

Appendix B - Feedback from Community Meetings

This appendix is comprised of notes from the four community meetings conducted in conjunction with this study. Additional individual comments that were submitted to the City of Toronto, which are too numerous to include here, have also been reviewed and have informed the recommendations. The feedback from all of these sources forms part of the City's records of the Dundas Avenues Study process.

January 11, 2005
Kick-off Workshop Notes - Dundas West Avenues Study

- like the lights
- seniors walk across the street
- green
- old area
 - streetscape ugly
- parking is good
- traffic light serves a useful light for mall entry but does not inhibit speeding; need something at both ends to encourage cars to slow down
- speed too fast on Dundas
- not pedestrian friendly for TTC use – not enough places for pedestrians to cross safely
- not enough barrier between pedestrians & road

- like senior's residence, nice looking building, only 6 storeys
- like vet office, a good service available
- missing a good pub in the area
- like Kingsmill plaza
- would like to have some connection across the street, e.g., a bridge
- don't like parking on south side by ambulance station, too large, underutilized, ugly
- traffic light at plaza not effective for traffic
- don't like narrow west entrance to plaza; too narrow; congestion
- don't like the strip stores on 4229, ugly (appearance of building)
- access to the park on the south side at east end – not easy to access

- like the light at Bruno's
- coffee shop, amenities, new condo development at Prince Edward, senior's residence
- negative aspects to development along Humber, lack of lighting, unsafe pedestrian access
- off ramps at Royal York should be cleaned up (graffiti, etc.)
- historical buildings should be cherished, not camouflaged (used to be a church)
- weed out abandoned lots
- Rona lands should be redeveloped in some way
- noise

positives:

- character of river
- brownstones
- existing street parking metres serving commercial needs
- green space around the bridge going over the Humber
- protect heritage building
- character of Bruno's shopping centre

negatives:

- existing empty lots and vacant character (SE corner Pr Ed & Dundas)
- street parking

- sidewalk safety a concern particularly towards the river
- general lack of character to the area
 - brick bldg at SW corner of Pr Ed – lack of character, pushed up against street
- new vet building out of character – set way back from road
- aesthetics of other strip mall with Chinese resto & Nova cleaner
- erosion along the river behind where the heritage buildings are – cliff is coming down; approximately at 60 degree slope
- in some places the water runs right off the parking lots

- heritage buildings – people don't know they exist; designation is not appropriate
- will bicycle lanes come at the expense of a full traffic lane? Are they appropriate on Dundas?
- more retail needed so people would be inclined to walk in the area
- noise & light pollution – massive AC units on roofs, sound travels 200'

- City's 10-year bike plan includes route along Dundas to Prince Edward – should be incorporated into our plan

- traffic speed & flow concerns
- pedestrian access, unsafe crossing concerns
- The Essence is too high, too dense
- like Kingsmill Plaza, senior's residence, street parking
- key priority: community to the south is one of the most successful communities in the city; city is one of the best in province
- only neighbourhood that it's joined to is the Kingsway
- suggestion for off-street public parking lots like on Bloor St. Use Dundas for traffic
- Royal York is a dangerous intersection. Bus stop location in cloverleaf is a problem for crossing.
- Pr Ed intersection – no crosswalk on w. side – kids want to cross over from convenience store
- traffic metres should be removed, too dangerous
- 3-storey range on s. side because of residential character and proximity of neighbourhood. N. side could go up to 4-5 storeys.
- sidewalk discontinuity is a big problem

- focus on making a positive pedestrian area
- an unfortunate strip
- like townhouses, retirement building
- the buildings, the nature and style of them, become the gate
- seniors residence is a positive gate
- need green areas, more than just strips of green, need substantial green areas
- possible widening of Dundas from Pr Ed to...and add a boulevard
- propose low-speed river parkway road, n. from Earlington, follows river's edge, down to Bruno's plaza. Planning would occur to the south with green areas. Buffer other areas with green space.
- Se corner of Pr Ed & Dundas could be a wonderful parkette

- very little worthy of green dot at all, maybe trees along Humber, heritage buildings, some shops
- problems: traffic & pedestrian walkways; s. side from townhouses to Pr Ed & n. side from Rona to Bruno's

- need more green & more trees
 - hope that planners will consider all the way down to Kingsway Crescent
 - 2 major flaws: disconnected this area from the Humber River – need ways to get to the Humber; too far to get down and unsafe
 - need pedestrian access to Humbertown; currently disconnected
 - really really really careful about how to intensify with people living on the north side of Dundas; don't create a bunch of junk up by the railroad; could create a ghetto
 - integrate people; figure out how kids will go to school and how they will walk to get there
 - don't speed up Dundas
 - agree with cutting down on driveways and replacing with other ways
 - want responsible height and away from houses and street; 4 to 6 storeys could work depending on what it backs onto
 - need adequate parking; could be at the back
 - open to distinctive markers to encourage people to drive more slowly
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- setback plazas especially are not pleasing too the eye; too much grey; need more green
 - n. side of Dundas – a laneway system at the back would eliminate need for a lot of driveways. Commercial at grade with residential above
 - Incorporate heritage area
 - like central 2-way turn lanes
 - south on Royal York bus also have to cross 4 lanes of traffic- existing TTC stop is unsafe
 - entire Dundas strip unsafe for kids unless accompanied by adults
 - Prince Edward bus was cancelled due to lack of ridership – bring it back with new people moving in; provides excellent connection to subway
 - like the light at Bruno's plaza; slows down traffic
 - wishes traffic light would be moved a few yards towards the west; make it work better, especially from the south side
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- left-turn at Dundas at Old Dundas Road a problem
 - Dundas needs to be broken up
 - not enough street parking
 - eastern edge of Dundas – parking at rear not well advertised
 - issue of truck traffic – are traffic counts off? Where is truck traffic coming from?
 - sidewalks too narrow
 - lights should be timed better; not synchronized & create huge backflow; not synched with light east of Humber
 - like lights at Kingsway Mills Plaza
 - like lights at Pr Ed & Dundas – 4195
 - like shopping at Kingsmill
 - traffic island is good for pedestrians
 - laneway at back – like this idea
 - 30 years ago, the area to the west by Burnhamthorpe used to look like what this area looks like now – has examples of rear parking
 - street needs design continuity using something like pedestrian street lamps on Dundas
 - slow down traffic with control radar

Dundas West Avenues Study
Mar. 1, 2005 Workshop Feedback

Group 1

-Intensification good – make more sense to focus it on subways

-concerned about bus on Prince Edward

- no subway means more vehicles
- like the streetscape –open space strategy

dislikes

- not enough information on statistical increases and impact of that load
- not fond of the forum, not enough voices heard
- how many landlords have signed on for street renourishment, any discussion with existing ratepayers in the area
- yes to retail
- people living upstairs don't use cars
- shared parking arrangement between commercial and residential

who pays for the greening?

Staged greening is disliked, want it done now, same for redevelopment

Does the Kingsway want tax dollars go towards greening Dundas?

4 storey high end

Encourage retail, but concerned about parking

Instead of 4 lanes, provide 2 lanes with parking

Effects on school, rezoning, feasibility...?

Need for greater greenspace on the Humber

Loop road a good thing potentially, need municipal parking

Question about the existing setbacks

No net gain to get additional height

If existing setbacks move forward they should move towards Dundas

Liked the retail, we all shop there presently

Don't think that a big box would be viable

More like Bloor west, neighbourhood, community scaled

Heights – like it the way it is, existing 4 times coverage could accommodate existing infill housing,

3 storey townhomes that better reflect the community, e.g. near Casa Loma, more of a branding of the Kingsway rather than large condominiums

Group 2

Most of points from group 1 were reiterated here

Traffic infiltration to the streets south of Dundas is a concern

Concern about overcrowding at the school

South side, 3-4 storey maximum, 4-5 storeys on the north side

Would like to see more commercial, retail shops and restaurants

Capping size of units – want larger units and fewer units

Walkable neighbourhoods, increased greening, gateway features, pedestrian connection to Humber without having to cross the bridge is good.

Concern about erosion- need for protection at the top of the hill

Group 3

Overall, loved the greening and the intent of the project, but not the process as it has gone so far

Concerns with façade and profile

Don't want it ending up looking like a commercial zone, 5 storey

Village feel, planned irregularity, don't want a wind tunnel or flat facades

Traffic – south of this area is a school and a lot of foot traffic

Feel that traffic will be increased with respect to school children

Traffic is already diverting, already a bottleneck at Prince Edward and Dundas

A desire to confront the whole issue about zoning. Not happy that it's already zoned for 5 storeys.

Signage and look of buildings should complement the Kingsway neighbourhood, old English look.

Front build-to line needs to be consistent or with only a slight variation.

No rumble strips.

Move parking to the rear.

With increased height of buildings, need to improve public transit.

Need to provide community services, e.g., schools.

The south side could be developed differently from the north side. 6 storeys okay with some people for the north side.

What will the coverage ratios be?

Group 4

What kind of trees? Who pays, maintains, waters them?

What are the trade-offs to achieve greening on private property?

What happens with change of ownership?

Best to discuss tree details before proceeding.

Fountains at the east entrance.

Bury the hydro wires and cables.

Traffic – did not like rumble strips. Otherwise no consensus. (One idea was to look at other options for traffic calming, e.g., cobblestones.)

Pathway on a near-vertical cliff that's 100 feet high.

Suggestion for interesting signage re: pathways, etc. on the east side of the Dundas Bridge.

Option A generally more favourable, but with changes

Built Form Ideas

If buildings on south side goes to 15 m...different use and opportunity than the north side. Retail component would be more viable if people felt that it was more friendly and walkable, more integrated with the community, with proper setbacks so people feel comfortable walking there.

Treat this side completely differently than the north side.

Friendly access without going on a dangerous cloverleaf.

Good examples – Old Oakville, Bloor Street

Use the Beaches as an example for height and style.

If the laneway behind shops on south side were to tie in with Duneden, this side of Dundas would be integrated with the neighbourhood.

Safety of pupils going to and from school is important.

Don't need a light at the old age home because there is no traffic coming out of it.

The 45 degree angle and 7.5 metre rear yard setback on the north side are not enough.

Rezone for 5 storeys on the north side and 3 or 4 storeys on the south side.

Suggestion for a signage plan that suits the Kingsway.

General Comments and Discussions

Developers should make nice turning circles so traffic flows.

Have to look at the macro picture. Concerned about impacts on Kingsway neighbourhood, which should be cherished.

Wants to see the data for the traffic counts.

Let's get some more wonderful retail along Dundas.

Let's get retail frontage on the street, like Bloor west.

Need to know how many new residents – concerns are the school, traffic, transit.

Change of use is an issue.

Retailers on the south side are viable.

In the last 8 years has seen a dramatic increase in traffic on Prince Edward. Concerned about traffic increasing even more. What's the count now as compared to then? Why has it increased?

No control over quality of new development is intimidating.

If land does come available here for development, there would be a demand for quality development.

Would like to stay in the Kingsway when downsizing from a larger home, e.g., the Montgomery has become a senior's building.

By allowing excess height, we have less control over the quality.

Parking is a serious consideration. The street meters should stay.

**Dundas West Avenues Study
May 24, 2005 Public Meeting
Commentary**

Claudine Flavic, 107 Strath Avenue

- She attended the previous meetings
- There were drawings on the wall for people to study
- Is there any way this can be addressed?

DO: The maps and drawings shown at the previous meeting were not the consultants' report. They were provided to stimulate ideas.

Resident

What are the terms of reference that the consultants were given?

DO: The City of Toronto's new Official Plan has identified areas of growth across the city. Consultants are to hold public consultations... We can try to put the terms of reference on the website.

Resident: Has the Official Plan been adopted?

DO: Yes, it's under appeal to OMB by a number of parties.

Resident , Queen Mary's Drive

Process question -- How did you pick the Local Advisory Committee group?
Why have we not been told who they are so we can talk with them?

DO: 1. Names were put forward from the local ward councilors.
2. We will ask them and if they agree, their names will be put on the website.

Craig Smith

- Represents Kingsway Residents against the proposed planning.
- Going quickly
- Change of use is of great concern – from commercial to high-density residential
- Concern about traffic impacts – traffic results so far are misguided.
- Dundas West is a small section for an Avenues Study identified within the Official Plan – certainly we can find other areas
- Not against development
- Want a finite idea of how many units to be built.
- The Essence went from 60 to 120 units
- In order accommodate developers with increased density, put development on TTC lines where impacts can be absorbed.

-Consultants have compared this area to Danforth and Bloor West. We want to be compared to Lawrence Park and Oakville.

-We want the street to look better - e.g. like St. George

-Unrestricted zoning not tolerated anymore.

-We want to:

1. Stop the report so it's not used against us.
2. Want our own time and city dollars to do our own report.

Reconsider the City plan for Avenues – eliminate this area from it.

The community will pitch in for making it look better.

We'd like to know the number of units and impacts, e.g. schools.

We want to get a two-sided discussion going.

DO: City has done 8 Avenues studies - e.g. Queensway, Bloor, Lakeshore...

Yvonne Greg, 348 Prince Edward Drive

-What's going to happen along Dundas and along Bloor? I'm concerned about the traffic impacts of more intense development.

DO: The city took traffic counts along Prince Edward Drive.

Michelle P., 17 Bannon

I thank Mr. Smith. I have received nothing so far. The process is not transparent. I want the consultation to occur. What will happen with the school? Why did the Prince Edward bus stop and why is it being reinstated?

DO: Bus service is not really part of our study. Land use options are the main focus. Transit may role out of study.

Resident: -Would like to have information to digest.

-Buses, schools, services and density are inextricably linked.

Dean French, 106 Kingsway Crescent

-Recommendation for the next meeting: Have a microphone for the speakers in the audience.

-Is there a traffic study that's taking place?

-Council Milczyn where do you stand?

PM: It was requested so it's being done (the request for speed bumps).

-We have to develop new modern zoning rules.

-I think we need a transition from the stable neighbourhood to more intense development on Dundas.

-I have been asking for this study to be done for 3 years.

-We can take longer, but time doesn't necessarily beget better quality. We have a vacuum in the meantime. Bloor Street took 4 years because amalgamation occurred.

William Kowling, 200 Kingsway

-Overhead electric wires underground in the Junction Area.
-This is probably the most important thing to be done on the public portion of the land on Dundas.

DO: As part of the study, we'll look at ways of improving streetscape - e.g. burying hydro lines, improving streetscape, etc.

Resident

Thank you to committee for informing me.
How about finishing what you started Mr. Milczyn. French curbs to be at Pr. Ed and Dundas...

PM: -Cost of curbs to be \$300,000
-There was a public vote.

GLL: The street had to be reconstructed
-People were concerned about the trees and about traffic
-24 feet grass to grass - slogan/banners
-Works Department wanted to put in curbs but the public said no
-Pr. Ed. N. didn't know what they wanted until they saw what Pr. Ed. S. got.

Phil S. , 4198 Dundas Street

-Likes the bike lanes
-Listens to Go train er. day and night
-Is a future Go station possible at Royal York?

DO: ...

Strath Avenue

-At earlier meetings we talked about the streetscape
-Now we're talking about doubling the Kingsway
-Can we instead go with 25-30% increase?
-What is an appropriate increase without doubling.

Robert

-This School generally ranks 2nd or 3rd in Toronto
-Residents purchase a home in this area to take advantage of this school

- Already talking about portables on the schoolyard.
- Who's going to pay to increase the capacity of the school?
- Our concern is that this will have an impact.

Resident

Before we need any more density, we need sidewalks.

84 Queen Avenue

- I have 3 kids at this school, grades 4, 3 and 1.
- Have never seen a classroom size less than 30 kids
- The primary ages for families moving in to this area are under grade 5
- Bad idea to increase density when we already have a full school
- City promised smaller classrooms
- Were already seeing an increase in the neighbourhood. Older people are moving out, and younger families are moving in.
- Need a study on how the school's enrollment will be impacted from existing house turnover alone.

Resident

Why did we not know about Official Plan? I look to you to tell me these things

PM: A public review process occurred. The old Official Plan allowed for this development. Example of The Essence – there were no proper rules on the maximum density, setback and height. Now we're at the OMB because the developer doesn't like the deal made with the community. Current rules don't give us adequate tools to fight this. The new Official Plan is not a drastic change - it's an evolution, but not a change in use etc.

I directed my staff to ensure that every household from Dundas to Bloor Street West to Montgomery Road receive a notice. We try to put out as much information as we can.

Resident

Didn't know about the heritage debate either – we rely on you to tell us.

PM: I came in at the middle of the process.

Resident

- There is a serious process problem with what's happening here. I live two blocks from Dundas and still have not received a city notice.
- Some people only received a notice with their name on it because they participated in the Royal York study.
- Is the expert from the school board the same kind who figured out that 0.7% of traffic will go down Prince Edward from Dundas?

-What's your priority Councillor Milczyn – Kingsway neighbourhood protection over Dundas development?

-Will you commit \$15K for us to hire our own consultants.

PM: At best I can ask city council to approve

-We can provide as much time as you reasonably need to do your own work.

Resident

Would like to see 3 things happen:

1. School on North side of Dundas – crossing the traffic light alone is a huge issue.
2. Percentage of green space that should be in this area. Tell developers to make a certain percentage of green space, and make it friendly, with benches. The reason why Toronto is not world class is because developers get whatever they want.
3. Put retail under the buildings going in. Every other area builds to make it community friendly so people don't need their cars to buy a coffee.

Resident

1. I was not notified of this process.

2. The people on the Local Advisory Committee are not authorized from anyone here to speak on behalf of residents. It has to be expanded.

PM: Our office provided names of residents who have been involved in other projects such as The Essence. This group is not considered to be representative of our community. They are just a group to kickstart the process.

Resident: Did you consult the ratepayers association to forward names?

PM: Yes

Resident: 3. Increasing access pts to Dundas is being considered. Would like a commitment that properties not on Dundas will not be rezoned to provide access to Government Road.

PM: The consultants were suggesting a pedestrian link, not a new road. Any suggestions put forward would have to be reviewed by the City.

DO: Will look into Canada Post [to address issue of notices not being received.] Suggest sending the next notice to all M8X.

John McCauliff, Kingsmill Road

-The city has my name and address – they find us at tax time. They should send us a notice addressed to us so we understand its importance.

-Looking for *our* opinion for how to best manage services for growth that *you* want.

-Ask via survey with 5, 000 notices

-What density do you want

-Top 10 concerns

- Do this quantitatively
- There has been enough surveying to learn what residents really want.

DO: We hire outside consultants and we don't have extra money to do surveys. They are not part of terms of reference.

- Please fill out a comment sheet and tell us what density you want
- If you can find the money we'll see what we can do.

Resident: Question to Councillor: What is your vision for this corridor? I have seen Humber Bay. Ad hoc development here, there and every where.

PM: To allow for moderate intensification along Dundas

- For the first 100 feet of depth or so along Dundas, 4 to 5 stories on the North side, perhaps up to 6.
- Past this depth, perhaps townhouses with setbacks.
- We need rules to correct and control this type of density.

Resident: I want to know how many units, not height.

PM: To achieve the number being thrown around – I think it's 2000 – there is nowhere near that number being proposed. Part of the study is to determine the number of units. Possibly a few hundred more over what's....

Resident

Strata Plan in B.C.- provides for a maximum of units in a certain area.

PM: Yes

- We would determine number of units from this study.
- Will do my best to represent the consensus of the neighborhood.
- The study has to be done in order to allow people to comment.

Resident

Growth is inevitable. We have to provide for means of growth in the city.

This is the process we want: Consultants not to release their report until third party studies are done regarding school, traffic, social services. I'm confident that people will fund this.

PM: I've already asked staff not to release the report until a consultation has been done.

Resident: Those individual studies would also be involved in public consultation. The community is to select the parties to do these studies.

PM: Yes, we can move together on this.

Resident

Density right now – hundreds of condos already. How many condos could we have without a study, without any changes? People are missing the fact that this is proactive and positive. Let's get going here.

___ Bedford, 26 Queen Anne Road

-Want to hear the issues regarding the school.

DO: We're not school planning experts. At a minimum we'll get school board input in the study.

Resident: Why aren't the consults here?

DO: We were asked to hold a Public Meeting and that's what we've provided.

Maureen___, Brownstone Lane

-What is going to happen at the SE corner of Prince Edward and Dundas?

DO: No current plans Most of the area is zoned CL, which would permit around 5 stories.

Resident, Strath Avenue

Does the Official Plan cap things or can people appeal to OMB?

DO: The Official Plan provides guidance to Council and to the Board. Anyone in the Province of Ontario can ask for Official Plan to be changed on their site.

PM: The Official Plan doesn't mean as much as we would like

Resident:

-We've already seen two buildings under construction. Does the City issue permits while the study is being done?

DO: Current zoning allows development rights. Other than site plan control, the City has to issue a building permit for it. The two projects underway went to Committee of Adjustment, which means that notification was sent to people within 60 meters of the development.

Resident:

1. Would councillors put a development freeze until this gets sorted out?

2. Schools- we have to get the school building involved. All they can do is force developers to say that new students will have to be accommodated elsewhere.

3. Built form- What does it mean? 100 units? 500 units?

-Seniors Housing is okay

-45 bylaws provide a better transition- these are good ideas.

PM: There is an interim control bylaw that can freeze types of development for 1 year, but we have to use it sparingly because after this period, it cannot be used for another 3 years.

-As of now, it would not be in our best interest. But we could use it in future.

-Right now people are in a wait and see mode. We don't expect a flood of applications.

Resident: This is a solid no for the planning. No one from the school board is here.

GLL: Get a school trustee here.

Resident:

-New street emptying into government road – please comment.

PM: The consultants were proposing a pedestrian link, not a new street. A pedestrian link to Government Road may or may not be a good idea. There will be no new street to connect to Government Road.

Resident:

-I'm offended that we have to outsource the vision to consultants who don't understand our community.

-We're not like Bloor Street West and Danforth.

-Where do I find out about the tender process and who you selected?

-How do we know that these consultants don't have contacts in the development community?

-Why do we need a study if there's already interest?

DO: We are going to provide a website. We can put the RFP and terms of reference on the website.

-We will also have a Question and Answer on the website.

**Dundas West Avenues Study
Community Meeting
October 25, 2005**

Q: Councillor Milczyn, Was it your choice to fast-track this study?

A: Have slowed it down by request. No fixed timetable. It's in the community's interest to have it sooner (6-8 months) rather than later (1 ½ yrs.). Old OP, new OP, and have to bring in additional policies.

Q: Will you ensure that these policies are carried forward?

A: Yes, these and more.

Q: When will we be meeting again?

A: Nov. 14th

A: The consultant's report is their opinion. It will go to Community council in Etobicoke with staff comments for more consultation....At each point there will be consultation. During zoning process, there will be statutory public meetings, planning & transportation meetings. This is supposed to reflect what the community's desires are, what direction they would like it to flow and what limits they would like placed on it.

Q: Counc. Milczyn, areas identified for intensification as Avenues should have proper infrastructure in place. School is full, we already have a traffic problem. Weak and poor transit access on Dundas. What infrastructure is in place here?

A: Part of study is to look at where the gaps are in infrastructure, where something more needs to be done. The reason to do a study is that the current zoning controls permit intensification here, but without the proper controls. It was easier to get funding for an Avenues study than a different type of study.

Q: Comment: Our issue from Kingsway residents association is density. You can't look at Dundas without looking at the Kingsway at the same time. We don't want to compromise the Kingsway. This school is full. We recognize that intensification is coming. It's really a density issue. What we'd like to see from both the councillors is a commitment for density around 1.5 to 2 times density.

A: The simple answer to that is yes.

Q: John Wheeler, has more than 35 yrs experience in municipal law. Has the pleasure of knowing Warren Sorrenson for more than 35 years. Has always been impressed by Warren's talent. Was quite taken by Warren's comments as well as Mr. Tedesco. Concern is that you're talking about Etobicoke without addressing KRAPP's considerations. We've heard nothing about how it's going to be enforced. Mentioned at the last meeting that there is a new director. We heard about a provincial study at that time that policies may be enforced from the Official Plan where those policies do not exist. If Mr. Sorrenson is aware of these, I would invite him to acquaint us with this measures to control development in a meaningful way.

A: New Provincial Policy Statement placing additional emphasis on placing additional development within urban areas. There will be provision to equate amount of intensification with amount of services in the area, e.g. transit. Also the Growth Plan for the Greater Golden Horseshoe, covering, GTA, Hamilton...to lay down some direction to municipalities to accommodate growth, e.g., numbers for municipalities for housing, etc. Greenbelt Plan has been taken off the table for the foreseeable future. In terms of implementation techniques, the main difference between Etobicoke OP and new Toronto OP is not of direction but of policy control. Leaves too wide leeway between policy document and actual development. New OP has a whole chapter with site or area-specific policies, which could be added to with respect to height limits, 45 degree planes, and other intentions for this area.

Q: Clarification: Do the 600 to 800 units noted include the Rona site?

A: Yes. A number of factors would affect the ultimate development yield. It could be lower or higher.

Q: This would not increase the density over the current Etobicoke OP. But website states that the existing zoning would allow around 200.

A: That's the difference between the 1949 zoning and 1990 Etobicoke OP. Zoning allows that range. Etobicoke OP allows for what we've estimated to be more units. We are looking to reflect in the new zoning what is in the current Etobicoke OP but that is not being carried forward into the new OP.

Q: Number of units guaranteed?

A: OP governs any dispute, not the 1949 zoning by-law.

Q: Willing to strengthen and solidify what is being provided for. No. of units to be limited?

A: At this point, not willing to commit one way or another because we need to do more work on it. Will bring forward the 6 st. height limit and 45 degree angular plane. No. of units or densities could come forward, and we will need to look at whether this would be appropriate.

A: Yes, committed to ensuring that overall development no more than what is allowed there now. But we do not currently zone according to a fixed number of units. It's very difficult to defend at the OMB, especially as an area-wide zoning. Could be special policies in place about schools, services, etc.

Q: Counc. M, will you commit to a total limit on density?

A: What measure for density to be discussed, but yes, I want a specified amount of density that we stick to. Whether it is FSI index or units, I want a fixed number at the end of the day.

Q: In the range of 1.5 to 2?

A: Yes, right now it looks like it would be in that range, but additional modeling to be done.

Q: What we heard slide talks about pedestrian life, trees, etc. but at the last meeting our community has said we're very concerned about traffic and the school. Why are these issues being dismissed?

A: We had a number of slides in our presentation tonight, and a frank discussion of views on traffic impacts. Our traffic consultant had a limited mandate. We encouraged City staff to undertake the April study on traffic counts along Prince Edward. With regard to the school, we have heard repeatedly, concerns about the school. The TDSB has addressed these concerns tonight. The extent of new children that may be added to this community in a managed way. Understanding the concerns that you've raised, we have recommended that further study be undertaken.

Q: We know it's not feasible to bus children elsewhere.

A: Capacity is 694. Enrollment in September is 620. The reasons why Lambton-Kingsway maintain enrollment is because the community is so desirable. The boundaries that are currently set are based on traditional ones. Over the past 10 years, we're looking at other options. We're telling new development that the existing community is saying no, the students will have to go to school in communities outside. We see this as a wonderful opportunity to say to schools to the west having declining enrollment, that the kids from new development should go over there, not over here. Unfortunately there is no affordable housing component to this area. We would definitely advocate for any position that would put us in a better state of more students, and therefore more funding. We're already lost 25000 students over the past 5 years. We intend to listen very very carefully.

Q: Blake Kenohan (sp?) The Kingsway goes to Montgomery, not Royal York. I don't understand the legal effect of the document you're producing. What will it be for this document? If this document includes density, height restrictions and a 45 degree plane, and will this be contrary to the Official Plan?

A: A zoning by-law would be used to enforce these policies. That's what happened eventually on Bloor, and until then there would be guidelines. Until we have a zoning by-law is in place, we would direct people to this document.

Q: Does a zoning by-law supersede the OP?

A: Zoning by-law has to fit under the umbrella of an OP, but it can be more restrictive than the OP. To get a building permit, you need to meet the zoning. When more detailed policies are needed, the zoning takes precedence, but it fits under the OP.

Q: Fletcher, lived here for 30 yrs, own property on Dundas and residents of Kingsway Park. Each of these precincts are in intensification and have been for the past 30 years. People in Kingsway Park area wanted to have control, but that has fallen by the wayside. Councillor is doing his best

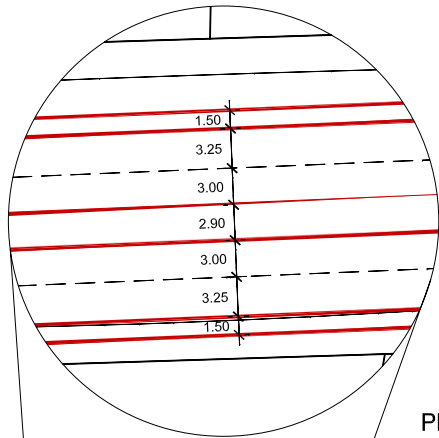
and has obtained funding; what is missing is a comprehensive nature; utilities. Only the OP can pull these things together, and make provision for them. On Dundas they're putting up new power poles, but not being put where it should be. They should have been put back somewhere else, or underground. We should be patient with what studies should be done, but agree with other speakers that we need more studies on the impact on public parks, children's play areas, school facilities and nurseries. There should be land allocated for a school, e.g., ambulance site available when needed for school. We need public housing, public transit, cyclists, public parks, street furniture, illumination, regional infrastructure, bus pull-outs, underground electricity transmission and substations, stormwater measures, provision for banks of Humber, natural gas substations, etc. All require more than the city can provide. Only the councilors can show the way.

Q: Was one of the people who was at the tables when we wrote the wishlist. Vision still sounds pretty good. Would like to commend for improving Dundas, and think we can make it better, and walk to Dundas to have a coffee. Would like to go forward with the vision, but the most important things are the tactics and the roles. Important things are put it together as a package and get the rules. If you address our concerns around density, don't just add a 14 st. bldg, give us parking and traffic considerations, and then get the rules locked so we don't have to keep coming back every time.

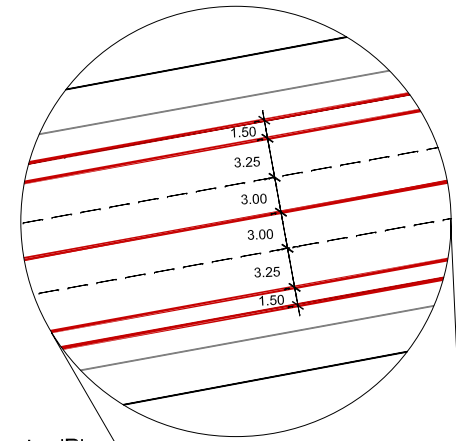
Appendix C - Bike Lane Plans

C1. Demonstration Bike Lane Plan

C2. Toronto Bike Plan - District 2

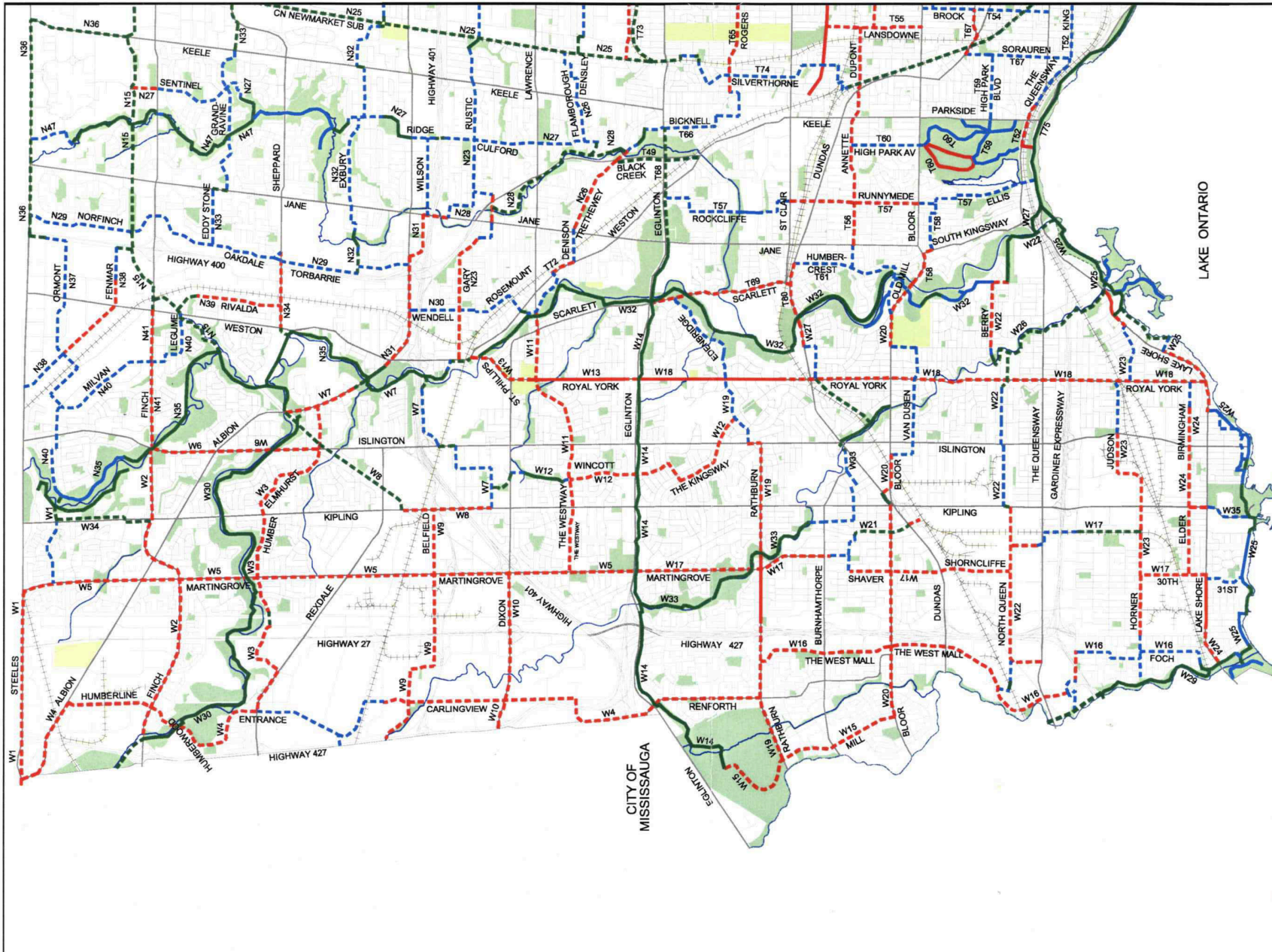


Plan Geometry 'A'



Plan Geometry 'B'



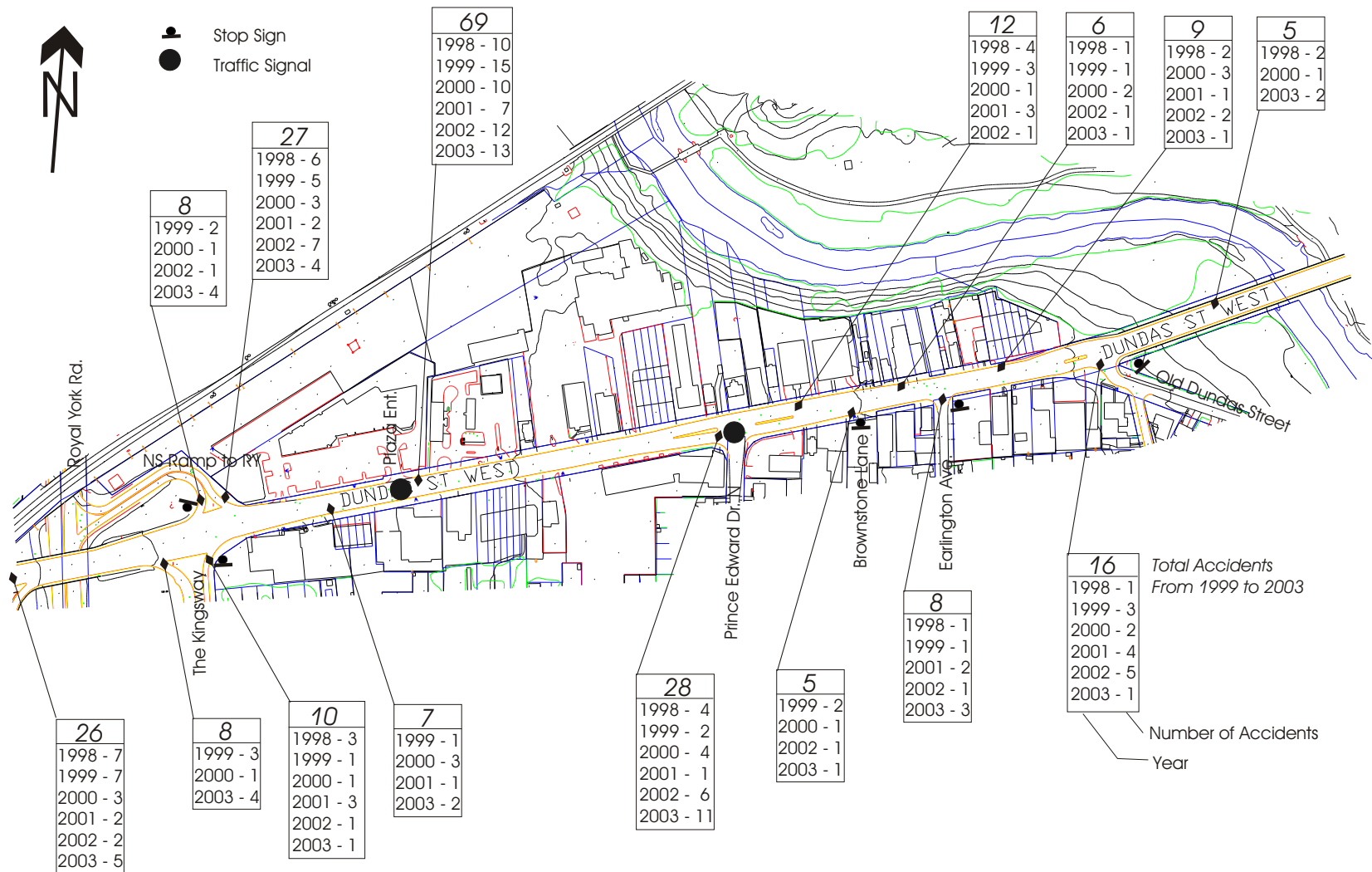


District 2
Proposed
Bikeway Network
Toronto Bike Plan

Appendix D - Transportation Technical Appendix

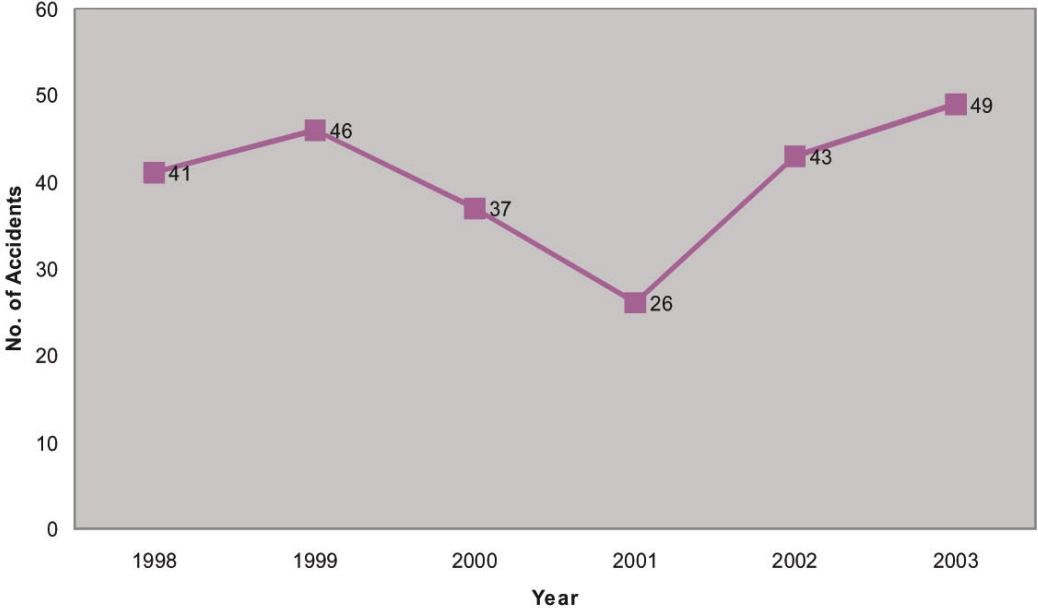
D1. Number of Accidents by Numbers
and by Locations

D2. Collision History

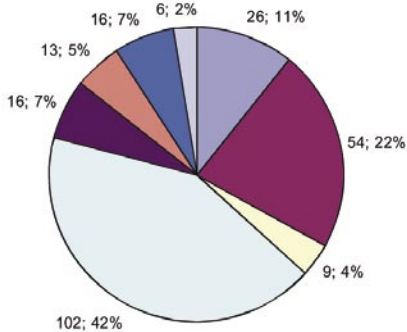


Number of Accidents by Numbers and by Locations

No. of Accidents by Year

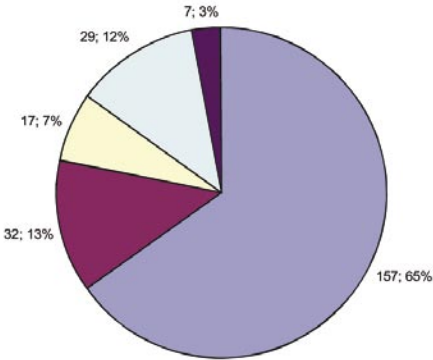


Class of Collision



- Angle
- Turning Movement
- Approaching
- Rear End
- Sideswipe
- Unattended Vehicle
- Hitting Pedestrian
- Other / Uncoded

Collisions by Traffic Control Device



- No Control
- Stop Sign
- Yield Sign
- Traffic Signal
- Uncoded

Collision History