



Hogg's Hollow Stormwater Management & Road Improvement Study

Public Comments
June 29, 2004

Report

Hogg's Hollow Stormwater Management & Road Improvement Study

Tuesday, June 29th, 2004
Agricola Finnish Lutheran Church

Report Context:

The Hogg's Hollow Stormwater Management and Road Improvement Study (the Study) is being carried out by the City of Toronto to address flooding issues in the area, and to define a program consisting of stormwater management, drainage and road improvement works to alleviate the flooding. The Study is being conducted under Schedule B of the Municipal Class Environmental Assessment.

The 4th public open house for the Study was scheduled to be held at the Agricola Finnish Lutheran Congregation (25 Old York Mills Road) on June 29, 2004. Due to an unforeseen situation, the venue was not available. This situation was not known until the time the meeting was scheduled to begin. The formal meeting, therefore, did not take place.

City staff, project consultants and Councillor Cliff Jenkins were present to inform residents of the meeting cancellation, discuss a future meeting date, and answer resident questions. 40 people from the Hogg's Hollow study area signed in.

During the course of these discussions, the venue became available. Councillor Jenkins and area residents requested that a group, informal discussion take place. It is important to note that a number of residents and staff were no longer present for the informal discussion.

The discussion that took place is not considered a part of the formal Environmental Assessment process. The comments received on July 29, along with those received during the course of the study will, however, be used to provide further guidance to staff and consultants in determining a preferred alternative for presentation to the public in a formal meeting environment.

To assist readers with additional context, the following documents are attached:

- Attachment 1: Public meeting flyer
- Attachment 2: Flyer distribution area
- Attachment 3: Participant workbook

A number of residents received copies of the participant workbook that was intended for use during the meeting. Some participants took multiple copies to distribute in their neighbourhood.

Informal Presentation:

During the brief consultant overview, a number of points were made:

- Public input to date has not yielded a consensus on preferred road width(s).
- The current, suggested road alignment has been chosen to minimize tree loss. There are no physical tree removals necessary.
- Flooding incidences are scattered throughout the area.
- A consistent road width of 7.2 metres is being suggested. This will address road safety and maintenance issues and future infrastructure needs.
- Certain roads may need to be wider (i.e. the 7.2 metres), depending upon the nature and size of the underground infrastructure needed, and the extent of the flooding.
- Streets have been divided into three groups, priority 1, 2 and 3. Roads in the poorest

condition and where homes experience flooding will be reconstructed first (priority 1), likely in the next 3 - 5 years. Those in the lowest priority group (priority 3) will likely be reconstructed in the next 20 years, depending on the City's capital budgets.

- Technologies such as pervious pipes that assist water to infiltrate into the ground have been incorporated into the design.

Transportation Division staff noted that the main reasons for advocating a 7.2 metre road width include emergency vehicle access, pedestrian safety, cyclist safety, motorist safety, and winter maintenance operations that include snow clearing.

Summary of Public Comments:

The following is a summary of the key comments and questions that were raised by members of the public on June 29, 2004.

Comments

There were three themes that permeated many of the comments.

1. The first theme was that a consistent "cookie cutter" approach to road widths for the whole Hogg's Hollow area was not appropriate or acceptable. Residents requested that each street receive a "tailor made" solution, depending upon variables such as road usage, infrastructure requirements, existing character, and number of trees.
2. The second theme was the strong desire to maintain the existing character of the neighbourhood. It is a unique, country-like, environment that should not be altered.
3. Tree loss is not acceptable, especially in the potential numbers impacted by this 7.2 metre configuration.

Other comments included:

- It is difficult to understand the impact on trees with the information given. If 6X diameter separation from a tree is the City protocol, then that should be followed here.
- The roads are currently substandard widths and this has been working for years.
- Residents want to retain the character of the area. Altering the road widths would have a dramatic effect in this regard.
- By the next meeting, there should be a list of minimum requirements for each street (width, infrastructure).
- The order of priority of the road works should be made clear to residents.
- The results of the survey of area residents regarding flooding should be verified. Some residents noted that the survey results indicated that they had flooding problems whereas in fact, there were none. Residents with flooding problems should be approached so that their situations can be clearly understood and appropriately incorporated.
- Circulate information about the suggested solution, rationale, underground servicing requirements, etc. prior to the next meeting.
- It is acknowledged that the flooding problem should be solved. What is the minimum amount of work that can be done on a street by street basis? Citizens should be able to comment on this.
- Residents were pleased that sidewalks are no longer a part of this proposal.
- It is understood that excavation width for the construction is wider than the road width itself. The City should excavate at 7.2 metres width and return the road width to a 6 metre alignment. If construction vehicles are dictating the width of the road, there is something wrong.
- Small curbs are most acceptable.

Questions

How many trees will be affected using the 6X diameter measure?

The assessment to date considered three alternatives: physical removal of trees; 2 times diameter; and, four times diameter. Calculations have not been undertaken for six times diameter measure.

What is the depth of excavation?

The depth of excavation is a minimum of 0.7 m across the road construction width and up to 4m in the middle of the road, depending upon the depth of the proposed sewer.

What is the timeline for this project?

This project is to be implemented in three phases. Streets have been grouped into three priorities (A, B and C) depending on the condition of the road and the severity of the drainage issues. It is intended that those streets in the priority A group would be reconstructed starting in 2005. It is anticipated that all of the streets in the Hogg's Hollow area will be completed in 15 to 20 years, depending on the City's annual capital budget for road reconstruction projects.

Priority A area includes – Donino Avenue, Donino Court, Maytree Road, Plymbridge Road, Forest Glen Crescent, Doncliffe Drive, and Campbell Crescent.

Priority B area includes – Brookfield Road, Plymbridge Road, Plymbridge Crescent, Ivor Road, Donwoods Drive, Donwoods Grove, Winton Road, St. Margarets Drive, Knightswoods Road and Donino Avenue.

Priority C area includes – York Valley Crescent, Green Valley Road, Old Yonge Street.

How many homes are being impacted by the flooding?

Based on the results of a 2003 survey done of all households in the area, approximately 25% of households have experienced flooding problems. This survey asked residents to self identify flooding issues. This information was combined with the City's record of flooding complaints.

Has the Conservation Authority been included in this study?

No, they have not been included on the project team, as the project is outside of their normal jurisdiction. The TRCA has, however, received regular notices of public events and other available study information.

Do residents really understand the trade-offs between flood protection, tree loss and road maintenance?

Determining a preferred solution for this project is very complex. A number of other criteria were also incorporated into the study process, including: traffic safety, basement flooding mitigation, surface flooding mitigation, tree preservation, snow removal, landscaping/property impact, construction disruption, cost, operations and maintenance, pedestrian access, traffic calming, aesthetics, storm water quality, road surface improvements.

When the next public meeting is held, it will be possible to explain the various scenarios that have been considered.

Why doesn't the solution implemented on Donwoods Hill work for the rest of the area? (i.e. a 6 metre road width)

The Transportation Services section of the Works and Emergency Department has indicated that there are safety and maintenance issues in Hogg's Hollow. There is also a necessity to plan for future infrastructure needs to avoid road disturbance at a future date. They are therefore advocating for a "wider than 6 metre" road alignment.

How wide do the roads have to be to accommodate the underground infrastructure needs?

There are a number of factors which determine the required width including location and condition of existing infrastructure and size and location of proposed infrastructure. City and provincial (Ministry of Environment) standards must also be considered. Therefore the width will vary on a street by street basis.

You are proposing to widen our roads due to safety concerns. Don't people drive faster on wider roads?

Yes, people may generally drive faster on wider roads. However, at the wider alignment, there will also be adequate space for vehicles moving in both directions, pedestrians and cyclists to safely use the road.

Currently, there are roads that are 6 metres wide in the City of Toronto. What types of infrastructure are beneath them?

Infrastructure likely varies beneath streets. As urban areas become built-up, it becomes increasingly more difficult to replace infrastructure in its current location. When roads are reconstructed, there is an opportunity to meet infrastructure needs beneath the road allowance and reduce the potential impacts to the urban surroundings.

How often are roads normally reconstructed? Resurfaced?

There are many variables that influence the frequency that roads are reconstructed and/or resurfaced including weather conditions, and type and frequency of vehicular use. On an average, roads are reconstructed every 60 - 65 years and resurfaced every 15-20 years.

What will each phase of construction cost?

Priority A - \$2,710,750
Priority B - \$4,894,500
Priority C - \$1,458,750

TOTAL - \$9,064,000

These costs are for the installation of a storm drainage system and road reconstruction. They do not include sanitary sewer and/or watermain replacement/relining, or utility relocation.

Won't a wider road mean more stormwater runoff?

Stormwater management features will be built into the road, including pervious pipes (pipes with holes in them) that collect stormwater and allow the first 15mm of rainfall from the road right of way to infiltrate into the soil. These features will result in the management of stormwater (up to 100 year storm event quantities) in the road allowance, and be an improvement over the current situation.

Where is the infrastructure currently located? Is it being maintained? How?

The water mains for this area are currently located generally in the boulevard area. It will not be possible to reconstruct them in this same area due to potential tree loss and disruption to the existing landscape features etc.. There is a regular maintenance schedule for the watermains and all sewers in the City of Toronto, including closed circuit television inspections of sewers. Repairs and/or rehabilitation are done as and when required.

When are the watermains scheduled to be replaced?

This item is presently being addressed by the City and will be discussed at the next meeting

What are the advantages of a minimum 2% road grade?

A 2% road grade ensures that water drains across the road to the gutter and ultimately into the catch basins.

Next Steps

At the conclusion of the meeting, City staff indicated that notes would be produced to reflect the comments that were made. This report would then be circulated to residents for information purposes and to assist the project team's planning activities.

It was suggested that the City would schedule a public meeting in September 2004. This will be done cooperatively with Councillor Jenkins' office.

Prepared by:
Tracey Ehl, Principal

E H C



Ehl Harrison Consulting Inc.
(905) 825-9870
tracey@ehlharrison.com



Hogg's Hollow Stormwater Management & Road Improvement Study

**Appendix 1
Public Meeting Flyer**

June 29, 2004

Hogg's Hollow Stormwater Management & Road Improvement Study

Final Study Open House

Join the City of Toronto at an Open House and Public Meeting to learn about the status of the Hogg's Hollow Stormwater Management & Road Improvement Study and to be presented with the final study recommendations.

Drainage problems, flooding and poor road conditions during heavy rainfall events in your neighbourhood prompted the City of Toronto Works and Emergency Services Department to initiate a study to find solutions to these problems. The study is now in its final phase. Information that will be presented at this open house includes:

- the list of alternative solutions that were considered for the study area;
- the preferred solution proposed;
- evaluation factors considered in the selection of the preferred design;
- street groupings for implementation of the preferred design; and
- preliminary plan, profile drawings and photo renditions of the preferred design.

This study is being conducted under Schedule B of the Municipal Class Environmental Assessment.

Public consultation is an integral part of this study. We encourage you to come out, provide your input and learn about the next steps involved.



Date: Tuesday, June 29, 2004

Open House: 6:00 to 9:00 p.m.

Presentation & Question & Answer: starts at 7:00 p.m.

Location: Agricola Finnish Lutheran
Congregation Church
25 Old York Mills Rd.
(auditorium in the basement)

For questions about the study or the open house, please contact:

Tracey Ehl

Public Consultation and Community Outreach Unit

Toronto Works and Emergency Services

19th Floor, Metro Hall

Toronto, ON M5V 3C6

Phone: 416-392-2962 Fax: 416-392-2974

TTY: 416-397-0831

E-mail: works_consultation@toronto.ca

Web: www.toronto.ca/involved





Hogg's Hollow Stormwater Management & Road Improvement Study

**Appendix 2
Flyer Distribution Area**

June 29, 2004

**Distribution area for Hogg's Hollow public meeting
June 29, 2004**

Campbell Crescent
Old Yonge Street south of York Mills
Brookfield Road
Donino Avenue
Donino Court
Ivor Road
Donwoods Drive
Donwoods Grove
Winton Road
St. Margarets Drive
Knightswood Road
Plymbridge Road
Plymbridge Crescent
Maytree Road
York Valley Crescent
Green Valley Road
Forest Glen Crescent
Doncliffe Drive



Hogg's Hollow Stormwater Management & Road Improvement Study

**Appendix 3
Participant Workbook**

June 29, 2004

Participant Workbook

Hogg's Hollow Stormwater Management & Road
Improvement Study
Class Environmental Assessment

Public Meeting #4



Tuesday, June 29, 2004
Agricola Finnish Lutheran Congregation
25 Old York Mills Road

6:00 pm to 9:00 pm



Background

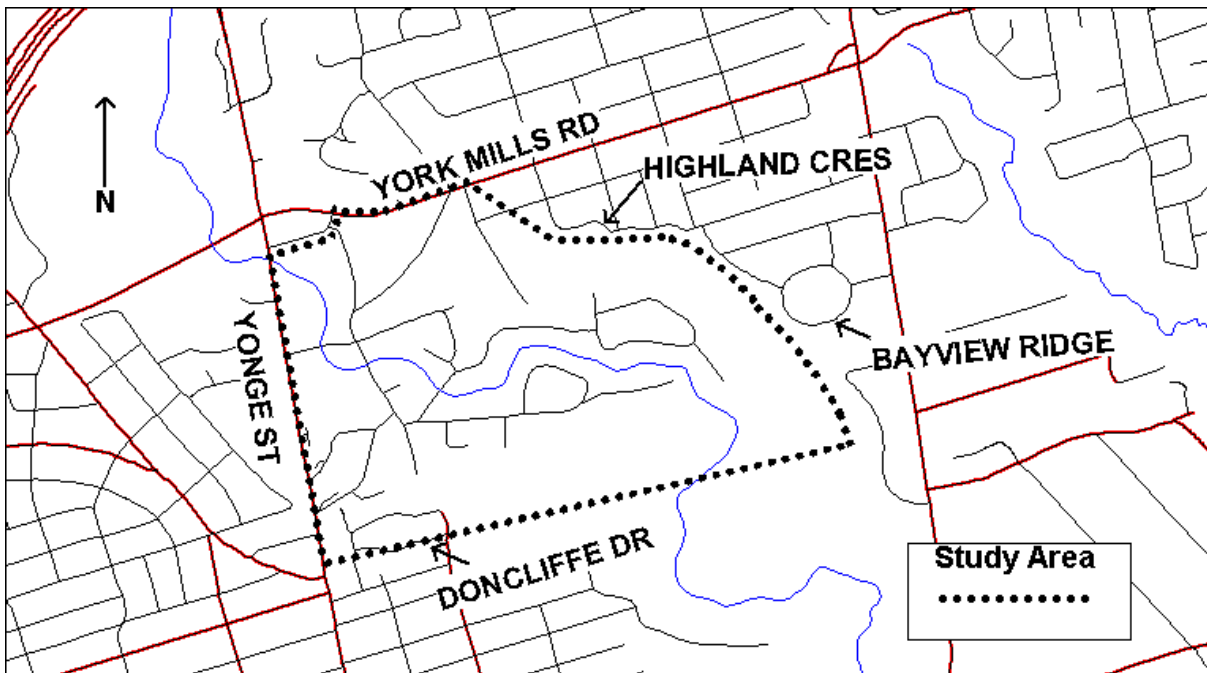
The purpose of the Study is:

“to determine the extent and causes of flooding within the Hogg’s Hollow area, and define a program consisting of stormwater management, drainage and road improvement works to alleviate flooding.”

The Study is being conducted under Schedule ‘B’ of the Municipal Class Environmental Assessment (June 2000).

The Study will produce recommendations applicable to the Study Area on the preferred method(s) for addressing problems related to stormwater and needed alterations to the road infrastructure.

The Study Area



About this Public Meeting

The aims of this event are to:

- provide the public with a summary of the findings from the previous Open House held in December 2003 and the impacts that the feedback has had on the project.
- present the public with information on Alternatives that has been developed for alleviating flooding problems and improving roads in the Study Area.
- obtain the public's input with respect to the suggested Alternative for the various Sub-Areas within the Hogg's Hollow Study Area.

Next steps

After this meeting, it is intended that input will be used to finalize plans for this project. Once this is done, a notice of study completion will be circulated to residents and an advertisement placed in the local newspaper advising of a 30-day public review period.

Your comments are important

Please leave us with your comment sheets, or take postage paid envelop and return it at your earliest convenience. Please submit your comments no later than **July 16, 2004**.

After this meeting, send your comments to:

Tracey Ehl, MSc, RPP, MCIP
Public Consultation and Community Outreach Unit
Works & Emergency Services Department
City of Toronto
19th floor, 55 John Street
Toronto, Ontario M5V 3C6

Fax: 416-392-2974
Tel: 416-392-2962
e-mail: tracey@ehlharrison.com

Thank you for your time and input!