



SIX POINTS INTERCHANGE RECONFIGURATION CLASS ENVIRONMENTAL ASSESSMENT STUDY

Public Meeting and Open House #2
June 20, 2006

Etobicoke Collegiate Institute
86 Montgomery Road
6:30 p.m. – 9:00 p.m.

SUMMARY NOTES

1.0 INTRODUCTION

The second Public Meeting and Open House for the study was held on Tuesday, June 20th, 2006 at Etobicoke Collegiate Institute, 86 Montgomery Road, in the City of Toronto. The purpose of the Open House was to (1) present an overview and background of the Six Points Reconfiguration study, (2) present the updated short list of proposed options, (3) present updated evaluation criteria for the proposed options and (4) outline the next steps for the project.

The format was a drop-in centre with display panels. A formal presentation and a question and answer period followed at 7:00 p.m. 155 participants signed the optional sign-in sheets and approximately 180 people attended.

The following representatives from the City of Toronto, and iTRANS Consulting were at the Open House to discuss details of the project and answer questions:

ATTENDANCE:

- Councillor Peter Milczyn
- Uwe Mader - Infrastructure Planning, City of Toronto
- Richard Beck - Transportation Planning, City of Toronto
- Liza Sheppard - iTRANS
- Tyrone Gan - iTRANS
- David Nagler - Public Consultation Unit, City of Toronto

1.1 Notification

On June 6, 2006 notification was mailed and/or e-mailed to 446 individuals on the project mailing list. A Notice was placed in the Etobicoke Guardian (south section) on June 7 and June 9 informing the public of the meeting. Approximately 12,000 notices were distributed via Canada Post, to residents and businesses in the study area starting on June 8th.

2.0 Information Materials

Upon arrival at the Open House, attendees were asked to sign-in and were given a handout package.

2.1 Display Panels

Display panels included textual information and drawings. The text panels included the following:

- the study area
- purpose of the meeting
- study public consultation plan
- planning needs and opportunities
- problem statement
- "Long List" of option groups from the March 2004 meeting
- description of the "Short List" of options
- evaluation criteria for "Short List" of options
- summary evaluation table of "Short List" of options
- chart of the EA process
- general comments and responses from Open House #1
- preliminary preferred option
- next steps
- feedback and contact information

The graphics panels included the following:

- aerial photograph of the study area with pictures of the interchange
- the short list of options (1) 'Do Nothing', (2) Modified Existing – Improved Westwood Lands Access, (3) Fully At-Grade Dundas Street Loop, (4) Dundas Street Underpass

2.2 Handout Package

The handout package consisted of the meeting display panel information, criteria for evaluation of the "Short List" of options, an evaluation table of the "Short List" of options, a glossary of terms and a postage paid return envelope. A comment sheet was also provided to attendees to provide feedback and on the updated "Short List" of options. Comments could be provided to the City within a two-week period. The meeting presentation can be accessed on the City of Toronto's website at www.toronto.ca/involved/projects

3.0 Welcoming Remarks and Overview

David Nagler opened the meeting at 7:05 p.m. and introduced **Councillor Peter Milczyn** for opening remarks.

Councillor Milczyn thanked everyone for attending and explained that several events have transpired since amalgamation. Firstly, there is only one level of municipal government responsible for these lands now. Secondly, development pressures which were non-existent in the 1970s and 1980s are now present, so the City is being pushed to make a decision on the land. Thirdly, this project is part of a larger initiative which involves the Westwood Theatre lands, Islington Subway site, Etobicoke Civic Centre complex, and the movement of buses from Islington to Kipling Station. The goal is to take 40 acres of publicly owned land which are generating no value and to try to achieve development to bring in revenue. **Councillor Milczyn** said that the value of the land can help pay for much, if not all of the infrastructure improvements. New provincial policies which focus on growth in built-up urban areas will help the City work with the province in order to achieve these infrastructure goals. **Councillor Milczyn** has asked staff to ensure that these proposals are brought forward to the 2008 capital budget. This City-owned land

could be worth in excess of \$100 million dollars so this project is a great opportunity to get that value back.

David Nagler said that this is the second Six Points Interchange Reconfiguration public meeting and there are 3 handouts available. He asked the audience to submit their comments in writing using the comment sheet and to either hand it in this evening, fax it, mail it (using the provided prepaid postage envelopes) or to email it to him at: dnagler@toronto.ca. The project website (www.toronto.ca/involved/projects) is listed on the comment sheet.

David Nagler noted that the purpose of tonight's meeting was to fulfill an obligation for public consultation under the Municipal Class Environmental Assessment (EA) process, which fulfills the City's requirements under the Province's Environmental Assessment Act. Tonight's presentation consists of an overview of the study, the selected "Short List" of options for reconfiguring the interchange, a review of the criteria used to evaluate the options and an outline of the next steps in the process. **David Nagler** introduced **Uwe Mader** (Project Manager, Infrastructure Planning) and **Richard Beck** (Transportation Planning).

4.0 Overview of New Official Plan and Etobicoke Centre Secondary Plan, Richard Beck - Transportation Planning, City of Toronto

Richard Beck summarized the planning context behind the project: The Six Points Interchange lies within the Etobicoke Centre Secondary Plan (one of four centres identified in the City of Toronto New Official Plan). The New Official Plan identified that City services can better serve the public in the district if City municipal offices were relocated to the Etobicoke City Center. The Centre is composed of seven sub areas and one objective of the Secondary Plan is to knit these sub areas together to create a vibrant community. The Six Points Interchange acts as a barrier between the east and west communities; it is very land consumptive and difficult to navigate.

The Centre is not a new concept; the original Secondary Plan approved it in 1987 and the new Plan approved it in 2002. A major change in the new Plan was to use the land for mixed use developments (as opposed to only commercial).

Reconfiguring the Six Points Interchange would achieve many City initiatives, such as: City building objectives, the elimination of grade separations, provision for pedestrian and cyclist access east and west of Kipling Avenue, and freeing up of land currently occupied by the overpasses.

Richard Beck explained that the City is currently pursuing this project because a new design is long overdue. This intersection has been the subject of numerous studies between the years 1983-1989. The project was put on hold during the 1990s, however, the City now wishes to move forward with the project to identify a preferred alternative and a property protection plan. The purpose of the study is to examine options for the reconfiguration of the intersection and identify a recommended option that is consistent with the Official Plan, and the Etobicoke Centre Secondary Plan.

The primary study area for the most part consists of the interchange itself. There is also a secondary study area that will be used to investigate broader implications of the project.

5.0 EA Aspects of Project, Evaluations and Results Uwe Mader – Infrastructure Planning, City of Toronto

Overview

Uwe Mader stated that the project is subject to a Municipal Class Environmental Assessment. Under this process it is a Schedule C project that consists of 5 phases:

- Identify the problem/opportunity
- Identify and evaluate alternative solutions (this phase includes mandatory public contact)

- Identify and evaluate alternative design concepts for the preferred solution identified in phase 2 (this phase includes mandatory public contact: tonight's meeting)
- Prepare an Environmental Study Report (ESR), which is a document that identifies things such as the need and opportunity, background information and alternatives to the undertaking.
- Project implementation

Need and Opportunity

Currently, the Six Points Interchange is both a physical and visual barrier. As well, City Council has approved an initiative to select a site for a new West District Civic Centre that will consolidate City administrative functions in the West District along the Bloor-Danforth Subway line. The 6 Points Interchange area is a major transit corridor for TTC and Mississauga buses and one of the objectives is to maintain acceptable transit levels of service in this area. The City wishes to simplify the 6 Points Interchange road network and enhance the urban environment with pedestrian/cycling access. At the March 2004 public meeting, it was identified that 33 alternatives had been developed, and that these were subsequently classified into six families. These alternatives were evaluated resulting in a short list of six alternatives. This short list is as follows:

1. **Do Nothing**
2. **Fully At-Grade Dundas Street Loop**
3. **Fully At-Grade Bloor Street Loop**
4. **Fully At-Grade Kipling Avenue Loop**
5. **Dundas Street Underpass**
6. **Kipling Avenue Underpass**

Evaluation of Short List of Alternatives

Uwe Mader noted that the City received comments from the public regarding the short listed options. These comments were reviewed for possible inclusion into the alternatives. In addition, City staff noted that all of the options identified most likely would be very expensive and they wanted to include a low cost alternative that would achieve some of the objectives of this project. To this end, they developed an option to maintain existing structures (such as the overpasses) and provide access improvements through the Westwood Theatre Lands. This new alternative was entitled the "Modified Existing – Improved Westwood Lands Access" option. This option would promote pedestrian and cyclist access from across Bloor, Dundas to Kipling and also to Kipling subway station.

The addition of this option resulted in a short list of seven options. These options were subjected to a preliminary screening, with the result being that three options were eliminated: the Fully At-Grade Bloor Street Loop option, the Fully At-Grade Kipling Avenue Loop option and the Kipling Avenue Underpass option. In general, these options were eliminated due to significant impact on residential homes, non-standard intersections, and resulting block sizes and shapes that were not conducive to development.

Uwe Mader indicated that the City conducted a more detailed evaluation on the remaining 4 options. The evaluation for these options is outlined on pages 13-15 of the handout material and includes: Land Use and Socio-Economic Impact, City Building, Transportation – Transit, Transportation – Traffic, Transportation – Pedestrians, Transportation – Cyclists, Natural Environment, Implementation, Costs, and Land Value.

Overview of Evaluation of 4 Options

Criteria	Do Nothing	Modified Existing-Improved Westwood Lands Access	Fully At-Grade Dundas Street Loop	Dundas Street Underpass
Impact	Will not impact community.	Minimal impact to residential and business community.	Potentially significant impacts during construction.	Potentially significant impacts during construction.
Land shape and size	Not conducive for development.	Better access to Westwood Theatre lands but not much more conducive to development than the Do Nothing option.	Offers greatest opportunity for developing appropriate sizes of blocks and access to blocks (best of all options).	Second best option (second to Fully At-Grade Dundas Street Loop). Results in certain parcels that cannot be developed because of the underpass. Also has significant potential impact with respect to business and access because the road with access to Dundas would be closed. Would provide a one way road with access to Kipling.
Traffic and transit delay	No delays.	Minimal.	Lower level of service than option 1 & 2, second worst impact.	Significant delays due to at-grade intersections and closeness of those intersections.
Pedestrian/cyclist access	Big disconnect between east and west sides.	Slightly improved with connections from Dundas to Kipling.	Greatly enhanced. Potential for bike lanes. Curb lane would also promote cyclists. Increased access to Kipling subway station.	Slightly improved over Do-Nothing option.
Cost	Maintenance costs for existing overpass structure.	\$8 million, plus maintenance of overpass structure.	\$35 million.	\$45 million plus property acquisition for underpass.
Land Value	Lowest land value of all 4 options.	Second lowest land value.	Highest land value.	Second highest land value.

Ultimately, Option 3, the “Fully At-Grade Dundas Street Loop” was selected as the ‘preliminary preferred alternative’. Under this option, Bloor Street and Kipling Avenue would each have four lanes. Dundas Street would have six lanes. Bloor street could potentially have bicycle lanes, as per the City’s Bike plan and the curb lanes on Dundas Street would be conducive to cyclists.

Next Steps

Uwe Mader stated that the next step is to take all public and agency comments, review them.. Based upon the review of the comments, the City will confirm the ‘preferred alternative’ and finalize their Environmental Assessment study report. This report is scheduled to be sent to Works Committee and then to Council either in the fall of this year or the spring of 2007. With respect to Works Committee, the public has the opportunity to forward any comments they have to the Works Committee. Should Council approve the recommended alternative, then a Notice of Completion would be issued, followed by a 30 day review period for the public and review agencies. During this time, if any member of the public has any concerns regarding the project that cannot be resolved through discussions with the City, they may request that the Minister of the Environment make an order for the project to comply with Part II of the Environmental Assessment Act. Should such a request be made then the Minister will evaluate the merits of the request and may grant the Part II Order request, in which case the project would be required to meet the requirements of an Individual E.A. If there are no Part II requests during the 30-day review period, the project could proceed to the implementation phase.

6.0 Question and Answer Period

The following is a summary of the questions asked and responses provided during the question and answer period. Answers appear in bold.

Q: Bloor Street is commercial until it hits Six Points and then it becomes a residential street. Your proposal forces traffic to make an awkward left hand turn on Bloor in order to get onto Dundas Street. This may force more traffic onto Bloor Street.

A: Tyrone Gan: It is true that the discontinuity currently does not discourage traffic but with the current underpass street loop you create a situation where you have a freeway interchange in the middle of the city. This would be replaced with fully at-grade signalized intersections. In the end, based on the traffic forecast, it is not expected that there would be any significant change in traffic on Bloor.

Q: As a homeowner at 110 Fieldway Road, I live outside the immediate study area. What effect will construction of the Dundas Street Loop have on Fieldway road? (i.e. traffic lights). I am concerned that Fieldway will become a back road for those who want to avoid traffic lights and two major left turns.

A: Tyrone Gan –Fieldway Road has not been examined in any detail, but we will take this concern under consideration and address it in the study.

Q: How much was Option 3 projected to cost?

A: David Nagler – approximately 35 million.

Q: There has been mention that the land may be used for city purposes. Why build something now if the city has not permanently decided if they want to put the land up for sale for private use or to retain it?

A: Councillor Milczyn - The City wants to retain the land for public purposes such as a public park, community centre and/or police station. They have had discussions with the school board about trading land so that a school can use part of this land. The City does not need the entire amount of land available.

Q: So, there is no intention to make this a central City office area in lieu of Etobicoke City Centre?

A: **Councillor Milczyn** - The City has 2 options. My preference is the corner of Bloor and Islington but this site is an option as well. The City needs 250,000 square feet for office buildings, so any one of the development parcels could accommodate that. They only need 2.5 acres for city use. The rest of the land might not be sold; it could be leased long-term. It would be preferable to bring in commercial development. With the new City of Toronto legislation, the City has the authority to provide development incentives and has done so on a trial basis in south Etobicoke. They managed to get a major parcel distribution facility to build there on a long term lease with the City. The same mechanism could be used here to attract employment.

Q: Along Dundas, will the preferred option add an additional 4 sets of traffic lights?

A: **Uwe Mader** - Yes.

Q: With respect to the forms that were handed out for us to use as comment sheets, will the results showing preferred options be published?

A: **Uwe Mader**: Yes, we will arrange to publish the results on the project website – www.toronto.ca/involved/projects

Q: My concern is about the Mississauga buses. Right now, we're using Islington subway stop for buses and you're planning to put them out at Kipling station. How will we manage all these extra buses along with our own TTC fleet?

A: **Richard Beck** - The TTC is currently looking at options to relocate Mississauga Transit. One option is the Kipling subway station or further east. If Islington is selected for the new proposed Civic Centre, we will need to build a smaller facility for TTC buses north of the current location and relocate Mississauga Transit operations. It is not expected that all Mississauga buses would use Kipling; they may use Highway 427 and/or Dundas Street. The TTC is currently undertaking study looking at how Mississauga Transit can be accommodated at Kipling Station. The preliminary preferred design will not preclude any options to relocate Mississauga transit.

Q: Comment - Over 2 years ago I was a strong supporter of the Do Nothing option and I have seen nothing tonight to change my mind. Over 10 years ago there was a public meeting to widen Rathburn Road to 3 lanes and by surveying the audience, I found that nobody supported it. However, when I informed the traffic engineer, he said the City would go ahead with the proposal even if nobody wanted it. There has been lots of discussion tonight about access to the Westwood site and yet there are 3 or 4 ways to get there that are working smoothly. Finally, I am a cyclist and a pedestrian, turning 80 next year, and I routinely go through the intersection without any problems. As well, you keep mentioning 'west district' and we are actually Etobicoke York. Regarding the TTC study, I am concerned about 1) rerouting of current traffic and 2) potential problems if the bus terminal is moved to Kipling station.

Q: What will be done to alleviate traffic on Dundas, because the buses that were on Burnhamthorpe won't be there anymore?

A: **Richard Beck** - One option is still Burnhamthorpe and another is Dundas Street since they do have HOV lanes, which the city wants to encourage. We do not know how many Mississauga buses might still use Kipling.

Q: I am concerned about traffic. What is your objective with the Dundas Street Loop option?

A: **Richard Beck** - An objective of the plan is City building and to enhance the pedestrian and cyclist environment. The current interchange moves traffic very well but once you get through it, you hit a bottleneck at Islington Village. The reconfiguration would take somewhat longer for traffic to travel through but it would help to build a City centre that will bring the east and west sides of Kipling together.

Q: My concern is the map that was presented earlier, specifically the hatched area which included a portion from Bloor up to Burnhamthorpe. 1) What kind of consideration has been given to the area north of Bloor? It is primarily residential. 2) The proposal affects commercial, industrial and community traffic.

Kipling is already busy – has there been any consideration to address that? If so, I do not see how intersections will decrease traffic. It may even increase because there is an at-grade separation.

A: Tyrone Gan - We have given consideration to traffic coming through this area since that was a major concern of the City. We studied a broader area and found that the existing configuration with no signals and a freeway style ramp encouraged traffic from outside to travel through this area. The Dundas Loop option would discourage through traffic since it has slower speeds and is not as convenient.

Q: I do not feel that this answer is satisfactory since south of Dundas is industrial and north is residential. Right now you have a high volume of industrial traffic from south to north on Dundas. Has there been any work to discourage that? Will you expand the width of Kipling?

A: Tyrone Gan - There is no recommendation to widen the road in that area at this time.

Q: At Dundas and Bloor, will the bridges stay or go? Why spend money there?

A: Richard Beck - The existing grade separation was built in 1961 and it was due for rehabilitation. We did not have an approved E.A. study in place at the time and then amalgamation happened. \$3.6 million was spent to repair the deterioration. The bridges would be removed as part of the preliminary preferred Dundas Loop Option.

Comment - With regards to disruption of traffic, this has been studied to death and I was involved in studying it 20 years ago. We're trying to create an urban community rather than a highway interchange which is what exists today. To create that and to make land accessible to walk around, it is critical to do something and soon.

Comment/Q - As a suggestion to the City, your presentation should be more clear. Some points were not communicated effectively and some speakers were difficult to hear. Tonight we are looking at the At-Grade Dundas Street Loop, which is what Councillor Milczyn wanted from the start. As a resident of a condo, I am concerned about many things, including the transit terminus for Mississauga transit and TTC at Kipling station and the impact on that station. The bus count at Mississauga transit is over 1000 trips a day and I am concerned about proposed density at Canadian Tire and the Tridel complex. I would like some indication as to what we are planning for these plots of land and what is going to be done to provide recreational facilities for people who live at this interchange. Right now we have none and we don't want a replication of St. Jamestown.

A: Councillor Milczyn - A zoning for the entire area was put in place in 2002. The lands comprising Westwood and surrounding lands have a density of 3.5 with heights of 60 metres permissible (20 storey buildings). A significant portion of Westwood will be retained for a public park. In terms of other community buildings, opportunities will present themselves as the project goes forward (i.e. schools, police station).**

**** - density of 3.5 refers to the maximum Floor Space Index (FSI) permitted on the lands. Floor Space Index is defined by Section 304-3 of the Etobicoke Zoning Code as "the ratio of the gross floor area to the lot area." Schedule "C" to By-law 1088-2002, known as the "Etobicoke Centre Secondary Plan Area" permits a maximum FSI of 3.5 on the Westwood Lands and the lands immediately to the north of the site.**

Q: Will you still dead end the Subway Crescent?

A: Councillor Milczyn - A study for TTC showed a dead end for Subway Crescent but it has never been brought forward to the public and would be a troubling proposal because traffic has to go somewhere. A full public proposal has not gone through yet.

Q: What is the plan for Beamish Avenue?

A: Tyrone Gan – In the plan as currently proposed, it will connect between Bloor and Dundas with right turns only at Dundas.

Q: What about exiting to Bloor?

A: Tyrone Gan – Turning movements will be the same as existing.

Comment - I live at Burnhamthorpe and Kipling and I agree that looking down on this area looks messy but I don't accept that there is a problem going west to east. This area is well sign posted. Regarding

Westwood Theatre land, we know how quickly areas can change and Jamestown was a great place at one point but not anymore. We were told what a great selling feature the Westwood land would be and now we're taking a big chunk of it. I am glad that the Councillor mentioned that public lands will be available but I think that all the land should be for public use. At a recent public meeting at the Civic Centre, staff mentioned condos. There is no land value if you put a park on this land, so where will money come from unless a big chunk is sold to the private sector? A major part of this presentation has been on land usage; we have accepted that it will disturb traffic even though there is no problem now. What are we getting in return? I am still in favour of the Do Nothing proposal.

On page 15 of the handout, the same score for natural environment is given to all four options. However, the Dundas Street Loop would cause increased idling thus generating carbon dioxide and hydrocarbon exhaust. Why was there no difference in the scoring?

A: Tyrone Gan - An at-grade separation with the Dundas option would tend to increase delays for traffic and we acknowledge that. On the other hand, part of the purpose of this option is City building and to create a situation where people are encouraged to take the TTC. The proximity of Kipling subway station also encourages non-auto travel. Therefore, these environmental positives balance out the disadvantages.

Q: Regarding the bridges on Kipling Avenue over the railroad tracks; at the north end, ramps provide access to subway and the pavement. Some ramps are identified as bus only – what does this mean?

A: Tyrone Gan - Those ramps are meant to provide easier access for TTC buses going north on Kipling or from the north down to Subway Crescent. The City recognizes that if it is a bus-only ramp, then it shouldn't take away access to existing developments. We will take this concern into consideration.

Q: Assuming the plan is accepted, there are 6 parcels of land; what is proposed for those parcels?

A: Councillor Milczyn - That depends on what comes out of this meeting and what council decides. We have 4 or 5 acres of parcels and potentially a school site and community facilities. People have mentioned condos but there is no lack of residential development in this area. There is, however, demand for office development, grocery stores, etc. For those development parcels that would be private (leased or owned) we could use development incentives to attract office and commercial interest in this area. We are working on a community improvement plan but we don't know yet which parcels will be used for what.

Q: Can you clarify what industrial development you are talking about?

A: Richard Beck - The City is looking for commercial office development, not industrial.

Q: Do you anticipate major impacts on the Tridel Development, including access on Subway Crescent down to Viking Road?

A: Richard Beck - No. The access you currently have is being maintained as well as access points currently on Dundas.

Q: Will buses pass through Viking Road?

A: Richard Beck - This is not currently being proposed.

Q: Should this project be made part of the 2008 capital budget, how long will construction take? A: Uwe Mader - Two or three years.

Comment – I do not have a question. I live in the northwest part of the general survey area and I feel that 'if it ain't broke, don't fix it'. We have a significant opportunity to be creative with this property and to cyclists and pedestrians. My observation is that this is becoming a new area for young families and 10-14 thousand new people will be living in this corridor. It is scary to take property that was previously talked about becoming a community centre. My concern is that we're addressing a City objective and not a neighbourhood community objective.

A: Comment noted.

Q: I take the TTC every day so I have no sympathy for drivers but this proposal contains problems: a single stop light at Kipling and Burnhamthorpe will turn every other street in the vicinity into a high speed thoroughfare at rush hour. What will 4 stop lights do for this? Traffic will not reduce magically; it will reroute onto adjacent streets and be a disaster for people in the neighbourhood. Traffic will not reroute onto the 427 which is already jammed.

A: **Tyrone Gan - The City recognized going into the study that traffic in surrounding neighbourhoods was a major concern of residents. It is for that reason that we tried to make both the intersections and the road network as efficient as possible. We cannot tell you that there won't be more delay or congestion, we agree that there will be. However, we want a solution that provides a reasonable balance between City building objectives, benefits for pedestrians and cyclists, good capacity for road networks and minimal impact on communities.**

Q: How are you trying to minimize the impact?

A: **Tyrone Gan - By creating an efficient road network that allows for major movement and as much capacity as possible for cars, transit and pedestrians.**

Q: Regarding bike lanes, are you considering just a simple lane or new ideas, such as bike curbs?

A: **Uwe Mader – There is the potential for having bike lanes on Bloor Street, which could be painted on. There would not be a physical barrier. Along Dundas, the lanes are wide enough to accommodate cyclists so we don't need a barrier.**

Q: As a citizen I would like to see barriers to separate cyclists from cars.

A: **David Nagler - Part of the reason for not placing barriers is a maintenance issue, for example, barriers would impede snow removal.**

Q: Approximately how much space are we talking about between Bloor and the back of the Westwood property?

A: **Tyrone Gan - Each parcel is roughly 100 metres. The smallest parcel is only 50 metres deep.**

Comment - In 2002, the City of Toronto was the first city in the world to pass a pedestrian charter. One of its goals was to push policy development towards making the city more accessible to pedestrians and cyclists. I am very happy about this evening's proposal because it is entirely in conformance with the principles of the pedestrian charter and our very progressive Official Plan which was passed in the same year. This is bringing a new kind of urban form into a part of Etobicoke that has a long history of being very car oriented. This will bring walkable sidewalks, sights, residential interest and also retail and commercial use. Density is not inherently a bad thing and we want mixed land usage. Density is a prerequisite of any good pedestrian environment. I applaud those who have worked on this proposal and thank the Councillor (Milczyn) for supporting it. There are no sidewalks in this area right now and a woman was killed a month before the charter was passed, which is indefensible.

A: **Comment noted.**

7.0 Closing

The Question and Answer period ended at 8:45 p.m. **David Nagler** asked those in attendance to submit comments in writing to the City and thanked everyone for attending. He indicated that meeting minutes would be posted to the project website www.toronto.ca/involved/projects