadways and connections
- creating focal points for public open space and public space improvements at important nodes (along the Yorkdale frontage, McAdam Loop, at Orfus Road and Lawrence Avenue West)
- installing new signalized intersections to reduce distances between crossings on Dufferin Street and improve connections for pedestrians, cyclists and vehicles
- improving streetscape conditions on Dufferin Street and on major local roads
- applying various greening strategies (Dufferin gateway, new public parks and parkettes, greening of all streets, urban plazas, private and publicly accessible courtyards)

Integrating Planning for Yorkdale Mall with Adjacent and Nearby Neighbourhoods

The Study Team's presentation highlighted Local Advisory Committee views of Yorkdale Mall as an appealing asset for existing and future residents within the Study Area.

Only a portion of the land base of Yorkdale Mall (i.e. the outdoor parking area immediately adjacent to Dufferin Street) has been included within the Study Area. Walk Toronto recognizes that despite the the influence of certain major features within the general vicinity of the Study Area and even further beyond, boundaries must be set and exclusions must be accommodated. Nonetheless, the net effect of the chosen boundary is one of limiting or missing a rare opportunity to integrate long term transportation planning for Yorkdale Mall and transit facilities (TTC station, GO Station) with that of the Study process.

To counteract this limitation, Walk Toronto strongly encourages the City of Toronto to seek and promote opportunities for collaboration with Yorkdale Mall owner, Oxford Properties, transportation agencies and local residents, particularly those south of Yorkdale Mall.

Failing to consider how future plans for intensification and routing (for all transportation modes including pedestrian) within Yorkdale Mall could either positively or negatively impact traffic flow, retail opportunities and neighbourhood identity and function within the Study Area -- which may in turn undermine or weaken numerous improvements recommended by the Study Team. This is a concern raised during Local Advisory Committee meeting discussions. Walk Toronto would welcome the opportunity to provide input to the City of Toronto, Oxford Properties and transportation agencies.

# # #

TORONTO Community Consultation Meeting

The City of Toronto holds public consultations as one way to engage residents in the life of their city. We invite you to get involved.

DUFFERIN STREET AVENUE STUDY

The City of Toronto has initiated an Avenue Study for the section of Dufferin Street between Highway 401 to just south of Lawrence Avenue West. The purpose of this study is to identify a vision and implementation strategy to guide future development in this area, in keeping with the planning objectives of the Toronto Official Plan.

You are invited to participate in Public Open House #3 to discuss the future of Dufferin Street.

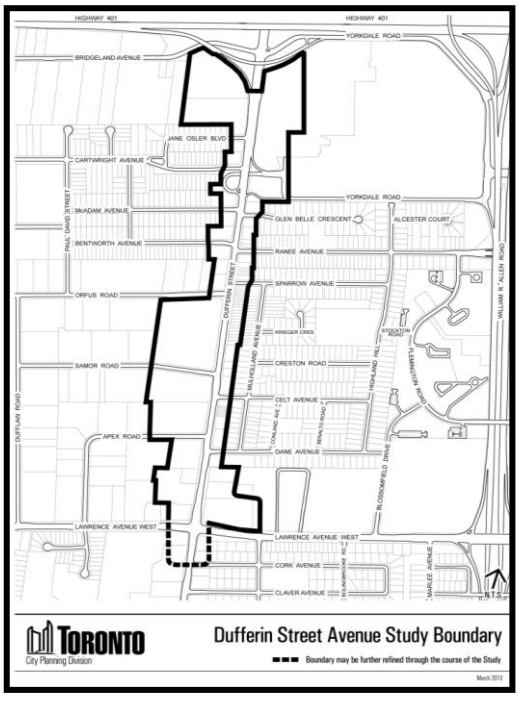
Date: **Wednesday, April 23, 2014**
6:30 – 9:00 PM

Location: **Yorkdale Adult Learning Centre**
38 Orfus Road, Cafetorium

Public Open House #3 will be hosted by Councillor Colle's office, City Planning Staff and members of the consultant team.

The purpose of the meeting is to:

- Provide an update from the project team on the project work done to date;
- Present the Preferred Solution informed by Phases 1 & 2 Public Engagement, and the Design Charrette held on December 11, 2013;
- Present the draft recommendations for both the Transportation and Servicing Infrastructure EA Master Plans;
- Request public feedback on the Preferred Solution and and EA Master Plan recommendations.



For more information visit our website at Information www.toronto.ca/planning/developmentapplications

The Transportation and Servicing Infrastructure Master Plan will complete Phases 1 and 2 of the Municipal Engineer's Association (MEA) Class Environmental Assessment, in accordance with the MEA Master Plan process for infrastructure projects.

Public input will be used to develop area-specific planning policies, urban design guidelines and zoning standards to guide development and reinvestment in the area. The success of this study depends on input from local residents who have an intimate knowledge of the area.

Be sure to let us know if you require assistance to participate. Attendant Care Services can be made available with some advance notice.

If you are interested in the study, but you cannot attend this meeting, please contact Bianca Wylie at Swerhun at bwylie@swerhun.com or (416) 572 – 4365. We will share meeting summaries with all interested individuals. We look forward to speaking with and learning from you.

You may also learn more about this study by contacting your City Councillor or the Planners listed below, and by visiting the project website.

Councillor Josh Colle
Eglinton-Lawrence, Ward 15
councillor_colle@toronto.ca
(416) 392-4027

Andria Sallese
Planner, City of Toronto
asalles@toronto.ca
(416) 395-7166

Visit the project website for regular updates: http://toronto.ca/planning/dufferin/index.htm

Notice to correspondents: Personal information received at community consultation meetings or contained in correspondence with the City is collected under sections 8 and 136 of the City of Toronto Act, 2006 specifically for creating a public record of information potentially relevant to making an informed decision. Questions about the collection of this information may be directed to the Planner listed above. Compliance with City Council policy respecting Notice may result in you receiving duplicate notices. *Attendant Care Services can be made available with some advance notice.*

Dufferin Street Avenue Study

Phase 4: Public Meeting #3
Draft Study Recommendations

Welcome to this third and final public event for the Dufferin Street Avenue Study. This is an opportunity to engage the team led by the City of Toronto as the overall project moves towards completion.

This evening we will present draft Avenue Study recommendations, review the Community Services and Facilities Strategy, and the Servicing Infrastructure and Transportation EA Master Plans to date.

Feedback

We welcome your feedback on our work to date. Please ask for a Workbook from the registration table to record your comments. You can leave it at the registration table tonight or send your feedback by e-mail, mail or fax by Wednesday May 07, 2014.

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TORONTO

Study Purpose

Dufferin Street is changing.

A number of major initiatives are underway in the area (Eglinton-Scarborough Crosstown, Allen Road EA, Lawrence Allen Revitalization, Parc Downsview Park etc.).

Further, the area has also become the focus of redevelopment interest (Dufflaw and McAdam developments, Yorkdale Mall expansion plans, and Apex Road application). Overall, the scale of individual development projects is increasing.

There is a need to come up with a framework to guide change. Dufferin Street was identified by Staff and Council as appropriate for an Avenue Study.

How is this Avenue Study different?

The several deep and large blocks offer opportunities for larger scale comprehensive redevelopment. The study will need to accommodate transitions to both adjacent Employment Areas and Neighbourhoods, and seek opportunities for new roads, parks and open spaces.

Transportation + Servicing are a Big Deal.

We are aware of the transportation issues in the area. They are important to the study and will always be considered.

Most Avenue Studies do not include detailed Transportation and Servicing Master Plans. This Avenue Study will examine the need for new infrastructure in the area such as new streets, water mains and sewers.

Transportation and Servicing Master Plans will demonstrate how the Preferred Option will work and what infrastructure is needed to make it work (will follow the Municipal Class EA process).

Treviso: Lanterra Development (NW Dufferin and Lawrence Avenue West)

Lawrence-Allen Revitalization

Eglinton Avenue

Dream Yorkdale: MacAdam Development (NW Dufferin and MacAdam)

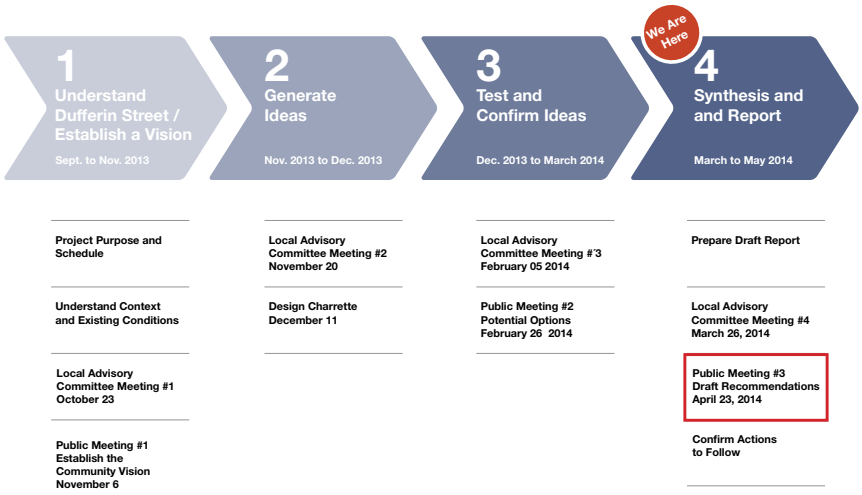
Eglinton-Scarborough Crosstown

Downsview Park

Study Process

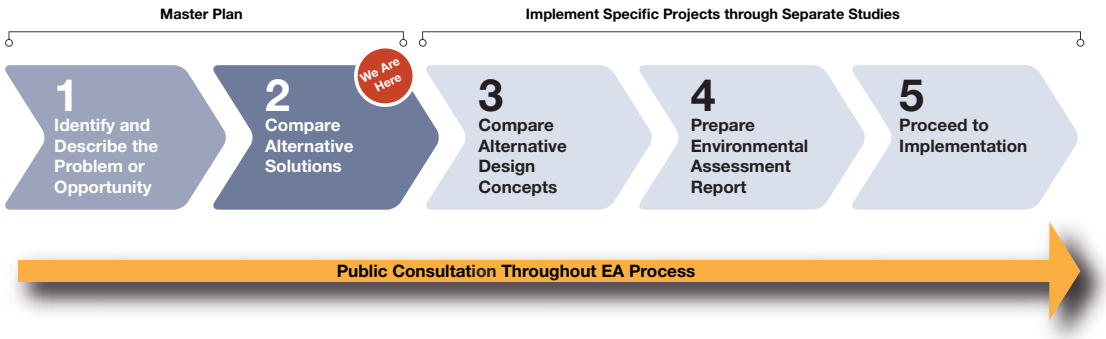
Overall Avenue Study Process

This Avenue Study will include four phases beginning in September 2013 with study completion by May 2014.



EA Master Plan Process

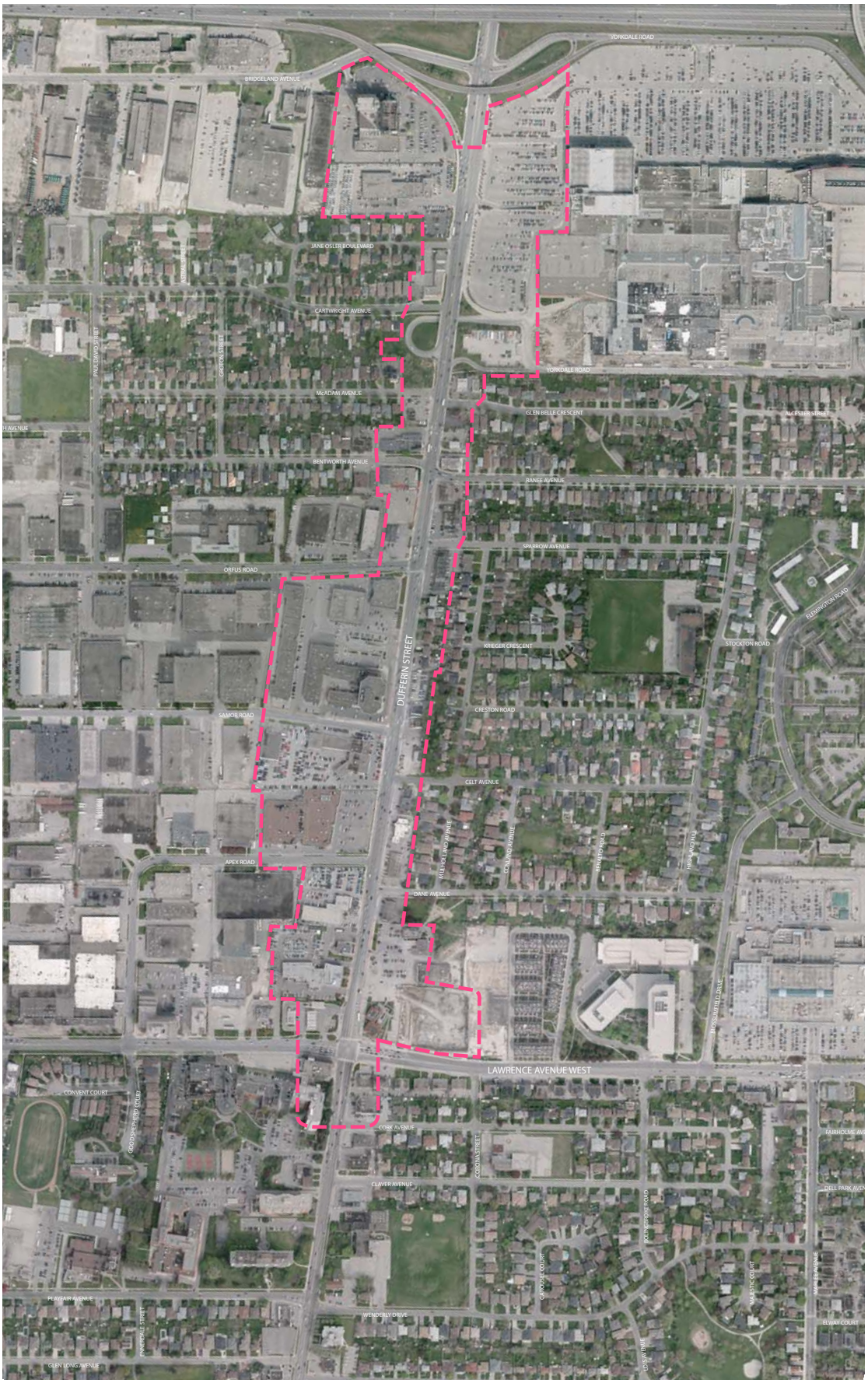
The transportation and servicing infrastructure components of this Avenue Study are required to satisfy Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) Master Plan process.



Study Area

The study area is 1.5 kilometres long, extending from the 401 in the north to the four corners of Lawrence Avenue West in the south.

There are 74 properties within the study area. This total includes all parcels that front—or have an address—on Dufferin Street.



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Draft EA Problem and Opportunity Statement
Transportation and Servicing Infrastructure

For the Transportation and Servicing Infrastructure components of this Study a draft Problem and Opportunity Statement is required, as defined by Section A.2.2 of the Municipal Class EA Process.

The Statement should include a clear and concise description of the issues and identify that an improvement or change is required. The Statement forms the basis for the future EA project.

The City of Toronto recognizes that the successful redevelopment of the Dufferin Street Avenue study area requires an integrated process of land use, transportation and municipal infrastructure planning. Yet, the existing infrastructure in its current configuration is a barrier to change.

Dufferin Street is an auto-dominated environment. The road network and transit system are congested. The study area lacks a multi-modal transportation network to support all other users. Connections are constrained or absent, creating an unpleasant experience for residents and visitors to the area.

Aesthetically it fails to provide the kind of atmosphere conducive to economic vitality, ground floor retail activity, and urban vibrancy.

Operationally it suffers from congestion and lacks the appropriate transportation and servicing infrastructure to adequately support redevelopment and intensification.

Civically it fails to provide a comfortable and inviting public realm to support revitalization.

A revitalized Dufferin Street presents the opportunity to implement long-standing City of Toronto policy objectives while more effectively balancing the needs of its residential, business, recreational and visitor users.

Strategically there is an opportunity to coordinate redevelopment of the study area with other planned City and Provincial projects and infrastructure renewal.

Servicing Infrastructure
Evaluation of Land Use Planning Alternatives

Evaluation Criteria

Technical Merit

- **Functionality** – ability to meet demands
- **Constructability** – ease and extent of construction and required construction methods
- **Maintenance Requirements** – effort required by City to maintain infrastructure
- **Life-cycle cost**

Natural, Cultural, Social and Economic Environments

- **Natural** – impact to terrestrial habitat, land and water
- **Cultural** – impact to cultural heritage
- **Social** – implementation impacts during construction, road closures/ detours, and public transit disruptions
- **Economic** – impact to residents and businesses; potential disruptions, public safety and perception, odour and air quality

Evaluation Results

The following are the findings based on the evaluation:

- All options are feasible
- There is only a slight preference toward options with lower degrees of intensification
- Options with higher degrees of intensification:
  - Not expected to result in a different number or general scale of projects
  - May result in marginally longer construction-related impacts (e.g., noise, traffic, etc. impacts)
  - Will likely result in marginally higher costs (e.g., mostly capital costs, very minor or negligible long-term operation and maintenance costs)

Option	Technical Merit	Natural, Cultural, Social & Economic Environments	Financial
1. Treviso	All options: •Can be serviced by existing water and storm drainage systems with implementation of current City policies (e.g., WWFMG, etc.). •Expected to require similar upgrades to sanitary sewer system.	All options: •Generally share similar impacts on Natural Environment, mainly beneficial •Have no impact on Cultural Environment. •Generally share similar impacts on Social Environment in terms of impact type and overall scale, and only subtle differences are expected to exist depending on intensity of development. •Generally share similar impacts on Economic Environment, mainly beneficial.	All options generally share similar profiles in terms of expected capital, operations and maintenance costs, and only subtle differences are expected to exist depending on intensity of development.
2. McAdam			
3. Queen & Portland			
4. McAdam Reduced (Preferred)			
5. Mid-Rise or Big Box			

Servicing Infrastructure
Evaluation of Master Plan Servicing Alternatives

Alternatives Considered

Do Nothing

• Considers status quo in terms of infrastructure while permitting planned re-development in Study Area; used as benchmark against which other alternatives measured.

Expand and/or Upgrade Existing Infrastructure

• Considers any expansions /extensions of existing infrastructure (e.g., into new roads where services don't currently exist) and any upgrades/improvements to existing infrastructure.

Implement On-Site Best Practices

• Considers measures which will minimize the imposition on supporting municipal infrastructure systems and include reduction in water demand (water), reduction of sanitary sewage flows (sanitary) as well as reduction of storm drainage flows (storm).

Limit Community Growth

• Considers aligning the phasing of development growth to match infrastructure capacity availability.

Evaluation Criteria & Sub-Criteria

Land-Use Planning

• Support of planning and urban design

Technical Merit

• Functionality – ability to meet demands

• Constructability – ease and extent of construction and required construction methods

• Maintenance Requirements – effort required by City to maintain infrastructure

• Life-cycle cost

Natural, Cultural, Social and Economic Environments

• Natural – impact to terrestrial habitat, land and water

• Cultural – impact to cultural heritage

• Social – impacts due to construction, road closures/ detours, and public transit disruptions

• Economic – impact to residents and businesses; potential disruptions, public safety and perception, odour and air quality

Servicing Infrastructure
Preliminary Preferred Option: Water Distribution

Evaluation of Alternatives

Criteria	Sub-Criteria	Alternative 1: Do Nothing	Alternative 2: Expand / Upgrade Existing Infrastructure	Alternative 3: Implement On-Site Best Practices	Alternative 4: Limit Growth
Technical Merit	Functionality	Existing infrastructure capable of supporting planned growth. No environmental impacts resulting from this alternative. This alternative does not allow for extension of infrastructure into new roads.	New watermains constructed in new roads have minimal impacts. Impacts would include marginally increased maintenance obligations and life-cycle costs for the City, offset by increased tax and user base offered by development. Also, construction activities may impact the local environment (e.g., noise, vibration), although these are not expected to be significant in relation to the overall construction activity. Mitigation measures to be implemented.	No negative environmental impacts. Reduction in water demand from municipal system expected to reduce financial and environmental costs associated with water production, pumping, transmission, distribution. Also, reduction in sewage generation expected to result.	No negative environmental impacts. Not necessary to implement.
	Constructability				
	Maintenance Requirements				
	Life-Cycle Cost				
Natural Environment	Impact on the Natural Environment				
Socio-Economic Environment	Cultural Heritage Impact				
	Construction Impact				
	Residential and Business Impact				

Evaluation Results and Preliminary Preferred Solution

- No improvements to existing water distribution system necessary.
- Extend existing system into new roadways, wherever required.
  - Class EA Project Schedule A (approved, may proceed)
- Encourage implementation of water conservation measures.

Servicing Infrastructure
Preliminary Preferred Option: Sanitary Sewerage

Evaluation of Alternatives

Criteria	Sub-Criteria	Alternative 1: Do Nothing	Alternative 2: Expand / Upgrade Ex. Infrastructure	Alternative 3: Implement On-Site Best Practices	Alternative 4: Limit Growth
Technical Merit	Functionality	Performance standards not expected to be maintained throughout entire receiving sewer system with the additional population resulting from envisioned intensification in study area. Potential negative impacts on natural environment (e.g., spills), socio-economic environment (e.g., basement flooding and service disruptions), including additional operation, maintenance and crisis/reaction costs.	Upgrade sewers in existing roads. New sanitary sewers constructed in new roads have minimal impacts. Impacts would include increased capital and maintenance obligations and life-cycle costs for the City, offset by increased tax and user base offered by development. Disruption of traffic during construction and potential odours during operation. Also, construction activities may impact the local environment (e.g., noise, vibration), although these are not expected to be significant in relation to the overall construction activity. Mitigation measures to be implemented.	No negative environmental impacts. Reduction in water demand through the use of high-efficiency plumbing fixtures (e.g., dual-flush toilets, low flow shower heads, etc.) to be encouraged. For larger developments, consideration of on-site pumping systems with storage to control discharge rates to sewer system may be considered.	No negative environmental impacts. Development approvals may be contingent upon upgrades identified in this study, as well as those identified in the Area 16 and Area 17 Basement Flooding Study Area Class EAs.
	Constructability				
	Maintenance Requirements				
	Life-Cycle Cost				
Natural Environment	Impact on the Natural Environment				
Socio-Economic Environment	Cultural Heritage Impact				
	Construction Impact				
	Residential and Business Impact				

Evaluation Results and Preliminary Preferred Solution

- Modify outlet of existing 1350 mm diameter in-line storage pipe on Samor Road
- Replace existing 250 mm diameter sanitary sewer with in-line storage pipe on Samor Road
- Upgrade proposed 1200 mm diameter in-line storage pipe in North Park Ravine proposed by Area 16 Basement Flooding Study Area Class EA (Project SAN-NP-1)
- Upgrade portion of sanitary sewer in easement between Dufflaw Road & Caledonia Road
- Upgrade portion of Dufferin Street and Lawrence Avenue West sanitary sewers
- Extend existing system into new roadways, wherever required.
- Encourage implementation of water conservation measures.

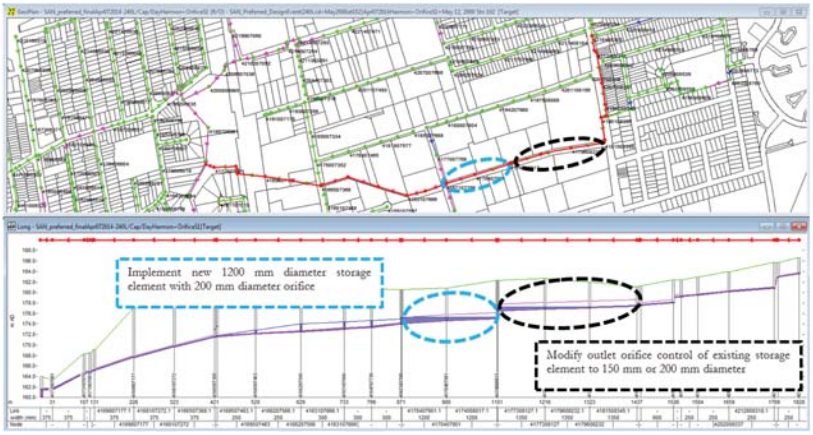
Servicing Infrastructure
Preliminary Preferred Option: Sanitary Sewerage

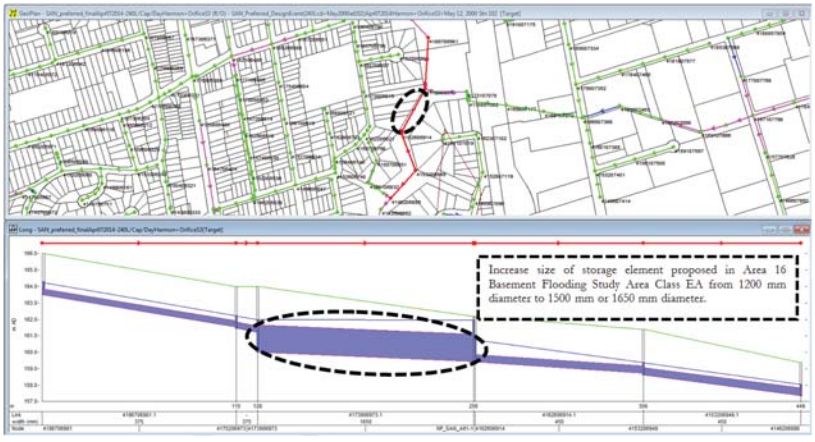
In-Line Sanitary Storage Pipes

Oversized underground piping to store wastewater during periods of high wet weather flow and controlling release rate to downstream sewer system, reducing surcharge potential.

Existing storage piping on Samor Road to have adjustment made to its outlet control, involving minimal construction activity to implement.

Installation of new storage piping on Samor Road will involve open cut excavation of Samor Road, removal of existing 250 mm diameter sanitary sewer and replacement with 1200 mm storage pipe over a distance of approximately 230 m extending easterly from Dufflaw Road.





Planned 1200 mm diameter storage element along sub-trunk sewer pursuant to Area 16 Basement Flooding Study Area Class EA preferred solution (Project SAN-NP-1) to be increased in size.

Oversized pipes can be used to temporarily store peak sewage flows for controlled release, reducing the frequency and severity of excessive hydraulic loading to the pipes.

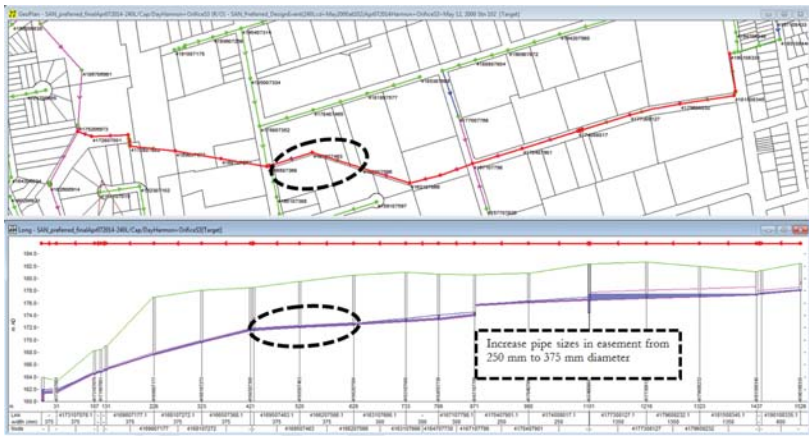
Activated carbon filter inserts can be added to access holes to sewer system to reduce or eliminate odours.

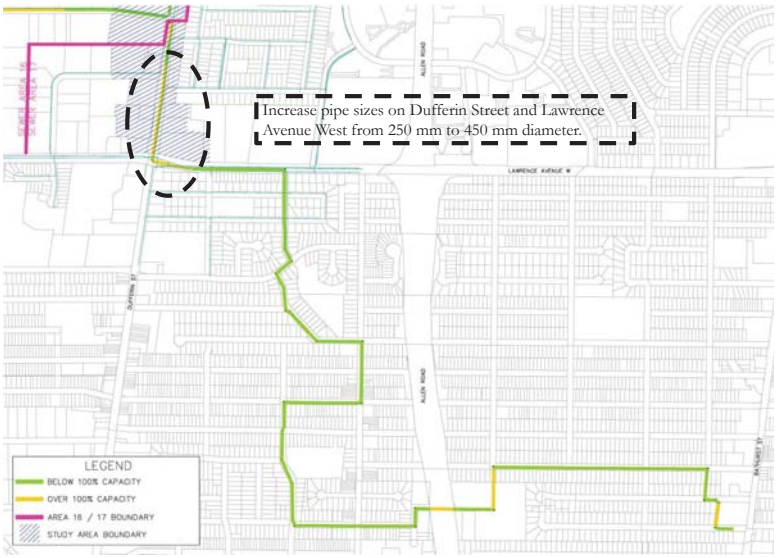
Servicing Infrastructure
Preliminary Preferred Option: Sanitary Sewerage

Increased Pipe Sizes

Increasing the size of existing pipes increases their conveyance capacity, thereby reducing the height to which water will rise in the sewer system, thereby assisting to protect basements from flooding as well as reducing the likelihood of spills to the environment.

Existing 250 mm diameter sanitary sewers in easement to be increased in size to 375 mm diameter, to match downstream pipe sizing and more appropriately blend with upstream 300 mm diameter influent pipe.





Existing 250 mm diameter sanitary sewers along Dufferin Street and Lawrence Avenue West to be increased in size to 450 mm diameter.

These improvements, amongst others in this vicinity, are also under consideration in the Area 17 Basement Flooding Study Area Class EA study currently in process (by others).

Servicing Infrastructure
Preliminary Preferred Option: Sanitary Sewerage

Class EA Project Schedules

This Class EA Master Plan provides a broad framework for the implementation of individual projects identified in the preliminary preferred solution. Each project is further classified as belonging to one of the following schedules which has specific requirements for fully satisfying the Class EA process prior to implementation:

Schedule A: These projects are approved and may proceed.

Schedule A+: These projects are approved, however, public notice of implementation is required.

Schedule B: These projects require documentation about the preferred method of implementation and mitigation of environmental impacts, including documentation of the public consultation process, all in accordance with Phases 1 and 2 of the Class EA process. These requirements are satisfied through this Master Plan Class EA study and, provided that the Screening Process for these projects confirms the Schedule, these projects are approved.

Project Implementation Triggers

Implementation triggers are identified in a general sense for each of the projects. Variations may be considered, depending on the nature and timing of development applications supported by defensible justification therefor.

Cost Estimates

Order of magnitude cost estimates are provided here for budget planning purposes only. These estimates do not include soft costs, such as design and permitting fees, and are subject to revision and refinement through future detailed design processes.

Project Description	Class EA Schedule	Implementation Trigger	Order of Magnitude Cost Estimate
Extend sanitary sewers into new roads where sewers do not currently exist	A	As needed to support re-development	Varies, TBD
Modify outlet orifice on existing Samor Road storage element	A+	Re-Development of Blocks 5, 11, 12 or 13	$100,000
Construction of new sanitary storage element on Samor Road	B (see note 1)	Re-Development of Blocks 6 or 7	$850,000
Upgrading of sewers in easement between Dufflaw Road & Caledonia Road	A+	Re-Development of Blocks 6 or 7	$350,000
Upgrading of proposed storage element along sub-trunk sewer recommended by Area 16 Basement Flooding Study Area Class EA (project SAN-NP-1)	B (see note 2)	Any re-development (unless it can be justified otherwise)	$650,000

[1]Class EA process satisfied by this study (i.e., Dufferin Street Avenue Study Infrastructure Master Plan Class EA)
[2]Class EA process satisfied by Area 16 Basement Flooding Study Area Class EA (completed; by others)

Servicing Infrastructure
Preliminary Preferred Option: Storm Drainage

Evaluation of Alternatives

Criteria	Sub-Criteria	Alternative 1: Do Nothing	Alternative 2: Expand / Upgrade Ex. Infrastructure	Alternative 3: Implement On-Site Best Practices	Alternative 4: Limit Growth
Technical Merit	Functionality	This alternative is not in compliance with the City's existing policies and guidelines. This alternative does not consider extension of services into new roads.	New storm sewers constructed in new roads have minimal impacts. Impacts would include marginally increased maintenance obligations and life-cycle costs for the City, offset by increased tax and user base offered by development. Also, construction activities may impact the local environment (e.g., noise, vibration), although these are not expected to be significant in relation to the overall construction activity. Mitigation measures to be implemented.	No negative environmental impacts. Reduction in runoff and quality controls will improve environmental health of watershed and reduce hydraulic loading to receiving drainage system.	Not applicable. This option does not decrease runoff. Existing hydrology of study are is predominantly impervious and any new development will be subject to application of the City's Wet Weather Flow Management Guidelines.
	Constructability				
	Maintenance Requirements				
	Life-Cycle Costs				
Natural Environment	Impact on the Natural Environment				
Socio-Economic Environment	Cultural Heritage Impact				
	Construction Impact				
	Residential and Business Impact				

Evaluation Results and Preliminary Preferred Solution

- Extend storm sewers into any new roads where sewers don't currently exist, as needed.
  - Class EA Project Schedule A (approved, may proceed)
- Continued application of the City's Wet Weather Flow Management Guidelines with the following modification:
  - Release rates to local municipal infrastructure to be controlled to 75 L/s/ha
- Additional "greening" of private sites and public roadways wherever practical.

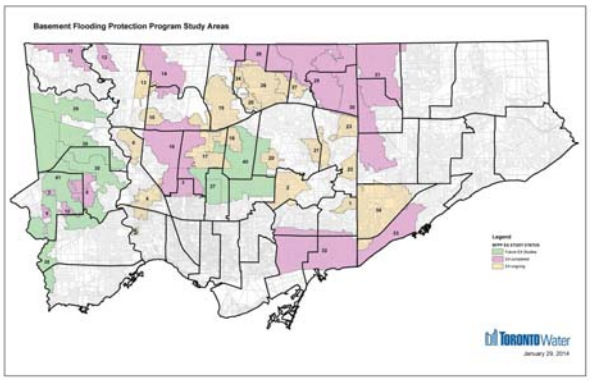
Green Roof Innovation and Testing (GRIT) Lab
University of Toronto

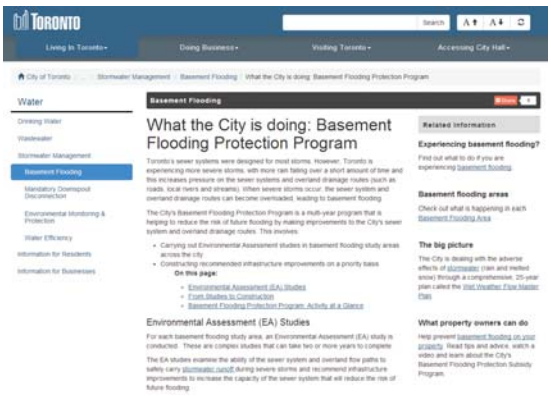
Servicing Infrastructure

Preliminary Preferred Option: Storm Drainage

Addressing Basement Flooding Issues

The Dufferin Street Avenue Study is located within two Basement Flooding Study Areas (16 & 17). These studies make use of detailed models to establish projects to improve the performance of the City's infrastructure systems, reducing the probability and frequency of flooding events.





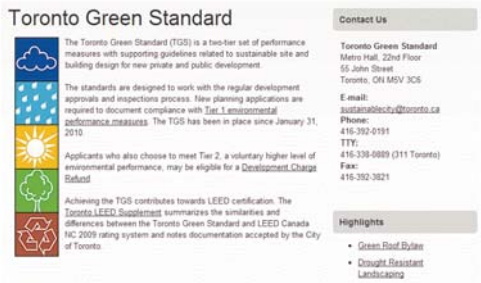
Flow Control Devices

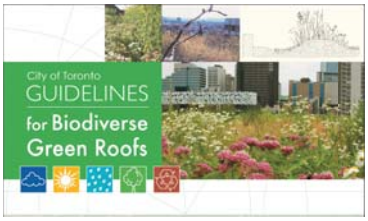
This study is not meant to address current basement flooding issues, however, it will address improvements needed to service growth along Dufferin Street so as to not exacerbate current conditions. The establishment of on-site controls pursuant to the City's Wet Weather Flow Management Guidelines (WWFMG) to new (re)developments will have the effect of reducing storm flows to receiving infrastructure systems.

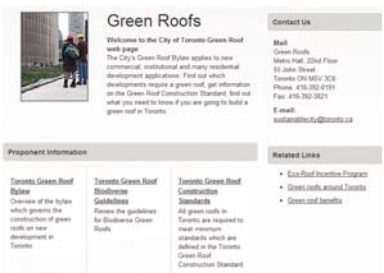
The **Preliminary Preferred Solution** further improves upon the protections afforded by the WWFMG by reducing discharge rates to receiving municipal infrastructure by a further 39%, from 122.5 L/s/ha to 75 L/s/ha. Runoff from storms up to the 100-year level will be required to be stored on-site and released at this controlled rate, reducing flows to the roadways and storm sewers, thereby reducing the probability and frequency of flooding events.

Wet Weather Flow Management Guidelines (WWFMG)

These guidelines encourage "green" infrastructure to achieve water balance and water quality objectives, in addition to quantity control objectives.







Dufferin Street Avenue Study – Public Meeting #3
Yorkdale Adult Learning Centre
38 Orfus Road, Toronto ON
Wednesday, April 23rd, 2014
6:30 – 9:00 pm

MEETING SUMMARY

On Wednesday April 23rd, 2014, approximately 65 people participated in the final public meeting for the Dufferin Street Avenue Study. The first half an hour of the meeting was an open house with display panels and an opportunity for participants to talk with City Staff and the project team about the panels. At 7:00 pm, Councillor Josh Colle opened the meeting by welcoming the attendees. At 7:05 pm, the project team gave a presentation. Following the presentation there was a short question and answer session, followed by small table discussions and a report-back period. The purpose of the meeting was to present and seek feedback on the draft Avenue Study recommendations for Dufferin Street. The following draft summary reflects the key feedback shared by participants at the meeting, and is subject to participant review before being finalized.

The following summary is not a verbatim transcript; it is a summary of the key feedback shared by participants at the meeting. This summary report was written by Yulia Pak and Bianca Wylie of Swerhun Facilitation and was subject to participant review prior to being finalized.

Please note Appendix A. Meeting Agenda.

Key Messages from Feedback Received

The following four key messages emerged during the discussion. Detailed feedback follows.

- **There was a considerable level of support for the Draft Dufferin Street Avenue Study Recommendations, especially for the Greening Strategy, creating a Dufferin Gateway, new streetscape features and the potential for a new GO Train station.**
- **It is essential to address traffic issues on Dufferin moving forward.**
- **Balance any increase in density with the original character of the area: a vibrant and established residential neighbourhood.**
- **Promote and support retail on Dufferin Street with a public realm, streetscape and parking strategy.**

QUESTIONS OF CLARIFICATION

After the project overview, participants asked several questions of clarification. The project team's responses are in *italics.*

- **How does the widening of the road affect the retail on the east side of Dufferin Street and the office building on the west side?** *An additional road widening beyond the required right-of-way width of Dufferin Street is not required. The proposed streetscape plans and setback s as part of development would not have an impact on existing retail and the existing office building (at 3200 Dufferin Street). The proposed new streetscape and setbacks would happen with new development and within the existing 30m Right Of Way (ROW). There are several properties on both sides of*

Dufferin Street that still need to convey properties to meet the ROW requirements in the Official Plan.

- **Have you considered the impacts of the growing areas around Dufferin Street, including a big development on the west side of Allen Road [part of the Lawrence Allen Neighbourhood]?** *Yes, the proposed development west of Allen Road, and regional growth, was part of our traffic modelling.*
- **Whose responsibility is it to maintain new parks, trees, and green spaces?** *Parks, Forestry & Recreation division at the City of Toronto would be responsible for maintaining trees on public property, as well as in public parks.*

DETAILED FEEDBACK AND ADVICE FROM PARTICIPANTS

General Feedback on the Draft Recommendations

- **There was a considerable level of support for the Draft Dufferin Street Avenue Study Recommendations.** In particular, participants said that they liked the:
    - Concept of creating a Dufferin Street Gateway;
    - Greening strategy – trees, green spaces, and parkettes;
    - Potential new synchronization of traffic lights;
    - GO train station;
    - New streetscape with urban plazas, the mix of building forms, public art and landscaping;
    - New paving and improved walkability; and
    - Elevated bike lanes.

Identity

- **It is important to balance the increasing density and the original character of the area – the original character is what made the area appealing to many long-term residents - a vibrant and established residential neighbourhood.**

Retail and Parking

- **Encourage more retail on Dufferin Street.** There was a general desire to see more street retail all the way along the corridor. There was also a suggestion to have mandatory retail instituted within the study area.
- **Provide more of visible and easily accessible parking to support retail.** While there was some discussion regarding whether there should be more underground parking available, there was a considerable level of support for more on-street parking on side streets and Green P parking.
- **Work with Toronto Parking Authority and residents to determine the area that can be used for public parking, including street parking.**
- **Conduct a parking study to determine how parking can best support retail on Dufferin Street.**

Public Transit

- **Provide GO Train service, but not GO Bus service.**
- **Ensure that the proposed transit priority segment for buses from Bridgeland Avenue to Cartwright Avenue is feasible, given the high level of congestion on Dufferin Street.**
- **Consider an LRT for Dufferin Street, given that it is one of the busiest bus routes in the city.**
- **Improve access to the subway.**

Traffic

- **Complete a traffic light synchronization upgrade as soon as possible.**
- **Address traffic efficiency as well as visual improvements.** Participants re-emphasized the need to address traffic problems moving forward.
- **There is a general concern that intensification on and around Dufferin Street would make traffic issues worse.** Particularly, participants discussed the effects of road blockages to accommodate new construction and increased number of residents in combination with the existing traffic generated by Highway 401 and Yorkdale Shopping Centre. In addition, the project team was urged to take into consideration the impact on traffic of additional new units west of the study area (part of the Lawrence Allen Secondary Plan development), especially as new residents will only have access to Highway 401 via Ranee Avenue.
- **Make it easier to drive in and out of Yorkdale Shopping Centre at peak hours.**
- **Improve the Dufferin loop to get to Highway 401 as it does not serve traffic well.** It is easier to take Keele Street to go to 401 than use the existing Dufferin loop.
- **Assess the impact of removing McAdam loop on traffic flow and provide proper signage.** Putting in another set of lights in lieu of the loop will have a negative impact on traffic due a short distance between traffic lights in that area. Should the McAdam loop be removed, there should be proper signage installed advising drivers exiting the 401 eastbound of its closure.
- **Promote Caledonia Road as an alternative to get to Highway 401.** This would help alleviate congestion and work around the challenges around construction on Dufferin Street.
- **Consider building bridges from Billy Bishop Way to Yorkdale Road and from Bridgeland Avenue west across the CN Rail line to Floral Parkway.** Vehicular movement on Dufferin Street is restricted by Highway 401 to the north and by the CN rail tracks to the west. The two new bridges would provide better vehicular access and connectivity to the north and to the west of the study area and help alleviate some congestion on Dufferin Street.

Built Form and Streetscape

- **Consider mandatory new streetscape on the Yorkdale property to create an urban frontage along Dufferin Street.**
- **Do not consider any north-south streets that would truncate the mall.**
- **All corners of Lawrence Avenue West and Dufferin Street, site size permitting, should be up to 26 storeys high.**
- **Add fewer towers and more low-rises.** There was a general preference for the mid and low-rise buildings among participants. There was also a comment shared that if there are new residential towers in the area, the preference is to have them as condominiums rather than rental properties.

Other Advice

- Consider the impacts of Highway 401 when reviewing all options. It is unfortunate that the study boundary didn't include Highway 401.
- Bury all hydro lines in the study area.
- The project team should consider living in the area for some time to understand traffic impacts.

ADDITIONAL WRITTEN FEEDBACK AND ADVICE FROM PARTICIPANTS

Identity

- **Rebrand the Dufferin Street corridor from Lawrence Avenue West to Highway 401 and develop a stronger identity for the corridor.** Consider the following names to identify different nodes within the corridor:
    - Gateway TODO (Toronto Downtown);
    - Yorkdale Dufferin Gateway;
    - Yorkdale Gateway;
    - Dufflaw Gateway;
    - Dufferin SOFO (South Four-o-one);
    - Dufferin NOLA (North of Lawrence);

Traffic

- **Consider making Caledonia Street a one-way street going south and Dufferin Street one-way going north to alleviate congestion.**
- **Although the 'greening' is extremely valuable, we would suggest that along Dufferin, all attempts should be made to add an additional lane** (possibly two) to address the traffic situation.

Next Steps

Andria Sallese and Brent Raymond thanked everyone on behalf of the project team for participating in Dufferin Street Avenue Study. Bianca Wylie told participants that the summary notes would be distributed in draft for their review.

Appendix A. Meeting Agenda
Dufferin Street Avenue Study – Public Meeting #3
Yorkdale Adult Learning Centre
38 Orfus Road, Toronto ON
M6A 1L6
April 23rd, 2014
6:30 – 9:00 pm

MEETING AGENDA

6:30 pm **Open House**

7:00 **Welcome**
Councillor Josh Colle, Ward 15

Introductions & Agenda Review
Bianca Wylie, Facilitator, SWERHUN Facilitation & Decision Support

7:05 **Presentation/Participant Briefing**
Brent Raymond, DTAH

- Review of Process, Schedule and Work to Date
- Present Draft Recommendations

Questions of clarification

8:00 **Discussion**

Discussion Questions:

1. Do you have any feedback on the draft recommendations? What do you like? What challenges do you see, and how would you address them?

2. Any other advice for the project team?

8:55 **Wrap up and Next Steps**

9:00 **Adjournment**