



# **Hogg's Hollow Storm Water Management and Road Improvement Study**

**Preferred Preliminary Design  
Public Consultation  
October 2004**

**Public Consultation Report  
November 9, 2004**

# Hogg's Hollow Storm Water Management and Road Improvement Study

## Public Consultation Report

November, 2004

---

### Report Context:

Hogg's Hollow is located in the valley area east of Yonge Street, south of York Mills Road, west of Highland Crescent and north of and including Doncliffe Drive. In 2002, a study was initiated in this area 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).

According to the Municipal Class Environmental Assessment process, public consultation is an important part of such processes. Prior to this report, three public meetings were held. An informal discussion was also held in June, 2004. Information about the outcomes of these meetings is available on the city's website at: [http://www.city.toronto.on.ca/wes/techservices/involved/www/hoggs\\_hollow/index.htm](http://www.city.toronto.on.ca/wes/techservices/involved/www/hoggs_hollow/index.htm)

During October and early November, 2004, a number of consultation activities took place to present information and seek feedback on the preferred preliminary design, including:

- € Meeting with Councillor Jenkins and residents' representatives from Forest Glen Crescent and Doncliffe Drive
- € Meeting with the Toronto Region Conservation Authority representatives
- € Public Open House and Meeting #4
- € Comment sheets and evaluation form submissions from residents
- € Telephone comments from residents.

This report is a summary of the key points that were raised by stakeholders during October and early November 2004.

### Analysis of Key Issues

Analysis of all of the stakeholder input provided regarding the preferred preliminary design reveals a number of key outstanding issues. These can be summarized as follows:

- € A number of members of the public have indicated that they are more comfortable with the current proposal. Some key factors that contribute to this comfort level include: the preservation of trees; the street-by-street solutions presented; the control of stormwater and reduction of flooding in the study area that will result when the plan is implemented.
- € At least an equal number of residents remain dissatisfied with the preferred preliminary design. Some key factors contributing to this dissatisfaction include: lack of strong rationale from Works & Emergency Services staff about operational needs for 7.2 metre road alignments; inadequate protection of trees; inadequate consideration of unique nature of area.
- € Curb type was considered earlier in this process. There was some desire by many public meeting participants to revisit the type of curb being proposed.
- € Restrictions to on-street parking were not favoured by the majority of involved residents. However, restrictions to parking were a key factor in the City presentation of 7.2 metre roads – a width that is narrower than existing standards and felt to be a minimum operational requirement for the adequate provision of various services to the area.
- € A number of residents expressed concerns with traffic safety. Motorists who use the area often travel at high speeds. It was felt that newly paved roads in the area would only contribute to this problem.
- € The computer images that were presented during the public meeting showed curbs and roads that were “white, pristine and subdivision-like”. Residents felt that the current rural cross section of the area should be maintained and/or enhanced by design features such as curb colour and road textures.

A review of these issues reveals:

- € Despite a recognition that the City staff and consultants have listened and incorporated many concerns raised in the past, the community is still very much divided regarding the acceptability of the current plan.

- € In some cases where there appeared to be an emerging consensus at previous meetings (i.e. with the type of curb), residents who attended this meeting did not reflect this same opinion.
- € The last three bullet points are important “detailed design” considerations. Typically, these items would be considered during the detailed design phase of a project. In this case, the stakeholders and the project team has the advantage of knowing and discussing this information well in advance.

The following section summarizes the issues raised from various public consultation activities

### **Summary of Issues from various public consultation activities.**

#### **1. Meeting with Councillor Jenkins and resident representatives from Forest Glen Crescent and Doncliffe Drive**

##### *Planning-related*

- 📍 The stated objective of the residents was to maintain the existing character of the street and to establish a “model road treatment” on Forest Glen Crescent and Doncliffe Drive that can be used as an example for the rest of the valley.
- 📍 There is recognition of and commitment to seeing the flooding issues addressed.
- 📍 Tree preservation is a major issue, especially on Doncliffe Drive.
- 📍 How does the proposed width on the street address emergency vehicle requirements?
- 📍 Does the 7.2 metre road width include curbs? What is the feasibility of designing the roads to be 7.2 metres, including the curb?
- 📍 Have the forestry people given consideration to decaying trees? Perhaps it would be better to remove and replace these during construction.
- 📍 The project team needs to consider the accuracy of the flooding survey information presented.
- 📍 What is the exact study area boundary?
- 📍 The team needs to explain that an 8.5 metre construction width is needed.

##### *Design details*

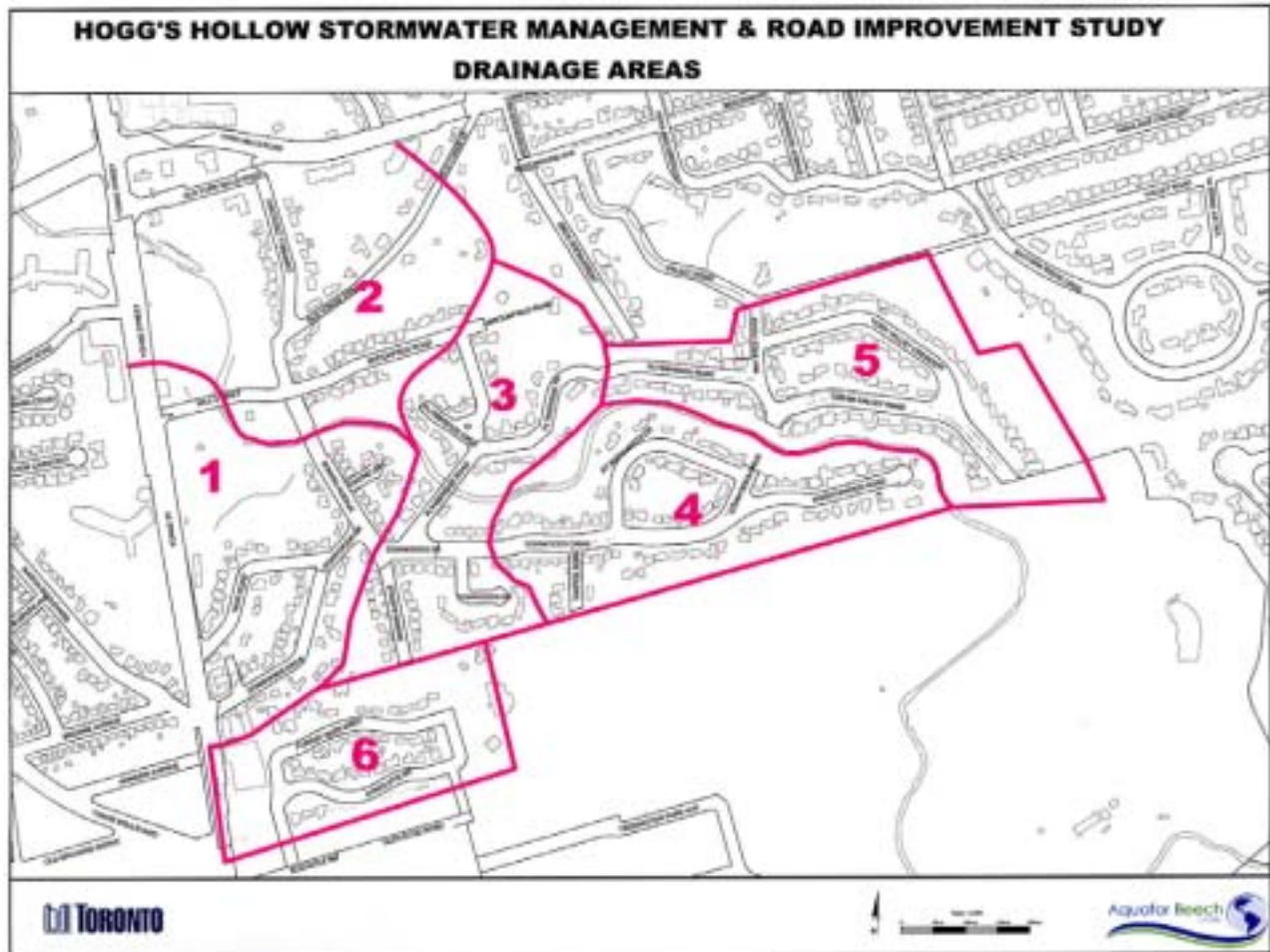
- 📍 As a design detail, can alternate curb colouring be considered?
- 📍 The residents requested that, as part of the construction, a centre island on their street be curbed, resulting in better demarcation.

#### **2. Meeting with the Toronto Region Conservation Authority representatives**

- 📍 Floodplain mapping is currently being redone, as is the Don River hydrology, and will be provided to the project team.
- 📍 TRCA does not see any major concerns with this project. Comments will be submitted during the ESR commenting period.
- 📍 Because the area is in the fill regulated area/floodplain, a permit application should be submitted under Ontario Regulation 158. This should be done during the detailed design phase, before going to tender.

#### **3. Public Open house and Meeting #4**

In early October, residents were invited to attend Open House and Public Meeting #4. The newspaper advertisement/public meeting flyer can be found in **Attachment 1** to this report. Approximately 86 people from the Hogg’s Hollow area, along with other interested stakeholders completed sign in sheets at the public meeting. City staff, project consultants and Councillor Cliff Jenkins were also in attendance. Residents were given copies of the meeting agenda, and the participant workbook. After hearing a presentation from staff outlining the preferred preliminary design and some rationale, residents were divided into small discussion groups, based on the drainage area in which they live (See map below). Public meeting notes, including the staff presentation, questions asked by participants and detailed small group reports, can be found in **Attachment 2** to this report.



The following is a summary of the public comments and questions raised at the meeting.

**Comments from small groups**

Group 1:

- 📍 Blanket parking restrictions for the entire Hogg's Hollow area are not acceptable.
- 📍 Curb treatments need to be consistent with the rural character of the neighbourhood, and not like a new subdivision.
- 📍 Stronger rationale needs to be given from Fire Services as to the need for wider streets.

Group 2:

- 📍 Traffic calming is required to address cut through traffic and speeding. (City is requested to report back on this item, and explain how residents should proceed, whether a petition is required from the residents or if staff would begin investigating traffic calming alternatives.)
- 📍 Colour of curb is an eye sore, too white and pristine, and not in character with the neighbourhood. Make the curb as low as possible.
- 📍 No on-street parking.
- 📍 Arrange for some parking spots in front of Brookfield Park in an area that is presently prone to flooding and a breeding ground for mosquitoes.
- 📍 Reduce road width as 7.2 metres will encourage speeding.

Group 3:

- 📍 Do not widen roads.
- 📍 Do not install curbs.
- 📍 Use selective urban design – one size does not fit all.
- 📍 Plant new trees.
- 📍 Maintain as much parking as possible.

#### Group 4:

- No reason to alter the roads here! Maybe Priority 'C' or 'D' is most appropriate.
- Indicate compromised trees as part of the contract, and require contractor to protect them as part of their work. Also, mark the actual trees to indicate which they are.
- Use creativity on a location-specific basis to keep the neighbourhood character and solve the drainage problems.

#### Group 5:

- Concern about length of time of construction (15 years of disruption since this Sub-Area is on the Priority 'C' list.)
- Concern about access to the neighbourhood during construction.
- Find it hard to be concerned about road widths when this is not going to occur in this Sub-Area until 15 years from now.

#### Group 6:

- Coloured concrete for curbs to improve visual aesthetic.
- The "*Loblaws Island*" must be included in the road reconstruction.
- If parking restrictions must be imposed, do so according to the formula laid out in the "*Street-specific comments*" section of "*What don't you like about the Preferred Alternative?*"
- Will the recurrent water main breaks in this area be resolved by this project?

#### **Questions & Comments (responses are contained in the meeting notes – Attachment 2)**

- A lot of the hydro poles and lines in the Study Area are in poor condition. Is there any plan for, or possibility of, approaching the hydro utility to consider burying them at the same time as the road construction is performed? I have already made inquiries on this issue. Apparently, the main hydro lines in this area are already buried, and the only lines above-ground are those from the transformers to each house. I don't know that we would get any further improvements out of Hydro.
- To what extent could a configuration of "reverse crown" with no curbs be used? That would be much less intrusive than the proposed design. Can residents vote on that decision?
- I noted seventeen trees on Ivor Road are going to come down. That street is only one block long. How many trees are going to come down across the whole valley?
- If a 6-metre width is wide enough for Donwoods Drive as it comes down the hill, why isn't it wide enough for the whole valley?
- What problems have Fire Department trucks actually had within our area over the past 10-20 years that would personalize their presentation to our area? Has the width of the street or parked cars ever been a problem?
- It was mentioned that there are various numbers of trees within two and four times their diameter from the proposed roadway edge. In your experience, how many trees have survived when you have excavated to undertake road construction?
- Would non-continuous gutters be possible here?
- Why will it take 15 years to complete this work?
- I want to congratulate the Study Team on their work. You are doing magnificent work, and everyone in this room should be grateful.
- What happens where roads within the Study Area join roads outside that area? Are those roads outside the Study Area just going to be left in their present state?

#### **4. Comment sheet submission from residents**

28 comment sheets were submitted at or following the meeting. This section outlines the comments made by street.

##### Brookfield Road

- Satisfied with the proposal.
- Assume parking will be limited where road narrows.
- Would request temporary repairs to address current ponding/flooding problems.
- Consider burying utilities.
- Retain trees.
- The proposed design is not acceptable as it will change the character of the street. There should not be any curbs or street widening.

#### Donino Ave.

- Questions about trees and catch basins not being shown on the plan.
- The original stormwater issue has resulted in a valley makeover.
- Street-wide drain would remedy the flooding at a fraction of the cost.
- NO curbs are the best option for the street.
- Retain country feel
- Need to retain street parking by reinforcing shoulders of road and eliminating curbs.

#### Donino Court

- We are pleased with the 6.0 metre road width.
- Need to capture the water before it gets to Donino Court. This will require a change to the surface drainage.
- Our entire table was against the installation of curbs. Re-examine the no-curb option.
- We prefer the street as it is now. Flooding problems have been caused by development on the hill.
- Defining the roadway will cause insecurity to the pedestrians.

#### Doncliffe Drive

- Make shallow curbs the same colour as the pavement.
- Bury utility wires.
- We must have parking on one side of the street, adjacent to the sidewalk.
- Finish the island on the west end of Doncliffe Drive.
- Need assurance that the watermain problem will be fixed.
- Prefer no curbs. Definitely no concrete curbs.
- Properties that are both inside and outside the study area need to be considered.

#### Donwoods Drive

- Retain all trees.
- Can the compromised trees be marked immediately?
- Do not add any parking restrictions.
- If 6 metres is wide enough for Donwoods Drive, why not the rest of the valley?
- We need traffic enforcement.

#### Campbell Crescent

- Sidewalk, parking and roadway need to be upgraded in this area - urgently.
- Proposed width is too wide.
- Speed limit on street has not been monitored for years. This street has become a thoroughfare for commuter traffic. Need to consider traffic calming and other controls to ensure safety.
- Use small curbs only.

#### Forest Glen Crescent

- Total parking restriction is not acceptable. Allowing parking on one side may work.
- Roadwork resulting from this study should extend to roads beyond the study area (i.e. island at Loblaws).
- Curb colour needs to be considered for aesthetic reasons.
- It may be more appropriate to remove older/decaying trees before construction.
- Ensure that watermain breaks will be resolved by this process.
- Road width presented is fine, as are sewers.
- Construction needs to be well supervised to preserve trees.





#### Green Valley Road

- Catch basins need to be installed on the south part of the street to address ponding issues.
- Run-off from Maytree needs to be addressed to reduce river effect during heavy rainfall.

#### Knightswood Road

- Leave the road the way it is now.
- Consider reverse crown curbs, low impact butterfly curbs.
- There is no need to redo these roads. Address local ponding issues only.
- Parking restrictions (i.e. no on-street parking) are not acceptable.
- Consider parking on one side of the street.
- The description of the storm water problems is inaccurate for our area. The purpose of the study seems to have been overlooked.
- Has there ever been any complaint registered by Emergency Services?







## Plymbridge Road

-  This street is one of the most beautiful in the Valley. An 8.5 metre construction/excavation width may destroy this, including many trees.
-  The street width should remain at the current 5.8 metres.
-  Do not destroy the character of the area for consistency sake (i.e. 7.2 metres road width).
-  No curbs would be more appropriate.





## 5. Evaluation form submissions from residents

Evaluation forms were provided to participants so that the project team could gain an understanding about what people liked and didn't like about the meeting format that was used. This information is used to determine how future project meetings can be improved. 6 evaluation forms were submitted by residents.




What did you like most about this open house?

-  Well organized
-  Showed technological and facilitation expertise
-  Table groupings and resource person
-  Good presentation, good facilitators
-  Informative, professional
-  Opportunity for discussion

What should we improve?





-  More time for discussion
-  Answer the question, "If 6m is wide enough for Donwoods Drive hill, why not for the rest of the Valley?"
-  Fire safety presentation needs to be tailored to this area
-  Length of time between consultation and roads actually getting built

Do you have other ideas about the process?

-  Do a summary sheet of issues, concerns and recommendations to allow us to move ahead faster
-  Another meeting please
-  Implementation time frame is too long.

## 6. Telephone/e-mail comments from residents

A number of telephone calls and e-mails have been received during this consultation period. Many residents were requesting copies of information presented at the public meeting. Other comments and concerns included:

-  Need for traffic calming measures in the area.
-  Concern about tree preservation and the possibility of introducing new water-based technologies for consideration during the excavation/construction phase of the project.
-  Concern and alternate solutions regarding the road widths being considered.
-  Need for further rationale from the Works & Emergency Services Department to justify the current road widths.

## Next Steps

Approximately 12 residents requested staff members to follow-up with them by telephone to discuss specific comments or concerns. Requests for copies of the public meeting presentation and poster boards have also been received. Project team members are following up with each of these requests. Much of this information is now available on the city's website at:

[http://www.city.toronto.on.ca/wes/techservices/involved/wws/hoggs\\_hollow/index.htm](http://www.city.toronto.on.ca/wes/techservices/involved/wws/hoggs_hollow/index.htm).

This public consultation report will be circulated to residents and other stakeholders for information and comment. Any comments or questions should be directed to Tracey Ehl. The report will be used by the project team to prepare the Environmental Studies Report (ESR) for submission to the Ministry of the Environment. Following the submission of the ESR, there will be a 30-day public review period.

Prepared by:  
Tracey Ehl, Principal

