



Summary Notes

Hogg's Hollow
Stormwater Management and Road Improvement
Study

OPEN HOUSE #4

October 20, 2004

**WORKS and
EMERGENCY SERVICES**

Hogg's Hollow

Stormwater Management and Road Improvement Study

OPEN HOUSE #4

Agricola Finnish Lutheran Congregation
25 Old York Mills Road, Toronto
Wednesday, October 20, 2004 – 6:00 p.m. to 9:30 p.m.

ATTENDANCE

Meeting Facilitator:

Tracey Ehl – Ehl Harrison Consulting Inc *for*
WES/Support Services/Communications – Public Consultation Group

Consultants:

Dave Maunder – Aquafor Beech Limited
John Ho – Aquafor Beech Limited

City of Toronto:

Cliff Jenkins – Councillor – Ward 25 (Don Valley West)
Samuel Jebakumar – WES / Technical Services (North District)
and HHSWMRI Project Manager

Wm. A. Stewart – WES/ Fire Service – Fire Chief
Terry Boyko – WES/ Fire Service – Deputy Chief
Scott Cowden – WES/ Fire Service – Emergency Planning Chief
Roberto Stopnicki – WES / Transportation Services (North District) – Director
Penelope Palmer – WES / Transportation Services/Infrastructure Planning
Allen Pinkerton – WES / Transportation Services/Traffic Ops. (North District) – Manager
Trevor Tenn – WES / Transportation Services/Road Ops. (North District) – Manager
Maurzio Barbon – WES / Technical Services (North District) – Design & Construction - Manager
Les Arishenkoff – WES / Toronto Water/Infrastructure Asset Planning & Management
Bill Snodgrass – WES / Toronto Water/Infrastructure Asset Planning & Management
Nancy Martins – WES / Support Services/Communications/Public Consultation Group
Dave Nagler – WES / Support Services/Communications/Public Consultation Group
Liora Zion-Burton – WES / Support Services/Communications/Public Consultation Group
Greg Rich – UDS / City Planning/Urban Design
Peter Dmytrasz – EDCT / Parks & Recreation/Urban Forestry
Peter Simon – EDCT / Parks & Recreation/Urban Forestry
Richard Ubbens – EDCT / Parks & Recreation/Urban Forestry – City Forester

Meeting Notes:

J. E. Simpson, ERH Associates (audio recording & 1st version of Draft Summary Notes)
Toronto WES / PC&CO (editing, printing, distribution of final version Draft Summary Notes)

Signed-In Attendees: 87

(Residence location: Area #1: 13 Area #2: 14 Area #3: 18 Area #4: 16)
(Area #5: 5 Area #6: 8 Not specified: 13)

OPEN HOUSE AND PUBLIC MEETING #4

1. SYNOPSIS

The Hogg's Hollow Stormwater Management and Road Improvement Study is being conducted in response to the history of drainage problems and flooding that occur during heavy rainfall, and poor road surface conditions in the project Study area.

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.”

Investigations determined that: approximately 25% of homes in the study area have experienced flooding; and, a majority of the existing roads are sub-standard and will, at some point, need to be reconstructed.

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

The Study is being conducted as a Schedule 'B' project under the Municipal Class Environmental Assessment, June 2000.

This Open House and Public Meeting event on October 20, 2004 was the fourth to date for this project. The aims of this event were to:

- € Provide the public with information on the preliminary design developed using the analyses of the study area, input received from the public at the previous Open House and Public Meeting events, and feedback provided on the questionnaire circulated after Meeting #2.
- € Obtain public input with respect to the suggested preliminary design.

2. THE OPEN HOUSE and PUBLIC MEETING – Welcome and Introductions

The meeting room at the Agricola Finnish Lutheran Congregation facility was open to the public, starting at 5:50 p.m.

A series of display boards erected around the back end of the room provided attendees with:

- 4 Background information on this study.
- 4 An overview of the information used in developing a preferred alternative preliminary design.
- 4 Diagrams and descriptions of the preliminary design, including the road configuration and stormwater control measures for each of the six sub-areas in the study area.

Project consultants and City staff were on-hand to answer any questions from members of the public that arose in connection with that material.

Councillor Cliff Jenkins called the public meeting portion of the event to order at 7:06 p.m.

Councillor Jenkins welcomed the attendees, and introduced himself. He mentioned the “public discussion” in June and the feedback gathered during the informal gathering at that time was considered in the preparation to this meeting. *[Open House & Public Meeting #4 was originally set for June 29, 2004. It had to be cancelled that day due to problems gaining access to the meeting hall. However, an informal gathering was held later that evening among the staff, consultants and members of the public who had turned out for the Public Meeting. Discussion items noted at that time were taken back as input, along with that received to date at earlier Public Meetings and in writing, into development of the Preliminary design.]*

The Councillor commended the members of the public from the Study area who have turned out to these meetings, and have provided substantial input into the process of finding a way to address the local flooding, stormwater management and road conditions problems. He offered that the meeting purpose is to get people the information that they need to understand the proposal and enable good feedback. Councillor Jenkins then turned the meeting over to **Tracey Ehl**, the Facilitator.

Ms. Ehl introduced herself, welcomed the members of the public and area residents who had turned out to this event, then attended to some housekeeping items. These included: the location of washroom facilities; the availability of refreshments in the reception area; the nature and order of activities at this meeting; and, advice regarding the printed meeting Agenda, additional information materials and comment forms in the Participants Workbook available at the registration desk. (see: Attachment 'A')

Ms. Ehl introduced some members of the Study project team, and some of the City staff present for this meeting.

3. PROPOSED ROAD WIDTH/ALIGNMENT AND RATIONALE

Dave Maunder, lead consultant with the firm Aquafor Beach Ltd., then came forward and used a PowerPoint presentation (see: Attachment 'D') to provide:

- € An overview of the objectives of this meeting.
- € A review of the Study area definition and, of the purpose of, and process being used for, conducting the Study.
- € A review of the alternative road cross-sections presented for consideration and comment at the previous Open House & Public Meeting #3 (December, 2003).
- € A synopsis of the criteria and the feedback from the public that was used for assessing the alternative road cross-sections and developing a preliminary design.
- € An overview of measures being considered in order to address an issue of great importance to the public: preservation of trees and landscaping.
- € A précis of meetings with various City departments and some groups within the study area community.
- € The preliminary design preferred road cross-section.

Mr. Maunder advised, in the course of his presentation, that the proposal being put forward includes the following:

- Sidewalks will be retained where they exist, but no new sidewalks added when the study area roads are rebuilt.
- The preferred road cross-section is 7.2 metres in width, from inside edge of curb to inside edge of curb.
- The preferred cross-section incorporates a “smaller than normal rolled type” curb.
- Approximately one-half metre on either side of the proposed roadway will be required for construction purposes during reconstruction of the roads in the study area. This area will be restored once construction is complete.
- The existing sanitary sewer and water supply pipes in the study area will be left in place. They will be relined rather than replaced unless there is an absolute necessity to replace sections of the water main due to frequent breaks, etc. Work on those pipes would typically be done about a year before work begins on the road reconstruction in a particular area.
- There will be no physical removal of trees in the study area if the proposed road cross-section and alignments are adopted.
- Arborists and the City Forester have examined the trees in the study area and developed recommendations on means to avoid damaging them during road construction and caring for them afterwards.

Roberto Stopnicki, Director of Transportation Services (North District), carried on with the next segment of the presentation, providing information on the technical aspects of the traffic and transportation review conducted for this project. He used further slides in the PowerPoint presentation to show:

- € The City's policy in regards to public roads.

- € Photographs showing various scenarios and the impacts that various road configurations can have on traffic flows, emergency vehicle access and roadway operations activities.
- € The technical issues reviewed and considered by staff in providing input into the preferred road cross-section being presented in the preliminary design.
- € Photos showing views of a number of streets in the Study area both as they currently exist, and with “touch ups/photo renderings” applied to depict the street appearance with the preferred cross-section implemented.
- € One slide described a number of exceptions to the 7.2 metre road width. A number of streets were proposed at narrower widths.
- € Parking restrictions that will be necessary in the study area if the preferred cross-section is adopted.
- € Conclusions developed regarding the proposed road reconstruction program.

Stopnicki observed that:

“There are very important technical issues that require the road to be too wide from a community perspective, and there are very important community issues that require the road to be too narrow from a technical perspective.”

Consideration of that situation, and discussions on it, fed into determining the 7.2-metre road cross-section that is being recommended for consideration at this meeting. Staff feels that the proposal is a compromise that does the best possible job of balancing the needs of local residents and operational needs of various groups within the City.

Chief Wm. Stewart, of the City’s Fire Services Department used the next 11 slides in the PowerPoint presentation to detail the impact that road widths have on the ability of the Fire Department to carry out their fire-fighting and emergency response duties.

Dave Maunder delivered the balance of the presentation. He laid out a proposed prioritization schedule for the road and sewer work in the study area, and the costs for implementing the preferred alternative design. The proposed Prioritization schedule was broken into three phases: ‘A’, ‘B’ and ‘C’, as follows:

- ‘A’ Priority Areas, which would be done first, entails work on the streets where the most flooding had occurred and/or the road condition was the poorest. The streets are: Donino Court and Donino Avenue in Sub-Area 1, Maytree Road and Plymbridge Road in Sub-Area 5, Forest Glen Crescent and Doncliffe Drive in Sub-Area 6, and Campbell Crescent in Sub-Area 2.
- ‘B’ Priority Areas is work on streets where flooding is less severe and road condition is fair-to-poor. The streets in this phase include: Brookfield Road in Sub-Area 2, Plymbridge Road and Plymbridge Crescent in Sub-Area 3, Ivor Road in Sub-Area 1, Donino Avenue and Donwoods Grove in Sub-Area 3, Winton Road, Donwoods Drive, St. Margaret’s Drive and Knightswood Road in Sub-Area 4.
- The work in ‘C’ Priority Areas would be performed under the final phase of the project in approximately 10-15 years. Streets in this category include: York Valley Crescent and Green Valley Road in Sub-Area 5, and Old Yonge Street in Sub-Area 2.

4. GENERAL QUESTIONS (SYNOPSIS OF COMMENTS/CONCERNS/QUESTIONS/SUGGESTIONS FROM THE PUBLIC)

Tracey Ehl facilitated a brief Q&A Session for the public to ask general questions about the presentation.

(: Comment/Question; § : Responses from project team; ~ : Responses/comment from public attendees)

€ 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?

↓ *Samuel Jebakumar: When we start doing the detailed designs and begin the pre-construction phase we will be contacting Toronto Hydro and all the other utilities to advise them of our intentions. They would then decide if they wished to do any work in this area.*

∪ 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.

↓ *Dave Maunder: The general consensus at the last meeting [Public Meeting and Open House #3; 2003.12.10] was for small curbs. Discussions by the project team and with City staff led to a preference for a single preferred cross-section for the whole study area, to ensure consistency and for construction, snow plowing and road maintenance.*

∪ Can residents vote on that decision?

↓ *Dave Maunder: You can certainly express your comments on the comment sheet provided. This issue was, though, discussed at, and generally settled as a result of, that previous meeting (December 2003). Addressing the road cross-section issue was a key purpose of that meeting.*

€ 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?

↓ *Dave Maunder: Each individual tree is shown for each Sub-Area. There are approximately 80-90 trees within four times their trunk diameter of the proposed road surface. There are approximately 15 that are within 2 times that diameter.*

*There will be **no** physical tree loss or removal anywhere in the valley as a result of this work. The edge of construction will not touch the base of any tree.*

€ If 6-metres is wide enough for Donwoods Drive as it comes down the hill, why isn't it wide enough for the whole valley?

↓ *Donwoods Drive has been identified as a street where its unique circumstances necessitate this narrower road alignment. Factors contributing to this on Donwoods include steep driveways at some of the houses and landscap/physical features at some others. If this road was constructed to satisfy the minimum width requirements, these driveways would have become even steeper, making it extremely difficult, if not impossible, to use them, especially in winter. Therefore an exception had to be made for this street. This should not be generalized to cover the entire valley area.*

€ 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?

↓ *We have done 78 calls in this area over the past two-year, including four fires. The response time for this area is at the upper end of the acceptable window, despite it being within 2 blocks of the responding fire station. That tells me that there are impacts on the ability of our trucks to get to where they need to go.*

In December 1994, there was a fire on Riverview Drive, just south of here. The road construction there is very similar to that here. Owing largely to impeded access due to cars parked on both sides of the narrow road, we were not able to get to it in a timely fashion and we lost that house.

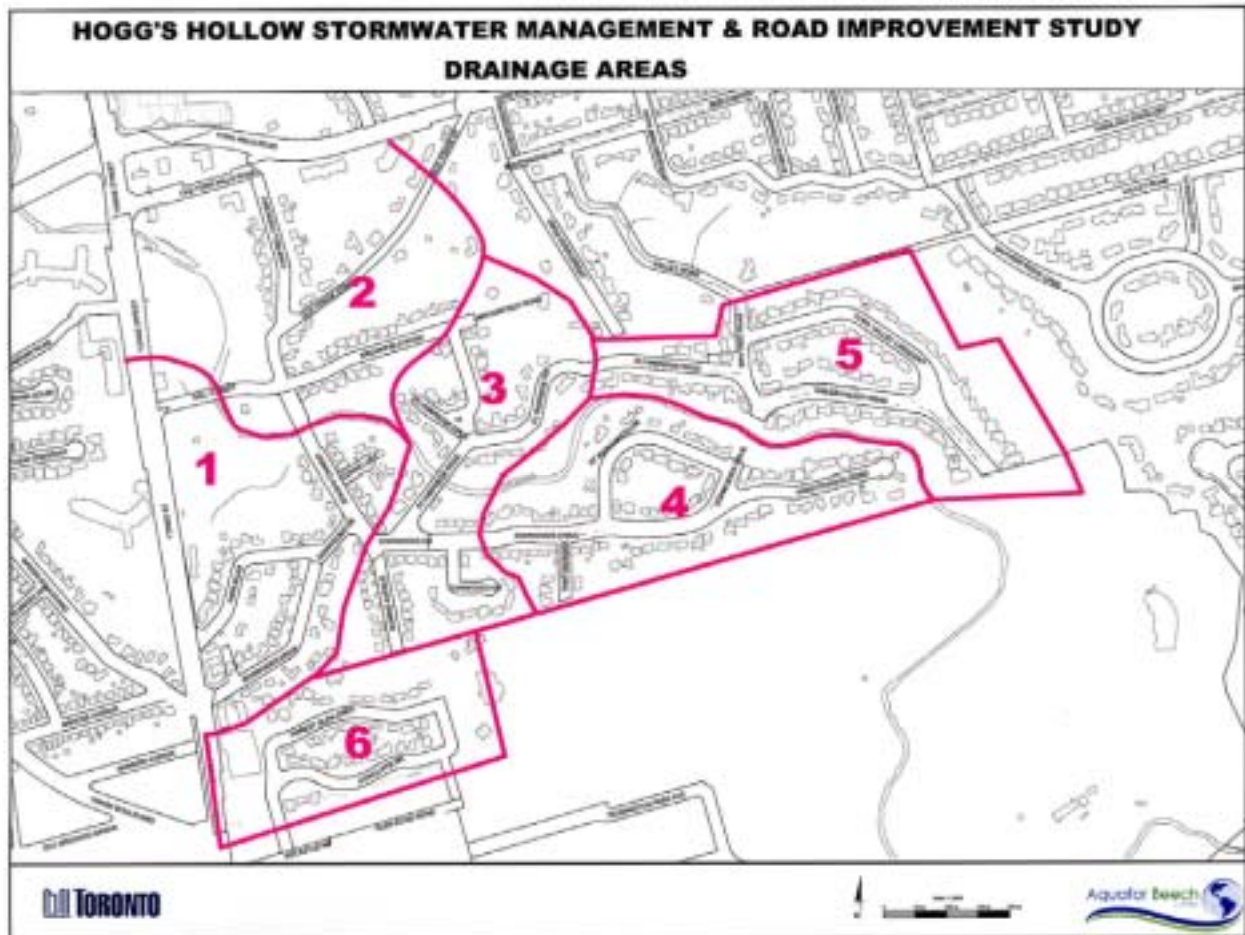
- ⊘ It was mentioned that there are various numbers of trees within two and four times their diameter from the proposed roadway edge. In your experience, how many trees have survived when you have excavated to undertake road construction?
 - ↓ *Richard Ubbens: The trees are close to an existing road. The proposed roads are being designed to be similar in width to what is present now. Careful excavation to remove the old roadway surface and install the new one would minimize or eliminate tree root damage. One issue that might be of concern is the excavation required for installing the new storm sewer. There are, though, ways to mitigate the damage there too. The idea here is to be very careful with tree roots that have grown very near the road surface. If you sever the roots close to the tree, the tree will die. A similar type of road reconstruction was done in the Kingsway area. Trees were growing in the swale right next to the road.*
 - ↓ *Dave Maunder: There were a vast number of trees along Queen Mary's Drive and King George's Road in that project area, some even immediately adjacent to the edge of the roadway. Only two did not survive.*
- ⊘ Would non-continuous gutters be possible here?
 - ↓ *Dave Maunder: The Kingsway area went through a similar process regarding road widths. In a number of instances, residents have installed rocks and reflectors because people are wrecking the edge of the road by driving everywhere where there are no gutters.*
- ⊘ Why will it take 15 years to complete this work?
 - ↓ *Roberto Stopnicki: All I can tell you is "budget." A finite amount of money has to be spread over the work required on over 5,300 kilometres of roadways in the City.*
- ⊘ I want to congratulate the Study Team on their work. You are doing magnificent work, and everyone in this room should be grateful.
 - ↓ *Tracey Ehl. Thank you!*
- ⊘ 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?
 - ↓ *Roberto Stopnicki: Project are often divided it into sections and portions are completed over multi-years. The work that can be done is dependent on the budget allocations for each year and priorities. There is also an effort to minimize traffic disruptions by the construction work. The detail design will take into consideration those roads that extend outside the study area.*

5. SMALL GROUP DISCUSSIONS IN STREET GROUPINGS

The attendees then reconvened into six break-out groups, one for each drainage area within the study area, to discuss the three focus questions regarding Preferred Alternative design:

- *What do you like about the Preferred Alternative?*
- *What don't you like about the Preferred Alternative? Why?*
- *Do you have any comments about the Prioritization of the streets?
(i.e.: which ones will be done in the first, second, third phases of implementation)*

The Sub-Areas based on drainage were as follows:



Each group was provided with display boards showing the pavement width and alignment of the Preferred Alternative roadway configuration in their particular neighbourhood, and information on the location of trees along the road right-of-way. They had a selection of photographs and computer-enhanced images based on those photographs showing “before” and “after” views of the implementation of the preferred alternative (roadway configuration) on key streets in their sub-area.

Each break-out Group was provided with a facilitator and a resource expert from the study team. These personnel helped focus discussion on the three questions, recorded the comments, questions and suggestions offered by the attendees in that break-out group, and attempted to address any technical or policy inquiries that arose. Additional study team members and City staff were present to help address technical questions that arose.

6. PLENARY REPORTING OF TOP THREE MESSAGES FROM SMALL GROUPS

After approximately one-half hour, the attendees reconvened as a plenary group. The Facilitator for each Break-Out Group recapped the responses to the three focus questions in their respective groups, along with comments and opinions offered, and suggestions raised.

The most important messages to the City from each group included:

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 or if staff will 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?

A full reporting of the recorded information from each Break Out Group is provided in Attachment 'C'.

7. NEXT STEPS

Tracey Ehl thanked the members of the public for their perseverance in considering this issue and giving their feedback. She indicated that the Summary Notes being prepared for this meeting will be circulated to the attendees. Errors or omissions should be brought to the attention of Tracey Ehl.

Dave Maunder used the final PowerPoint slide to outline the “Next Steps” in the study process.

Following this meeting, the feedback and comments gathered will be considered by the project team as input into any needed revisions to the preliminary design, and into the detailed design phase of the study. Dave Maunder’s opinion was that that it seems there are still some issues that residents of the study area would like to see addressed. He offered that there seems to also be a desire for another meeting to further explore, and hopefully resolve, those outstanding issues. A decision to hold such a meeting has not been made, pending a fuller review of the comments offered tonight. The project team will keep the residents informed of whether and when such a meeting might be held.

When the preliminary design is finalized and this phase of the study is completed – with or without an additional public meeting – the ESR (Environmental Study Report) will be written and filed. There will then be a 30-day comment period, during which residents may make additional submissions they deem necessary regarding issues and concerns they feel have not been adequately addressed.

8. ADJOURNMENT

Tracey Ehl reminded the attendees to fill out, and turn in, the blue comment sheet in the participant workbook package provided to them. She advised that project team members and City staff would be on-hand for a period of time to receive additional comments and address questions.

She also thanked the attendees for their efforts.

Councillor Jenkins rose, and expressed thanks to the City staff and Project Team members for their work and for attending this meeting. A representative of the Hogg’s Hollow community association echoed those comments, and added, *“I know you can’t please everybody all of the time. I know all of you have concerns and have expressed them. Civic participation is great! What I want to do is thank Councillor Jenkins and all staff and consultants for their work. You know they are listening. You may not like all the answers, but you know they are listening.”*

The public meeting section of this event was adjourned at approximately 9:00 p.m.

Project team consultants and City staff were on hand to answer any additional questions until approximately 9:30 p.m.

###

--- ATTACHMENTS ---

- A. – **“Participant Workbook for Public Meeting #4 (20 October, 2004)”**
(Includes: *Public Meeting Notice; Meeting Agenda; Summary of Study Background and Intent of this Meeting; Contact Information for Tracey Ehl, the Public Consultation Coordinator; and, Comment Sheet*)
- B. – **“Small Group Discussion Questions”**
(Handout/Flyer)
- C. – **Break-Out Session reports**
(T. Ehl, N. Martins, D. Nagler, L Zion-Burton, P. Palmer, J. Simpson)
- D. – **“STORMWATER MANAGEMENT AND ROAD IMPROVEMENT STUDY
FOR THE HOGG’S HOLLOW AREA
Fourth Open House and Public Meeting”**
(PowerPoint presentation by:)
(– Dave Maunder, Aquafor Beech Limited)
(– Roberto Stopnicki, WES /Transportation Services (North District))
(– Wm. A. Stewart, WES/ Fire Service)

Participant Workbook

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

Public Meeting #4



Wednesday, October 20, 2004
Agricola Finnish Lutheran Congregation
25 Old York Mills Road

6:00 pm to 9:00 pm





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

Public Meeting #4

**Wednesday, October 20, 2004
Agricola Finnish Lutheran Congregation
25 Old York Mills Road**

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

Meeting Agenda

6:00 – 7:00	View Displays Questions for Staff/Consultants	
7:00 – 7:05	Opening Address	<i>Councillor Cliff Jenkins</i>
7:05 – 7:10	Welcome & Introduction of Project Team Members	<i>Tracey Ehl, facilitator</i>
7:10 – 7:25	Status of Hogg's Hollow Stormwater Management & Road Improvement Study Class EA	<i>Dave Maunder Aquafor Beech Ltd</i>
7:25 – 7:45	Proposed Road Width/Alignments and Rationale	<i>Roberto Stopnicki Transportation Services</i>
7:45 – 7:50	General Questions, Instructions for small groups	
7:50 – 8:30	Small group discussions in street groupings	
8:30 – 8:45	Plenary Reporting of Top 3 messages from Small Groups	
8:45 – 9:00	Final Questions and Next Steps	
9:00 p.m.	Adjournment	

Thank you for your time and input!

Study Background

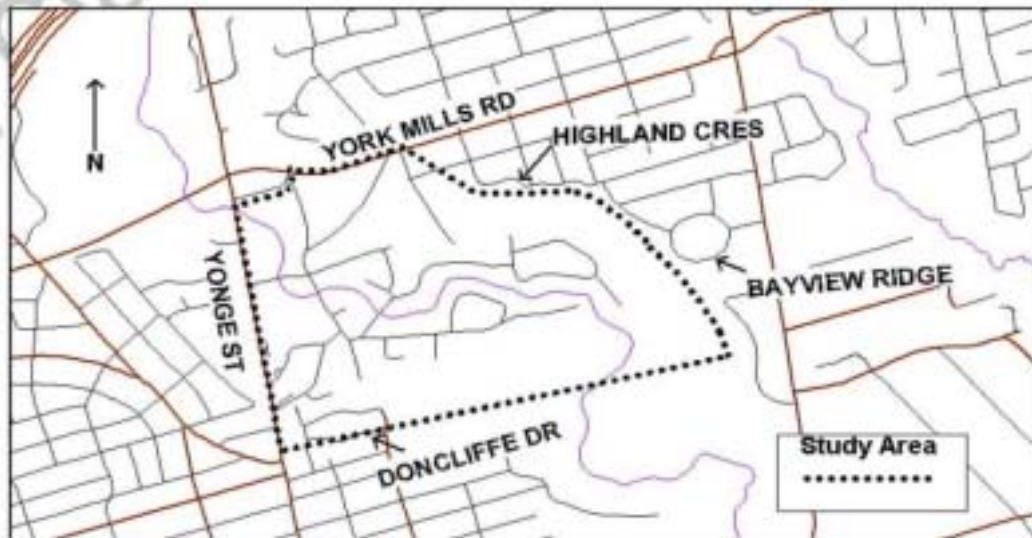
The purpose of the Study is:

"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 Open House and 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 the Alternative(s) 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.

Questions for Small Group Discussions

During the public meeting, you will hear two presentations that detail the background and rationale to the alternative(s) being put forward by the study team. After the presentations, you will be asked to break into small groups based on where you live. By grouping people who live on the same street together and providing each group with a technical expert and a facilitator, you will be able to spend more time talking about the details that affect your property. Questions and comments of a general nature will also be accommodated in the small groups and during the plenary session.

Small groups will be asked to consider:

- What do you like about the presented alternative? Why?
- What don't you like about the presented alternative? (use map to show specific areas of concern) why?
- Do you have any comments about the prioritization of the streets? (i.e. which ones will be done in first, second and third phases of implementation)

Your group will be asked to report back to the larger group. When you do this, please consider reporting your **top 3 messages**.

Next steps

After this meeting, 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

You will find a tear-off comment sheet at the back of this workbook. Please leave us any additional comments and questions, or take postage paid envelop and return your comment sheet at your earliest convenience. Please submit your comments no later than **October 29, 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!



Project: Hogg's Hollow SWM & Road Improvement Study
 Public Meeting #4, October 20, 2004

COMMENT SHEET

Name (Optional)		Postal Code
Address		City
Home Telephone	Other Telephone/Fax/E-mail	
Comments/Concerns/Questions		
24 hour comment line:	416-397-7777	Works and Emergency Services Public Consultation Unit 55 John St, 19 th floor Toronto, Ontario, M5V 3C6
Fax:	416-392-2974	
TDD:	416-397-0831	
email:		
works_consultation@metrodesk.metro.on.ca		
		Prepaid envelopes are available
<input type="checkbox"/>	Please call me, I would like to discuss this project in detail.	
	The best time to call is	am pm

Thank you for your time and comments!

The personal information on this form is collected under the authority of the City of Toronto Act, 1997, By-law 32-1998 and may be used to provide you with updates respecting the above noted issue. Questions about the collection and distribution of this information should be directed to Public Consultation Supervisor, 55 John Street, 18th floor, Toronto, Ontario, M5V 3C6, (416) 392-8834, or Public Consultation Staff at this event.



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

Public Meeting #4

**Wednesday, October 20, 2004
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25 Old York Mills Road**

Characteristics of the alternative presented are:

- mitigates existing drainage issues (drainage in road allowance)
- no sidewalks
- road width – 7.2 metres, with numerous exceptions
- road alignment sensitive to features of individual streets (i.e. location of trees, slopes, landscape features)
- tree retention and preservation plan
- addresses safety and maintenance challenges
- plan accommodates future infrastructure needs

Small Group Discussion Questions

1. What do you like about the presented alternative? Why?
2. What don't you like about the presented alternative? (use map to show specific areas of concern) why?
3. Do you have any comments about the prioritization of the streets? (ie which ones will be done in first, second and third phases of implementation)

HHSMRI OH#4 – Break-Out Groups

<u>Drainage Area Designation</u>	<u>Facilitator</u>	<u>Technical Staff</u>
1	Tracey Ehl	Allen Pinkerton
2	Nancy Martins	Samuel Jebakumar
3	David Nagler	Bill Snodgrass
4	Liora Zion Burton	Maurizio Barbon
5	Penelope Palmer	Trevor Tenn
6	Jim Simpson	Les Arishenkof

**Hogg's Hollow EA Open House and Public Meeting #4
Notes for Table #1**

Facilitator : Tracey Ehl
Technical staff : Allen Pinkerton
Number of area residents : approximately 13

1. *What do you like about the Preferred Alternative? Why?*
 - € The recommendation for Donino Avenue does not appear to have significant impacts on the area. The curbs are needed to convey the water. (#29 Donino)
 - € After receiving an explanation about the type of “drainage hardware” that would be used in the area, some residents were comfortable that the suggested solution was appropriate.
2. *What don't you like about the Preferred Alternative? (use map to show specific areas of concern) Why?*

General comments

- € We don't want Hogg's Hollow to look like a “subdivision” (curb design, wide roads).
- € Such severe parking restrictions are not acceptable. We have defended the current parking arrangement for a long time. It works for us.
- € Currently, parking from the “Miller” and the tennis club spills over into our neighbourhood. Controlling this might not be such a bad thing.
- € Parking restrictions should be considered on a street-by-street basis. There SHOULD NOT be a blanket restriction. This should be the subject of a separate process.
- € It appears that there have been no area-specific Fire/Emergency Medical Services studies done in our area. This makes it difficult to accept the presentation of the Fire Chief.
- € Would catch basins cause changes in pedestrian flow?

Street-specific comments: Ivor Road

- € This area does not have the flooding and parking issues experienced by the rest of the valley. Residents would have been happier had their street not been involved in the study.
- € Parking restrictions are not acceptable.
- € The curbs shown in the sketches looks like a standard subdivision design. This is not acceptable. This rural area-looking should retain its character.

Street-specific comments: Donino Avenue

- € The curbs as shown in the presentation are not a good fit aesthetically and may make the drainage situation worse.
- € Those at the ends of the street will have more flooding if this is implemented.
- € The two drains shown may not be enough.
- € The City could leave Donino Avenue alone if the water could be dealt with before it gets here. Currently, water from torrential downpours has nowhere to go. It ponds at Loblaws and the bottom of the hill.

3. *Do you have any comment about the Prioritization of the streets? (i.e.: which ones will be done in the first, second and third phases of implementation.)*

- € Residents of Ivor Road who were present did not feel it was appropriate that they be included in Priority group 2. They felt that a lower priority (i.e. group 3) was more appropriate.

4. *Other comments*

- € For this project, there needs to be coordination among City departments. Those who look after traffic, the ravine by-law, and supervise construction contractors must be involved.
(Note: Transportation Services, Technical Services and the Toronto Region Conservation Authority have all been involved in this study.)

5. *Consensus points*

- € 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.

6. *Top 3 Messages for the Project Team*

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

**Hogg's Hollow EA Open House and Public Meeting #4
Notes for Table #2**

Facilitator : Nancy Martins
Technical staff : Samuel Jebakumar
Number of area residents : approximately 10

1. *What do you like about the Preferred Alternative? Why?*
 - € Clearly demarcates the road. Currently there is a mess of stones and markers – a curb will provide a clear delineation.
 - € Water flows through and not onto private properties.
 - € Road surface will improve.
 - € Like the idea that there will not be on-street parking.

2. *What don't you like about the Preferred Alternative? (use map to show specific areas of concern) Why?*

General comments

- € Improved road surface will result in increased speed.
- € Don't like the curb as it creates a sterile environment that does not fit with the character of the area.
- € Would like to see the curb be as low as possible, and also removed in areas where there are no drainage concerns. (i.e.: a mix of "curb" and "no curb.")

Street-specific comments: Campbell Crescent

- € A well-used footpath is located on the west side of Campbell Crescent, outside of the 7.2 metre area. This footpath has not been considered in the study.
- € There was no agreement within the group whether there should be a textured interlock path, grass, or use of the road allowance to accommodate pedestrian movements. But there was agreement that this footpath exists and should be considered prior to any decisions being made.
- € Traffic calming measures are necessary because of the "*cut through*" traffic between York Mills and Yonge St, new development planned at Campbell Crescent and York Mills Rd, and Jolly Miller customers.

Residents request that a traffic calming study take place on Campbell Crescent including the feeder streets to determine options available for calming traffic.

Residents wish to be informed of how they should proceed with the traffic calming issue, whether a petition is needed or if staff will investigate traffic calming options and consult with them further in the future.

Some traffic calming suggestions included reducing speed to 30 km, reducing the width of the road, installing speed humps or pinch points.

Street-specific comments: Brookfield Road

- € The preferred design alternative needs to include traffic calming measures such as speed humps, textured pavement or interlock strips on the pavement.
- € Curb colour doesn't fit with the character of the area. It is too pristine and doesn't have the current "country" look.
- € Reduce width of road, and enforce no parking.

3. Do you have any comment about the Prioritization of the streets? (i.e.: which ones will be done in the first, second and third phases of implementation.)

- € "B" priority for this area seems to be right as there are no extreme concerns with flooding

4. Other comments

- € Current parking problems/issues are a result of construction and service vehicles in the area.
- € What is the degree of threat to trees at #14 and #41 Brookfield?
- € Will this preferred design alternative address the major drainage problems that result in flooding at #41 Brookfield? Currently water flows from across the street and into the basement.
- € Residents suggest arranging for some parking spots in front of Brookfield Park (south side of Brookfield Rd) in an area that is presently prone to flooding and a breeding ground for mosquitoes.

5. Consensus points

- € Traffic calming 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.

6. Top 3 Messages for the Project Team see: "5. Consensus Points"

**Hogg's Hollow EA Open House and Public Meeting #4
Notes for Table #3**

Facilitator : David Nagler
Technical staff : Bill Snodgrass
Number of area residents : Approximately 18

1. *What do you like about the Preferred Alternative? Why?*

€ Nothing

2. *What don't you like about the Preferred Alternative? (use map to show specific areas of concern) Why?*

General comments

€ Everything.

3. *Do you have any comment about the Prioritization of the streets? (i.e.: which ones will be done in the first, second and third phases of implementation.)*

No Comments

4. *Other comments*

€ One property has experienced flooding [4 Donwoods Dr.]; no one else has had any flooding.

€ Is it possible to expand ditches on Donino, to divert water, without any construction?

€ If current landscaping needs to be moved (e.g. rocks) will the City provide this service?

5. *Consensus points*

€ 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.

6. *Top 3 Messages for the Project Team*

see: "5. Consensus Points"

**Hogg's Hollow EA Open House and Public Meeting #4
Notes for Table #4**

Facilitator : Liora Zion Burton

Technical staff : Maurizio Barbon

Number of area residents: Approximately 16

1. *What do you like about the Preferred Alternative? Why?*

€ Nothing!

2. *What don't you like about the Preferred Alternative? (use map to show specific areas of concern) Why?*

General comments

€ Curbs too harsh for character of the community.

€ Parking restrictions are strongly opposed, and were not raised previously.

€ Widening road will change the neighbourhood character.

3. *Do you have any comment about the Prioritization of the streets? (i.e.: which ones will be done in the first, second and third phases of implementation.)*

€ No reason to alter the roads here! Maybe Priority 'C' or 'D' is most appropriate.

4. *Other comments*

€ We want another meeting.

5. *Consensus points*

No Comments

6. *Top 3 Messages for the Project Team*

€ 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.

**Hogg's Hollow EA Open House and Public Meeting #4
Notes for Table #5**

Facilitator : Penelope Palmer

Technical staff : Trevor Tenn

Number of area residents: 5

1. *What do you like about the Preferred Alternative? Why?*

- € Nothing – leave the area as it is.
- € That yard flooding *may* be removed or reduced at #3 and #5 Green Valley Road
- € That we are not physically removing any trees.
- € Smooth pavement – allows for comfortable cycling.
- € Emergency access along side school, especially during a.m. lunch and p.m. when there are cars lined up to pick-up/drop-off students.

2. *What don't you like about the Preferred Alternative? (use map to show specific areas of concern) Why?*

General comments

- € Currently concerned about EMS access in the area of the school when student pick-up/drop-off is occurring.
- € The extent of construction that will be taking place.
- € The length of time over which the construction will be taking place.
- € Parking restrictions.
- € Concerned about access during construction period.

3. *Do you have any comment about the Prioritization of the streets?*

(i.e.: which ones will be done in the first, second and third phases of implementation.)

- € Would like construction to occur as quickly as possible,, and not drag out over a number of years.

4. *Other comments*

€

5. *Consensus points*

€

6. *Top 3 Messages for the Project Team*

- € 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.

**Hogg's Hollow EA Open House and Public Meeting #4
Notes for Table #6**

Facilitator : Jim Simpson
Technical staff : Les Arishenkoff

Number of area residents : approximately 12

1. *What do you like about the Preferred Alternative? Why?*

- € The proposed 7.2-metre width is 'Ok' on Doncliffe Drive. Do not really like the proposed road width for Forest Glen Crescent, but can tolerate it if there is no other choice.
- € Addition/improvement of (storm)sewers is a Good Idea!!.
- € Having the road surface fixed is GREAT on Doncliffe Drive, and can be tolerated on Forest Glen Crescent but, we will likely require that some form of traffic calming be implemented.

2. *What don't you like about the Preferred Alternative? (use map to show specific areas of concern) Why?*

General comments

- € Do NOT like the curbs, but can maybe live with them IF:
 - Coloured concrete were used (to improve the visual aesthetic).
and/or
 - Rolled curb were used (if they provide sufficient hydraulic containment)
- € Parking restrictions are NOT wanted.

Street-specific comments:

- € If parking restrictions must be imposed, implement as follows:
 - Doncliffe Drive:
 - Put parking adjacent to the existing sidewalk.
(Better safety for pedestrians on sidewalk, and alleviates line-of-sight hazards that would be caused by parked vehicles along inside edge of curve in roadway.)
 - Forest Glen Crescent:
 - One-side parking only, periodically alternating from side to side.

3. *Do you have any comment about the Prioritization of the streets? (i.e.: which ones will be done in the first, second and third phases of implementation.)*

- € Priority 'A' is Ok.

4. *Other comments*

- € Will the recurrent water main breaks in this area be resolved by this project?
- € How long will the work on a particular street take to complete (beginning to end)?
- € Will the road in the area of the "Loblaws Island" be addressed as part of this project?
*(The "Loblaws Island" is a short section of roadway at the southerly end of Forest Glen Crescent that lies outside the Study area per se. Group participants indicated that it is heavily used as a thoroughfare from the area of Glen Echo Road and the Loblaws store.
Participants' strong view is that it would be aesthetically and functionally inappropriate and unacceptable if the pavement at that location [and other short lengths of streets running from this Sub-Area to the Old City of Toronto limits] were left "as is" rather than reconstructed as per the Proposed Design)*

- € Preference is for buried utilities (hydro, cable-TV, telephone, etc.), but ONLY if doing so will not harm the trees.
 - € How is the proposed “7.2 metres” roadway width measured?
(Does the “7.2 metres” include the curbs, or is it measured from curb to curb? If “curb to curb”, is it measured from the concrete of the curb in the horizontal roadway surface, or from the vertical face of the curb?)
5. *Consensus points*
- € 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?*”
6. *Top 3 Messages for the Project Team*
- € See: “5. *Consensus Points*”
 - € Will the recurrent water main breaks in this area be resolved by this project?