



Prepared for:  
**City of Toronto**

Metro Hall  
20<sup>th</sup> Floor,  
55 John Street,  
Toronto, ON, M5V 3C6

Attention: Grace Tesa

## Lawrence Park Neighbourhood Investigation of Basement Flooding & Road Improvement Environmental Assessment

### APPENDIX A – Public Consultation

submitted by:  
**Aquafor Beech Ltd.**

January 31<sup>st</sup>, 2018

Contact:  
Dave Maunder, P.Eng  
Aquafor Beech Limited  
Maunder.d@aquaforbeech.com  
2600 Skymark Avenue  
Building 6, Unit 202  
Mississauga, ON L4W 5B2  
T. 905.629.0099 ext.290  
F. 905.629.0089  
Aquafor Beech Reference: 65319



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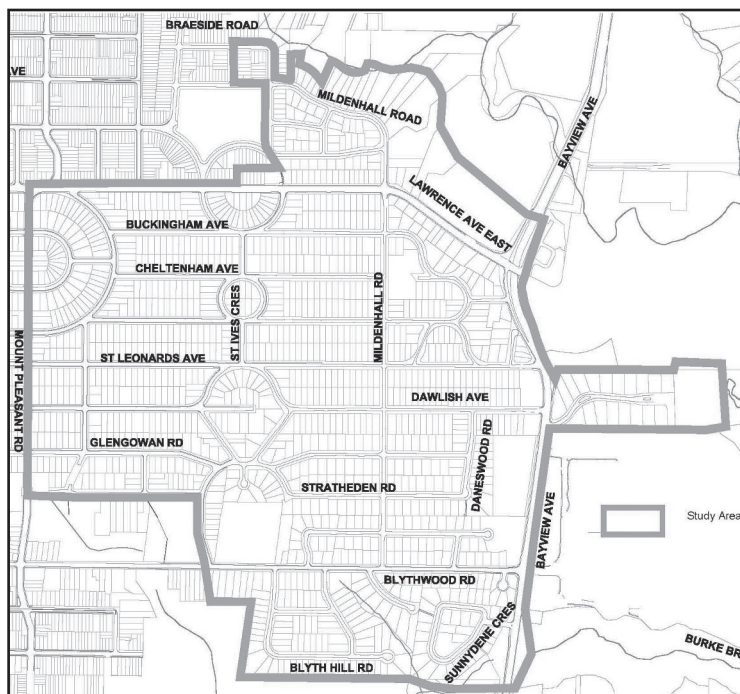
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## **Appendix A-1: Notice of Study Commencement and Questionnaire**

# Lawrence Park Neighbourhood Investigation of Basement Flooding (Area 20) & Road Improvement Study

## Municipal Class Environmental Assessment Notice of Study Commencement



### Background

Like many established neighbourhoods in Toronto, the infrastructure – roads, storm and sanitary sewers – in the Lawrence Park neighbourhood needs improvement. Traffic and pedestrian safety issues exist and road drainage systems are unable to convey stormwater effectively. Historically, part of the Lawrence Park neighbourhood has also experienced issues with basement flooding during heavy rainfalls. Basement Flooding Area 20, within the Lawrence Park neighbourhood is one of 34 areas in Toronto included in the “Basement Flooding Work Plan”, approved by City Council to address basement flooding across the City.

### The Study

The City of Toronto has initiated a Municipal Class Environmental Assessment (EA) study to address issues relating to deteriorating road

conditions, traffic, pedestrian safety, drainage problems and basement flooding in the Lawrence Park neighbourhood. Measures that improve storm water quality and reduce storm runoff will also be incorporated. The map in this Notice shows the Lawrence Park Neighbourhood Study Area and the Basement Flooding Area 20 boundaries.

### The Process

The study is being planned under the requirements set out in the Municipal Class Environmental Assessment (MCEA) document dated October 2000, amended in 2011. The MCEA process provides members of the public and interest groups with opportunities to provide input at key stages of the study. The study will define the problem, consider and evaluate alternative solutions, assess impacts of the preferred solutions, and identify measures to lessen any adverse impacts.

### Public Consultation

You are encouraged to complete and return the enclosed questionnaire in order to provide us with background information on the study area and help us further understand your key concerns. The results of this questionnaire will be presented at the first Public Information Centre (PIC) which is tentatively scheduled for late Spring 2013. Notification of all PICs will be advertised in the local community newspaper and notices mailed to all interested stakeholders.

### We would like to hear from you

Public consultation is an important part of this study. If you have any questions or comments or would like to be placed on the study mailing list, please contact:

**Kate Kusiak**  
**Senior Public Consultation**  
**Coordinator**  
**Public Consultation Unit**  
**City of Toronto**  
**Metro Hall, 19th Fl.**  
**55 John St.**  
**Toronto, ON M5V 3C6**

**Tel: 416-392-2962**  
**Fax: 416-392-2974**  
**TTY: 416-338-0889**  
**E-mail: [kkusiak@toronto.ca](mailto:kkusiak@toronto.ca)**  
**Visit: [toronto.ca/involved/projects](http://toronto.ca/involved/projects)**  
**Issue Date: January 17, 2013**



## Lawrence Park Neighbourhood Road & Stormwater Management Study QUESTIONNAIRE

Submit by February 28 - See details on back

The City of Toronto has initiated a Class Environmental Assessment (Class EA) study in the Lawrence Park neighbourhood to address issues related to road conditions, traffic and pedestrian safety. The study is also addressing stormwater management issues including road drainage, and surface and basement flooding.

**A map of the study area is shown in Question #6.** If you are within the study area, please take a few minutes to complete this voluntary questionnaire. Your answers will inform the study and help the study team get a better understanding of community perspectives on road and stormwater issues.

If you are outside of the study area, Canada Post unaddressed mail service has sent this package to you inadvertently. You do not need to fill out this questionnaire.

**NOTE: To help answer any question, clearly illustrate and label your answers on the map (see Question #6) or use another sheet of paper.**

This Questionnaire is available online [www.toronto.ca/involved/projects/basement\\_flooding/sa\\_20.htm](http://www.toronto.ca/involved/projects/basement_flooding/sa_20.htm)

**\*\* This information is not being collected and will not be used for claims or insurance purposes \*\***

1. Please identify your street address \_\_\_\_\_ Postal Code: \_\_\_\_\_

2. Please specify if the building at this address is a: *Please check one answer*

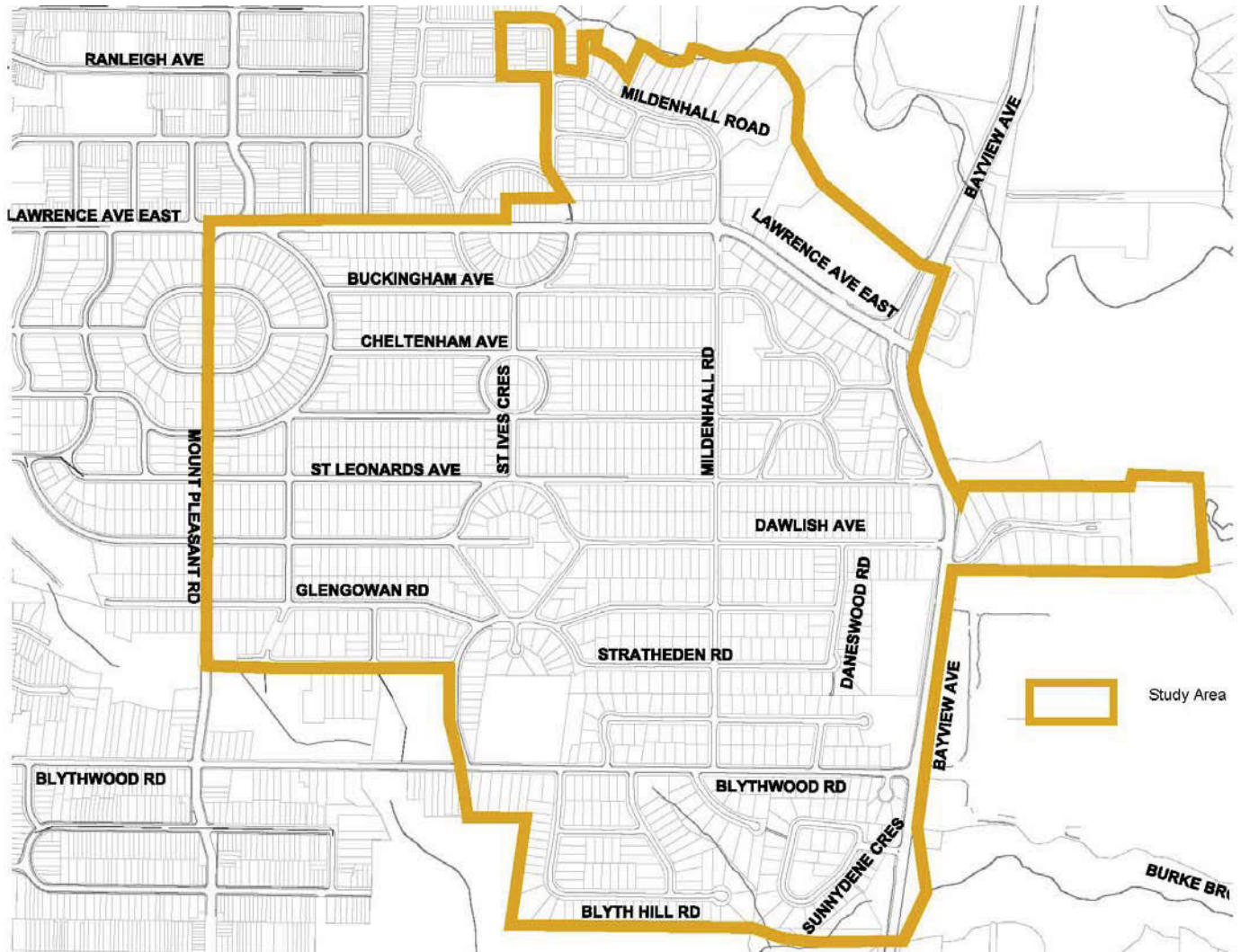
HOME: ☐ DETACHED ☐ SEMI-DETACHED ☐ TOWNHOUSE ☐ MULTIPLE-STOREY  
☐ BUSINESS  
☐ SCHOOL  
☐ OTHER: \_\_\_\_\_

**Please answer questions #3 to #6 based on all members of the household.**

3. Is there a specific location(s) or section(s) of road that is often congested? If so, please identify location or section of the road.
4. Are there specific locations (intersections or streets) within the study area that are unsafe for pedestrians, cyclists, and/or drivers? If yes, please be specific and explain why.
5. Please identify other opportunities to improve local roads through: traffic signage, sidewalks, pedestrian crosswalks, pedestrian shortcuts, sidewalk and street lighting, traffic calming, etc.



6. The Project Team is interested in learning about transportation patterns within the study area. On the map below, please draw the primary route your household members use on a daily basis during the morning weekday rush hour (7 am to 9 am) to exit the neighbourhood.



7. During rainstorms, does water run over-land from the road onto your property, causing surface flooding problems? ☐ YES ☐ NO
8. During rainstorms, are you aware of any specific locations or intersections in the study area that experience significant ponding or water that sits in pools on the road? ☐ YES ☐ NO  
If YES, which locations: \_\_\_\_\_
9. Does the building at your address have a basement?  
☐ YES – continue to Question #10a  
☐ NO – skip to Question 12
- 10a. Have you experienced any basement flooding problems on the property?  
☐ YES – continue to Question #10b  
☐ NO – skip to Question 11

10b. How many times have you experienced basement flooding? \_\_\_\_\_

Please identify the date (month/year) of each basement flooding incident and the depth of water in the basement.

	Month/Year	Water Depth (in/cm)		Month/Year	Water Depth (in/cm)
1.	_____	_____	4.	_____	_____
2.	_____	_____	5.	_____	_____
3.	_____	_____	6.	_____	_____

10c. Did you report the basement flooding incidence(s) to the City or 311? ☐ YES ☐ NO

10d. Did the water entering your basement appear to be coming from any of the following?  
Check all that apply: ☐ FLOOR DRAIN ☐ TOILET/SINK ☐ WALLS ☐ WINDOW/DOOR

10e. Did the water entering the basement have an odour? ☐ YES ☐ NO

10f. If there was an odour, what did it smell like: ☐ SEWAGE ☐ DIRT/MUD ☐ OIL/GREASE

10g. How did the water appear? ☐ CLEAR ☐ DIRTY

11. Do you have a sump pump installed in your basement? ☐ YES ☐ NO ☐ DON'T KNOW  
If yes, where does the pumped water discharge to? ☐ GROUND ☐ SEWER ☐ DON'T KNOW

12. Do you have any back-water valves installed on your drains? ☐ YES ☐ NO ☐ DON'T KNOW



A back-water valve is a device installed on your drain that allows the one-way flow of sewage out of the home, while blocking sewage from backing-up from the street sewer.

Backwater Valve

13. During rainstorms, have you noticed water coming out of catch basins or sewer manhole lids?  
☐ YES ☐ NO

If yes, where/which intersections:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



Catch Basin



Manhole lid

14. How many roof downspouts are on your property? \_\_\_\_\_

15. How many downspouts have been disconnected from the sewer? \_\_\_\_\_

16. Where do your disconnected downspouts drain?  
☐ GRASS/LAWN ☐ GARDEN ☐ DRIVEWAY  
☐ PATIO ☐ OTHER: \_\_\_\_\_



Downspout  
Connected

Downspout  
Disconnected

☐ YES    ☐ NO

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

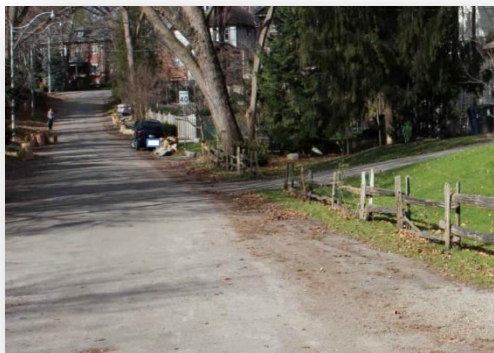
Please return the completed questionnaire by **FEBRUARY 28, 2013:**

- Enclosed pre-paid envelope, or
- fax 416-392-2974, or
- email [kkusiak@toronto.ca](mailto:kkusiak@toronto.ca)

- **For general city services, e.g., tree or water issues, please call 3-1-1 (available 24 hours a day, 7 days a week)**
- **Questions:** Kate Kusiak at [kkusiak@toronto.ca](mailto:kkusiak@toronto.ca) phone 416-392-2962, fax 416 392-2974



## **Appendix A-2: Public Information Centre #1 Summary and Materials**



## Neighbourhood Investigation of Basement Flooding (Area 20) & Road Improvement Study Municipal Class Environmental Assessment

May 2013

Public Information Center #1  
Summary Report



Prepared by Lura Consulting  
for the City of Toronto

This report was prepared by Lura Consulting. Lura is providing independent facilitation services as part of the Lawrence Park Neighbourhood Investigation of Basement Flooding and Road Improvement Study. The report presents the key discussion points and outcomes from the April 22, 2013 public information centre, and is not intended to provide a verbatim transcript. If you have any questions or comments regarding the report, please contact either:

**Kate Kusiak**  
**City of Toronto**  
55 John Street, 19th Floor Metro Hall  
Toronto, ON M5V3C6  
Tel: 416-392-2962  
Fax: 416-392-2974  
Email: [kkusiak@toronto.ca](mailto:kkusiak@toronto.ca)

OR

**Ariana Cancelli**  
**Lura Consulting**  
505 Consumers Rd. Suite 1005  
Toronto, ON M2J 4V8  
Tel. (416) 536-7653  
Email: [acancelli@lura.ca](mailto:acancelli@lura.ca)



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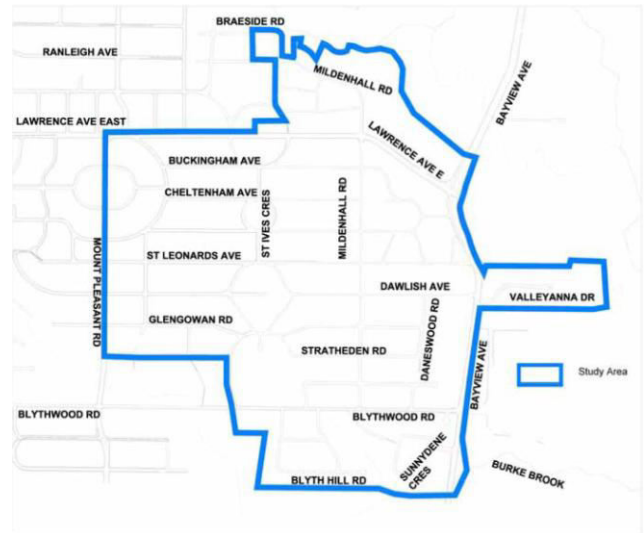
Appendix A - PIC Agenda and Notice

Appendix B - Feedback Form

## 1.0 BACKGROUND

The City of Toronto has initiated a Municipal Class Environmental Assessment (EA) study to address issues relating to deteriorating road conditions, traffic, pedestrian safety, drainage problems and basement flooding in the Lawrence Park neighbourhood.

The study is following the requirements set out in the Municipal Class Environmental Assessment (MCEA) document dated October 2000, amended in 2011. The MCEA process provides members of the public and interest groups with opportunities to provide input at key stages of the study. The study will define the problem, consider and evaluate alternative solutions, assess impacts of the preferred solutions, and identify measures to lessen any adverse impacts.



City staff and a multidisciplinary team of consultants began working on the EA in November 2012. The project team is being led by Aquafor Beech, an engineering and environmental services firm. Other firms on the project team include: Morrison Hershfield, Terraprobe, and Aboud & Associates. Lura Consulting is providing independent facilitation services for the study.

## 2.0 PIC #1

### 2.1 Overview

This public information centre (PIC) was the first of a series of PICs to be hosted by the City of Toronto as part of the Lawrence Park EA study. The PIC took place on April 22<sup>nd</sup> from 6:30 - 8:30 pm at Sunny View Jr and Sr Public School.

The PIC was designed to:

- Present initial findings from a preliminary assessment conducted by the project team;
- Receive community input on the key problems and opportunities within the study area;
- Present results from the questionnaire distributed to residents in January 2013; and
- Discuss next steps for the EA process.

The PIC format consisted of an open house from 6:30-7:00 p.m., followed by a presentation 7:00-7:30, and question and answer period 7:45-8:20. A copy of the PIC agenda can be found in Appendix A. Approximately 100 people participated in the PIC.

## **2.2 Open House**

During the open house, participants reviewed display boards that focused on various aspects of the EA. A copy of the boards can be found on the City of Toronto website:

[http://www.toronto.ca/involved/projects/basement\\_flooding/sa\\_20.htm](http://www.toronto.ca/involved/projects/basement_flooding/sa_20.htm)

Members of the EA project team and City staff were available at the Open House to answer questions informally and respond to feedback.

## **2.3 Welcome and Introductions**

David Dilks, *Lura Consulting*, introduced himself as the neutral facilitator who would be responsible for keeping the meeting on time and moderating the discussions. He stated that Lura would be preparing a report based on the meeting's proceedings.

Mr. Dilks emphasized that the project is in the early stages, meaning there would likely be questions that cannot be answered at this point in the process. He stated that the purpose of the meeting was to introduce the study and gather feedback on a) key problems, issues and opportunities and b) evaluation criteria.

Mr. Dilks noted that participants could provide feedback during the Question and Answer session or by filling out a Feedback Form (see Appendix B). He noted that completed Feedback Forms could be left at the registration table or sent in after the meeting until May 6<sup>th</sup>.

Local Councillor Jaye Robinson thanked everyone for coming and reviewed the boundaries of the study area. She expressed her support for project, recognizing that the neighbourhood's streets were in need of repair. She explained the EA process is mandated by the Province, so it is a necessary step in the repair of the neighbourhood's infrastructure.

Mr. Dilks introduced the senior City staff present at the meeting, including:

- General Manager of Transportation, Stephen Buckley;
- Executive Director of Engineering and Construction Services, Tony Pagnanelli;
- Director of Water Infrastructure Management, Michael D'Andrea;
- Director, Transportation Infrastructure Management, John Mende;
- Manager, Stormwater Management, Ted Bowering;
- Manager, Pedestrian Projects, Transportation, Fiona Chapman;
- Senior Engineer, Engineering and Construction Services, Jackie Kennedy;
- Senior Engineer, Infrastructure Asset Management and Programming, Transportation, Mark Berkovitz;
- Traffic Engineering Supervisor, Transportation, Jay Malone; and
- Landscape Architect, Parks, Forestry and Recreation, Julia Murnaghan.

## **2.4 Presentation**

Dave Maunder, *Aquafor Beech*, provided an overview of the EA study process, which is based on a standard process developed by the Municipal Engineers Association. Mr. Maunder noted



that the study is at the very beginning of the process and that there will be two additional public meetings.

Mr. Maunder described some of the issues his team had discovered in the study area, including there is inconsistent drainage and flooding. He explained that the area is serviced by two types of sewer systems. The western portion of the area is now serviced by a partially separated system, while the eastern part of the area is serviced by a combination of open ditches, driveway culverts and, in some areas, stormsewers (separated sewer). There are several locations in the eastern part of the neighbourhood where basement or surface flooding has been reported.

Mr. Maunder described the traffic issues in the Lawrence Park neighbourhood, and noted that there are narrow streets and sharp corners in some areas which can be a safety hazard. He also mentioned that there were problems with the quality of roads.

Mr. Maunder stated that the project team did not have preconceived ideas about how to solve the problems that have been identified; rather their role would be to work with the community to find the most appropriate solutions. He explained that each street would be examined individually, so the solutions for one street might be different than for another. He noted that there would need to be a balance and compromise when looking at solutions because there are many factors to consider, such as what is needed for emergency services, the location of trees, drainage, safety and other considerations.

Dave reminded participants that there would be another PIC in the winter, at which time the project team would present some more concrete ideas based on the feedback received and additional research. He also noted that a Community Advisory Committee, made up of members of the community, would be formed to help contribute to the EA process by providing input prior to PICs. The Advisory Committee will meet approximately 3 times and a Terms of Reference developed to establish the specific roles and responsibilities.

A copy of the presentation can be found on the City of Toronto website:

[http://www.toronto.ca/involved/projects/basement\\_flooding/sa\\_20.htm](http://www.toronto.ca/involved/projects/basement_flooding/sa_20.htm)

### **3.0 SUMMARY OF PARTICIPANT FEEDBACK**

The input received from participants was focused around two discussion questions:

1. Considering the questionnaire results and issues the Project Team has identified to date, what are the key issues, problems or opportunities (within the parameters of the study) that we should be aware of? Have we missed anything?
2. The next step in the study process is the development of alternative solutions to address the problems and issues identified, as well as criteria to evaluate those alternatives. As the Project Team begins to think about developing evaluation criteria, what are the key factors they should keep in mind?

During the PIC, many participants took the opportunity to provide input on these questions, by completing Feedback Forms or during the Question and Answer session. A total of 37 Feedback Forms were collected and an additional 31 comments were received by the Councillor or Project Team.

The following is a summary of the input received from both the Question and Answer period during the PIC, and Feedback Forms and written submissions received by May 6th. A full summary of the Question and Answer period is included in Section 3.4. Also included in Appendix C are additional written comments received by the Councillor or Project Team.

### **3.1 Key Issues and Opportunities**

- **Safety and Walkability** - Excessive traffic and lack of sidewalks are major issues in some areas of the neighbourhood. The safety of pedestrians, especially children when walking to and from school and overall walkability of the neighbourhood are key concerns. Narrow roads and excessive traffic are also dangerous for cyclists.
- **Site specific traffic** - There is excessive traffic flowing to and from the French School, as well as in the vicinity of Crescent School, Granite Club, Lawrence Park Community Church, Glendon Campus and Sunnybrook Hospital.
- **Poor road conditions** - Many of the roads in the neighbourhood have large potholes and are in need of repair.
- **Speed of traffic** - Motorists driving through the neighbourhood travel at excessive speeds.
- **Traffic Congestion** - The neighbourhood is used a thoroughfare by non-residents which leads to an increase in traffic. New developments and increased population in surrounding areas are also contributing to increased traffic.
- **Parking** - There is a lack of short-term parking available on residential streets.
- **Transit** - It is difficult to access public transportation from the neighbourhood.
- **Flooding** - There are drainage issues on the streets that lead to flooding on roads. Some residents are also experiencing flooding in their basements, especially during storms and winter floods.
- **Turning restrictions** - Turning restrictions on some streets is an inconvenience and requires people to drive unnecessarily through the neighbourhood.
- **Sightlines** - Some roads are blocked by bushes or trees, which reduce visibility and safety.
- **Innovative solutions** - There are opportunities to develop innovative solutions that provide safe passage for pedestrians while at the same time respect the beauty and history of the neighbourhood.

- **Sidewalks** - There are several areas, especially along routes to area schools, where sidewalks could be built to improve pedestrian safety in the neighbourhood (e.g. Mildenhall Road and St. Leonard's Ave).
- **Prioritization and short-term solutions** - Given the timeline of the project and the urgency of some issues, especially those related to safety, short-term solutions are desired. There is also a desire to prioritize safety issues, especially along Mildenhall.
- **Traffic calming** - There is a desire to establish traffic calming measures, especially where newer, smoother roads are built. This includes measure to reduce traffic moving through the neighbourhood, such as 'no left turn' signs.
- **Traffic Law enforcement** - Although it is beyond the scope of this study, better enforcement of traffic laws was suggested as an affordable yet effective way to reduce speeding in the neighbourhood.
- **Complete streets** - Planning and designing 'complete streets' enables safe and comfortable access for all ages and abilities, regardless of transportation mode.
- **No change needed** - Some residents feel that the issues raised by the project team such as lack of sidewalks, are in fact the neighbourhood's amenities and do not need to be changed.

### **3.2 *What's Missing***

- A focus on bicycling through Lawrence Park as well as to and from Lawrence Park.
- Consideration of environmental factors (greenhouse gas and other pollutants).
- A focus on tree protection.
- Prioritization of safety issues.

### **3.3 *Key Factors to Consider when Developing Alternatives***

- The importance of safety (i.e. pedestrian, cyclist and general traffic).
- Maintaining the rural character and aesthetics of the neighbourhood.
- Long-term needs of the community (i.e. infrastructure needs).
- Need for balance between safety and maintaining rural character.
- Importance of the environment and tree protection.
- Importance of walkability for quality of life.
- Cost of implementation options.
- Accessibility for all modes of travel (i.e. strollers, bikes).
- The needs of non-residents (i.e. caregivers).
- Urgency of addressing safety issues.

### **3.4 *Question and Answer Period***

The following summarizes participants' questions (identified with 'Q') or comments (identified with 'C'), and responses from the project team or City of Toronto (identified with

‘A’) during the PIC. What follows is a synopsis of the questions and responses provided by the project team and City staff. Please note this is not a verbatim summary.

**Q** - I am the President of Residents Association North of Lawrence. The residents in our area prefer not to have sidewalks. I would like to be on citizen advisory committee. The main issue I would like to have addressed is traffic and safety, specifically around the Toronto French School. We want to work with the Toronto French School to conduct a traffic study to understand traffic patterns. Most of the people who go to this school are from outside the neighbourhood.

**A** (Councillor Robinson) - We have a working group dealing with this issue in partnership with the school. Jay Malone is working on a traffic study.

**Q** - I have lived here for 20 years. Bumpy roads deter people from driving through the neighbourhood. What are you going to do once you repave the roads to keep outside traffic from using the streets?

**A** - We will be conducting an origin-destination study to get a better idea of who is using the streets and where they are going. You can look at things like ‘no left turns’ or traffic calming measures such as speed bumps. We can discuss this in more detail later in the process.

**Q** - In my opinion, the lack of sidewalks adds to the character of this area. Do you plan to put in sidewalks everywhere?

**A** - The City has a program that attempts to put in sidewalks, but through the EA process we try to determine where the best places for them are. If people don’t want sidewalks, then we can choose not to put them in. There are also options for sidewalks, such as brick, or coloured materials, which is what they opted for on Chine Drive. We want to work with communities to improve safety, but also respect what they want.

**C** - We will be identifying each tree, so that we know where they are when we are making decisions about sidewalks.

**C** - There are places where alternative materials for sidewalks might be appropriate. On Blythwood, on the north side there was a walkway from Yonge to Mount Pleasant made of stones. I like the idea of continuous pathways, but developers can get in the way.

**Q** - When developers/individual land owners apply to the City for development applications or building permits, do they get told the rules as far as water, sewers, and sidewalks? It seems they develop right up to the roadway/sidewalk in many cases.

**A** - Generally, developments are subject to site plan approval. They would be apprised of the rules but they may not follow them.

**Q** - We were told that we were going to get gas, sewers and then roads, in that order. When will this happen?

A (Councillor Robinson) - Gas was installed last summer by Enbridge. Now we are working on the storm sewers and roads as part of the EA.

Q - Will the storm sewers be done first?

A - Storm sewers and roads will be done as a unit. We will prioritize the streets and areas that need more immediate work and do both roads and sewers at the same time.

Q - Speeding is an issue in this neighbourhood. What is the best and most effective way the City has found to control the speed of traffic?

A - Sometimes narrower roads can help to reduce traffic speed. Traffic calming and simply driving slower helps. There are three components 1) the roads 2) police officers 3) and the drivers. Each of those has a role to play in reducing speed.

Q - I am from the Lawrence Park Resident's Association. You are going to be building infrastructure that lasts for 100 years. What is in place to balance our immediate concerns with the future needs of this area? Where does the process come down and decide what is really needed?

A - The technical work is always done first. We are putting in boreholes to determine the health of the roads, which will help us to determine what is technically reasonable. We will also look at what is necessary for emergency services. Then we will have a list of technically sound options and work with the community to make decisions based on that list.

Q - When will the construction start and how long will it take?

A - Our study will be done in winter of next year (2014). What we are looking at is short-, medium-, and long-term projects. In the short-term we are patching roads. We will also look at interim resurfacing. We will be holding off in areas where the water department needs to go and do work. Construction will start on the worst roads first.

When it comes to service improvements - see the map with basement flooding for an idea of which areas will need the most immediate work. The City has a thorough process for prioritizing. Our sewer work precedes the work of transportation. It is going to take some time.

C - To put it into perspective, in Hogg's Hollow re-doing 1 metre of road cost \$3000 so this is a multi-million dollar project.

Q - I am a past president of LPRA. If the City repaves the roads, making them wider and smoother - will that result in traffic going faster?

A - We can look at traffic calming measures such as speed bumps and islands.

Q - If you widen the roads are we automatically going to have calming?

A - Traffic calming measures aren't implemented through the EA process.

C - In your presentation you mentioned some problem in the neighbourhood, which I think are actually amenities. Is the problem that there is too much money to spend?

A - No, that is not the issue. In the EA process, there is a 'do nothing' option.

Q - Can we consider burying hydro wires as part of this project? Could we go to them in advance and integrate with the other work that is being done?

A - Enbridge and Toronto Hydro have certain standards that must be followed, so we would have to talk to them. The City has a capital advance plan, so Toronto hydro will become aware of this process. They can evaluate. We can also approach them as part of the process.

A (Councillor Robinson) - There are implications to burying hydro wires. They looked at doing this in Ward 25, but they realized that every few neighbours end up with a large transformer boxes on their front lawns, so did not proceed.

Q - There are many examples of alternative paving. In the Netherlands they are looking at working with neighbours to build sidewalks around trees and creating woonerfs<sup>1</sup>. Can you look at things like that here?

A - Yes, we can consider alternative options like that.

Q -If you are paving will there be sidewalks?

A - We will show examples of no curb, small curb, large curb, and roll curb for consideration.

Q - I like the rural character of the neighbourhood. Will there be an independent survey to evaluate whether residents want sidewalks on a street by street basis?

A - We could do a survey like that.

Q - Would the decisions about sidewalks be made for the community as a whole or street by street?

A - Street by street. That is the last part of the study.

Q - Will the community advisory committee represent the community as a whole or will there be one for each area. Every area is different.

A - The first step is to get volunteers. Then we will look at who applied and make sure it is a well rounded group.

C - I think you should have different groups for the different areas.

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<sup>1</sup> *Woonerf* is a Dutch term for "living street". First developed in the Netherlands, it's a space where pedestrians and cyclists have priority over motorists. Techniques include shared space, traffic calming, and low speed limits.



**Q** - I live across from French school and have 5 children. I have to drive them to school because it is unsafe for them to walk. We have to take personal safety into consideration. People on the road are angry. How do you take into consideration the safety of children versus people not wanting sidewalks?

**A** - This is a good question. I think it picks up on the issue of balance. We try to build sidewalks when there is construction. The City recommends 2 sidewalks on both sides of arterial streets and at least a sidewalk on one side of residential streets. The other issue we consider is the presence of community centres, schools, and similar facilities. There are also the issues of grade and expense. It is challenging to see neighbours disagreeing about this. This is why we need to have this process. I am not sure that you will be able to satisfy everyone.

**Q** - Blythwood is a special neighbourhood. We want to maintain it. We have a problem with traffic from the hospital, school, and condos. It is great to see so many people from the neighbourhood out. I have a few comments: 1) When going south on Bayview, you can't turn into this neighbourhood. 2) In the evening cars are not supposed to come from Sunnybrook Hospital, but they do anyways. 3) Parking on the street is an issue - we can't park on the street for 10 minutes without getting a parking ticket. 4) Speeding is an issue, but we are the people speeding. 5) There are no reasonable opportunities for taking the bus. 6) The sidewalks on Blythwood are in disrepair and need maintenance.

**Q** - I live south of Lawrence. My concern is that the title of the study says basement flooding and road improvement, but the traffic is the biggest issue. A lot of people cut through the neighbourhood using Blythwood. I want to emphasize the importance of this. Aquafor Beech is not an expert in roads, which is concerning. When the Eglinton LRT is built, there will be back-ups on Bayview. The traffic issues are urgent.

**A** - Morrison Hershfield is on our consultant team and they are dealing with the road and traffic components of the EA.

**Q** - Realizing that this process is going to take a while, what is the City going to do about the pot holes on the roads in the mean time. I have called 311 and it doesn't work.

**A** - My recommendation is to call 311 but be as clear as possible (i.e. the intersection, eastbound vs. westbound lanes). They will tell us about the problem and we will fill the pot holes. If you don't get satisfaction please follow-up.

**Q** - Who is paying for this project? Will we see an increase in property taxes? Is it infrastructure money shared with various governments?

**A** - The local improvement tax was eradicated when the City was amalgamated, so there will be no tax burden. All of the work will come from the City's capital program.

**C** - We won't know the costs until later in the process. We know what it cost in Hogg's Hollow but it could be different.

**Q** - If you put sidewalks on Rothmere Dr., are you going to continue sidewalks into that area?

**A** - Answers to these types of questions will be discussed further into the study.

**Q** - I am part of a group called Mildenhall Pedestrian Safety. We are a group of about 100 families that are worried about pedestrian safety on Mildenhall. The current situation is dangerous. I am happy to hear that there are ways for our rural heritage and safety to coexist. I want to emphasize the importance of safety. Is there a temporary solution? Or is there a provision to accelerate the work on Mildenhall Road?

**A** - This process will consider certain road cross sections and prioritize certain streets. It might be difficult to find an interim solution, but we can talk after the meeting.

**C** - When you are presenting design options, my suggestion is to be creative, be green and be thoughtful.

**Q** - Can we think about restoring the Lawrence Park neighbourhood to its whole, by turning Mount Pleasant back into a residential street, in conjunction with a whole Lawrence park traffic plan?

**A** - This is not within the scope of this study. Taking Mount Pleasant down to two lanes would be a major challenge.

**C** - Mildenhall is a collector road. So, given the City's standards, there should be sidewalks on both sides. When I walk home late at night I feel terrified. MLS (Multiple Listing Services) has a walkability score. It is important. I would like the City to invite pedestrians like the dog walkers and caregivers - not just residents - to say what they think.

**Q** - Regarding the flooding issue, will you consider pools on private properties and other non-porous surfaces (i.e. landscaping)?

**A** - Pools would not be part of this study because they are on private property, but we will be promoting green infrastructure in the municipal right of way.

## **4.0 NEXT STEPS**

The study team will consider verbal and written comments in order to refine the project problems and opportunities as well as existing conditions. The next PIC will be held in early fall or winter 2013. At this time a series of alternatives to address the problems and opportunities will be presented. Evaluation criteria, which are used to prioritize the alternatives, will also be presented. All residents will be notified by mail about this public meeting.

## **Appendix A - PIC Agenda and Notice**



**Lawrence Park Neighbourhood Investigation of  
Basement Flooding (Area 20) & Road Improvement Study  
Municipal Class Environmental Assessment**

**Public Information Centre #1**

Monday, April 22, 6:30 – 8:30 pm

Sunny View Jr and Sr Public School, 450 Blythwood Road, Gymnasium

**AGENDA**

- 6:30 p.m. Open House and Displays
- 7:00 p.m. Agenda Review and Welcome from Councillor Robinson
- 7:10 p.m. Presentation – Dave Maunder, Project Manager, Aquafor Beech
- 7:30 p.m. Questions and Answers
- 8:15 p.m. Completion of Feedback Forms, Map Review opportunity and opportunity to speak with City Staff

*Questions for Feedback*

1. Considering the questionnaire results and the issues the Project Team has identified to date, what are the key issues, problems or opportunities (within the parameters of the study) that we should be aware of? Have we missed anything? *Record your responses on your Feedback Form or on the large map at your table.*
2. The next step in the EA process is the development of alternative solutions and criteria to evaluate those alternatives. As the Project Team begins to think about developing evaluation criteria, what are the key factors they should keep in mind? *Record your responses on your Feedback Form.*

- 8:30 p.m. Wrap Up and Adjourn

Call **3 1 1**

The City of Toronto holds public consultations as one way to engage residents in the life of their city. Toronto thrives on your great ideas and actions. We invite you to get involved.

## Lawrence Park Neighbourhood Investigation of Basement Flooding (Area 20) & Road Improvement Study

### Municipal Class Environmental Assessment Notice of Public Information Centre #1

You are invited to attend the first Public Information Centre (PIC) to learn about this Environmental Assessment Study, its planning process, and the information collected to date. The PIC will provide you with an opportunity to help clarify key issues of concern, objectives and opportunities. City staff and the consulting team will be present to answer questions and discuss the next steps in the process. The PIC will include an open house, a presentation at 7:00 p.m., followed by a community mapping activity that will focus on key issues and opportunities for the study. The PIC details are noted below:

**Date:** Monday, April 22, 2013

**Time:** 6:30 p.m. to 8:30 p.m.  
7:00 p.m. – Presentation



**Location:** Sunny View Junior and Senior Public School  
450 Blythwood Rd

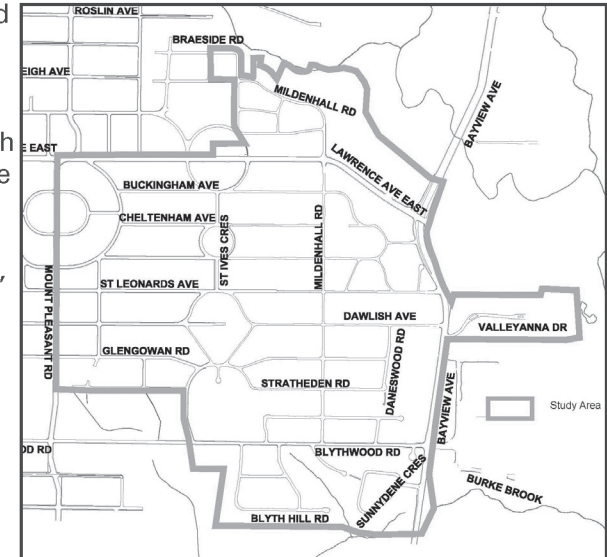
#### The Study

The City of Toronto has initiated a Municipal Class Environmental Assessment (EA) study to address issues relating to deteriorating road conditions, traffic, pedestrian safety, drainage problems and basement flooding in the Lawrence Park neighbourhood. Measures will also be incorporated to improve storm water quality and reduce storm runoff. The map in this Notice shows the Lawrence Park Neighbourhood Study Area.

#### The Process

The study is being planned under the requirements set out in the Municipal Class Environmental Assessment (MCEA) document dated

October 2000, amended in 2011. The MCEA process provides members of the public and interest groups with opportunities to provide input at key stages of the study. The study will define the problem, consider and evaluate alternative solutions, assess impacts of the preferred solutions, and identify measures to lessen any adverse impacts.



#### We would like to hear from you

Public consultation is an important part of this study. If you have any questions or comments, please contact:

**Kate Kusiak, Sr Co-ordinator, Public Consultation, City of Toronto**  
Metro Hall, 19th Fl., 55 John St., Toronto, ON M5V 3C6

Tel: 416-392-2962, Fax: 416-392-2974, TTY: 416-338-0889

email: [kkusiak@toronto.ca](mailto:kkusiak@toronto.ca)

Project website: [toronto.ca/involved/projects](http://toronto.ca/involved/projects)

Issue Date: April 8, 2013

## **Appendix B - Feedback Form**





**Lawrence Park Neighbourhood Investigation of  
Basement Flooding (Area 20) & Road Improvement Study  
Municipal Class Environmental Assessment**

**Public Information Centre #1**

Monday, April 22, 6:30 – 8:30 pm

Sunny View Jr and Sr Public School, 450 Blythwood Road, Gymnasium

**FEEDBACK FORM**

**Contact Information (optional):**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone Number: \_\_\_\_\_

Email: \_\_\_\_\_

☐ Add my Email Address to the Project Notification List

**We invite and appreciate your feedback...**

1. Considering the questionnaire results and the issues the Project Team has identified to date, what are the key issues, problems or opportunities (within the parameters of the study) that we should be aware of? Have we missed anything?

2. The next step in the EA process is the development of alternative solutions and criteria to evaluate those alternatives. As the Project Team begins to think about developing evaluation criteria, what are the key factors they should keep in mind?

3. Do you have any other feedback on any aspect of the project?

**Thank you for your comments!**

**Please return completed forms to the Registration Table**

**Or if you would like more time, please return by May 6, 2013 to:**

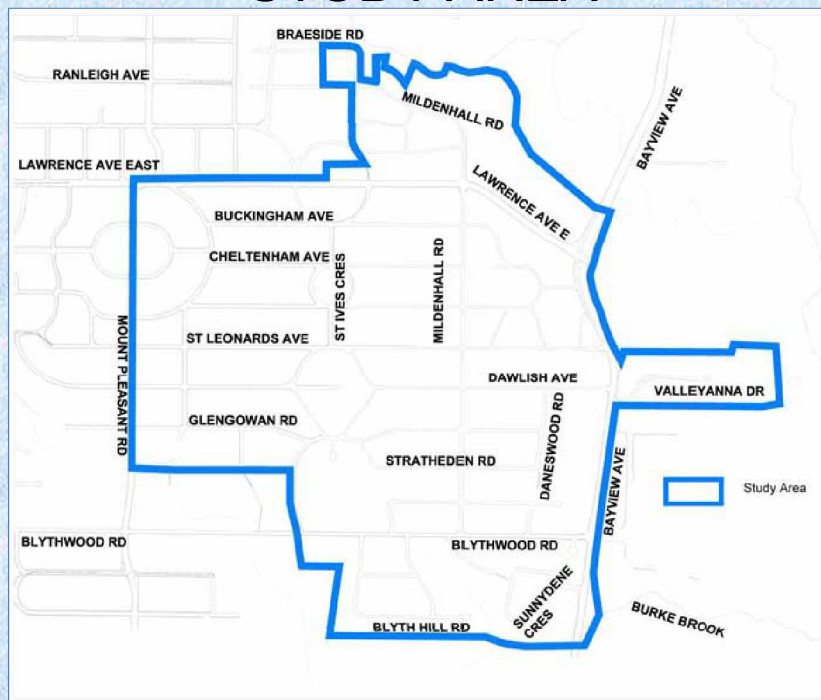
**Kate Kusiak, Public Consultation Unit  
55 John Street, Metro Hall, 19<sup>th</sup> Floor  
Toronto, ON M5V 3C6  
E-mail: [kkusiak@toronto.ca](mailto:kkusiak@toronto.ca)  
Fax: 416-392-2974**

# LAWRENCE PARK NEIGHBOURHOOD INVESTIGATION OF BASEMENT FLOODING (AREA 20) & ROAD IMPROVEMENT STUDY CLASS ENVIRONMENTAL ASSESSMENT

FIRST OPEN HOUSE AND PUBLIC MEETING  
22 APRIL 2013



## STUDY AREA





## STUDY PURPOSE

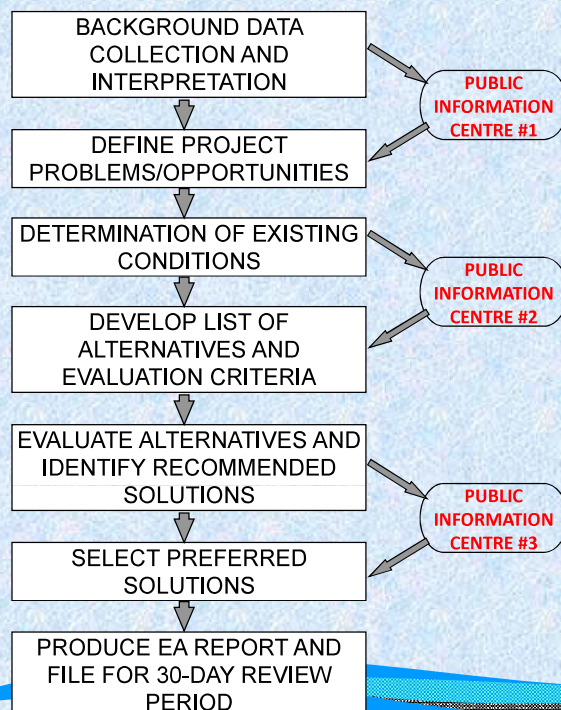
To address issues relating to:

- deteriorating road conditions
  - traffic
  - pedestrian safety
  - drainage problems
  - basement and surface flooding
- in the Lawrence Park Neighbourhood.

Measures that improve stormwater quality and reduce storm runoff will also be incorporated.



## ENVIRONMENTAL ASSESSMENT PROCESS





## OBJECTIVES OF TODAY'S MEETING

- Introduce project to community, answer residents' questions, receive feedback
- Describe the study area
- Define problems and opportunities
- Present initial findings and collected data
- Present results from questionnaire
- Discuss next steps



## PROJECT PROBLEMS AND OPPORTUNITIES

### Items to Consider

- |                                |                             |
|--------------------------------|-----------------------------|
| • Basement Flooding            | • Stormwater Runoff Quality |
| • Surface Flooding             | • Pedestrian Safety         |
| • Drainage                     | • Tree Preservation         |
| • Landscaping<br>Encroachments | • Traffic Safety            |
| • Road Surface<br>Improvement  | • Parking                   |











**Unique Drainage**



**Reverse slope driveways**





**Trees, surface ponding**



**Ad hoc drainage**



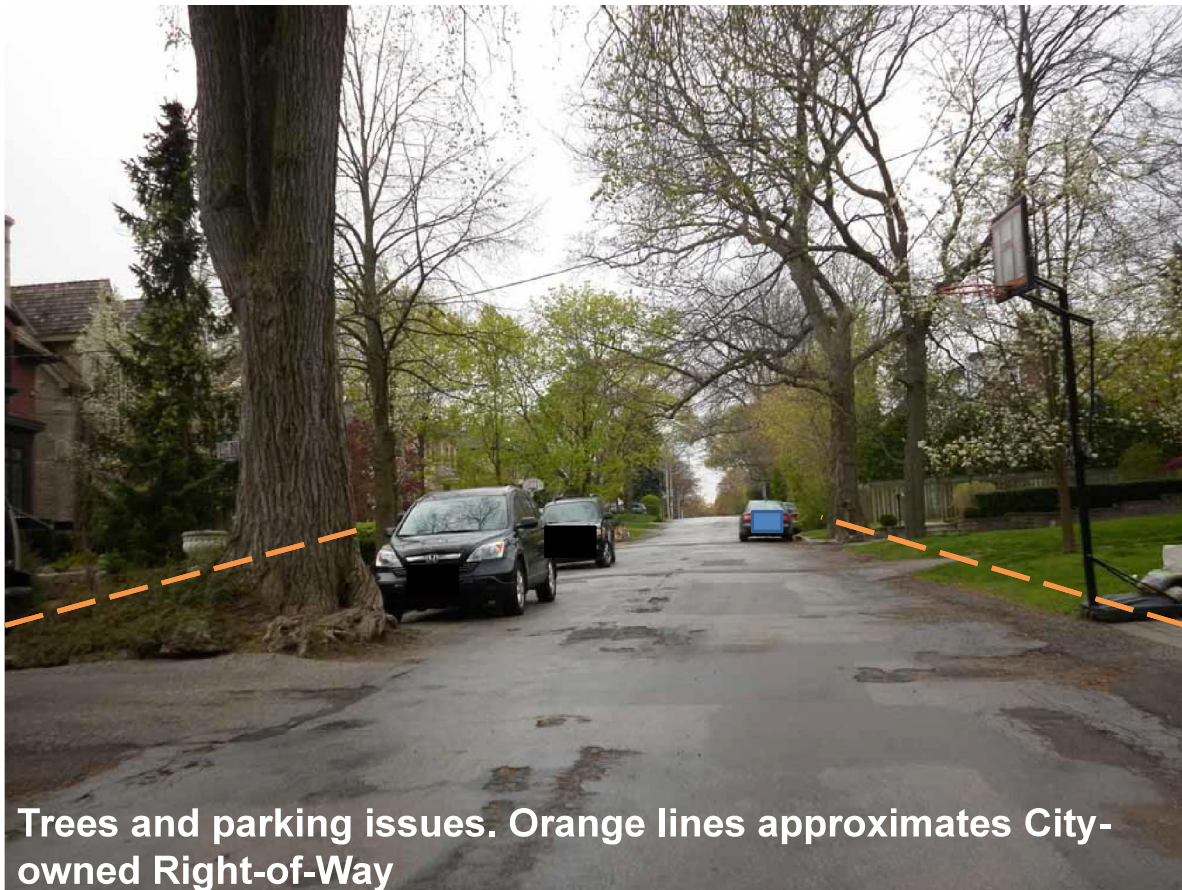


Relatively urbanized, wide road, two sidewalks



Mildenhall – lack of sidewalks. Orange line approximates City-owned Right-of-Way





Trees and parking issues. Orange lines approximates City-owned Right-of-Way

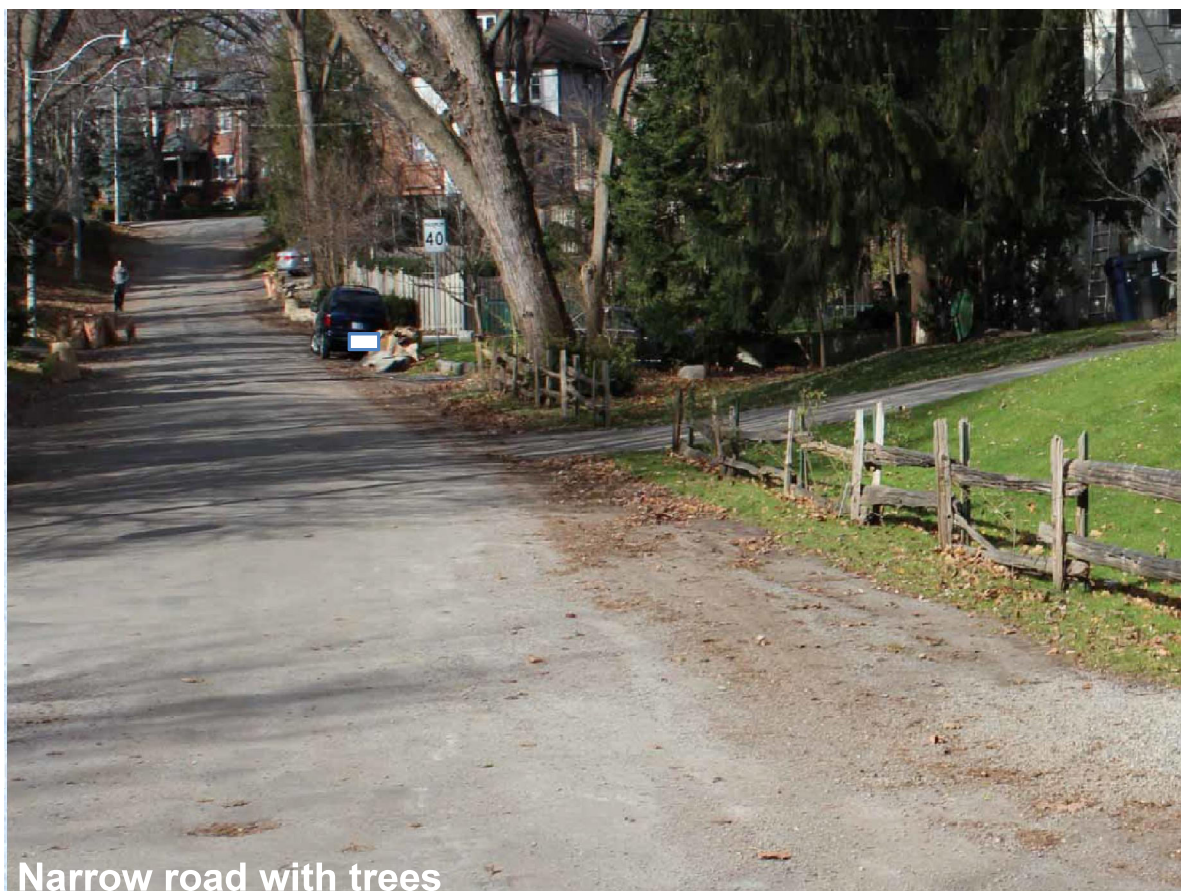


Narrow road – many trees





Landscaping on City-owned property

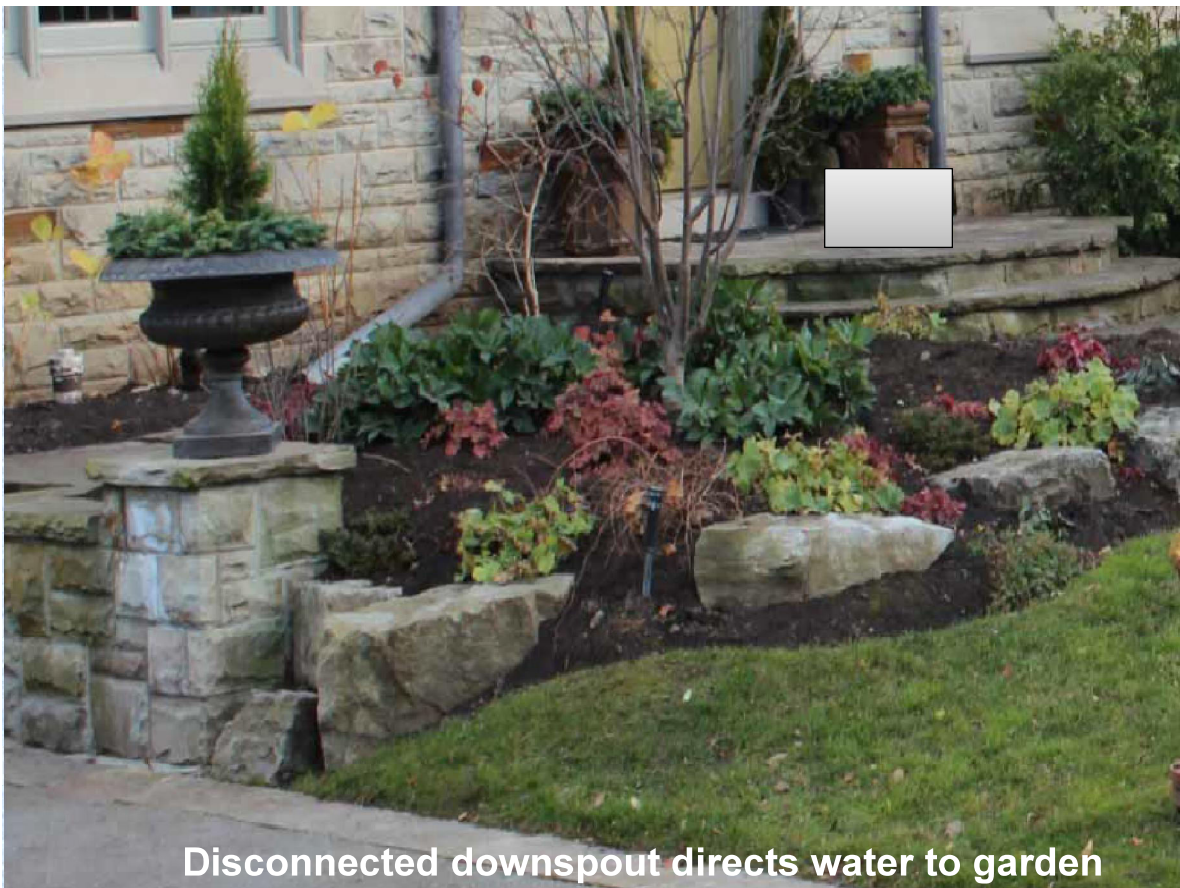


Narrow road with trees





**Tight sight lines, narrow street, trees**



**Disconnected downspout directs water to garden**





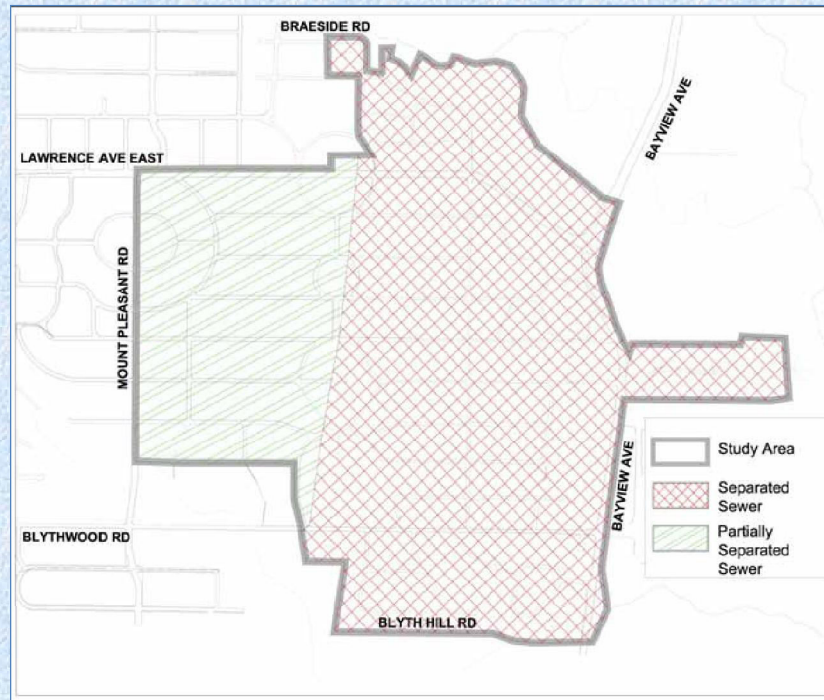
**Disconnected downspouts directs water to lawn**



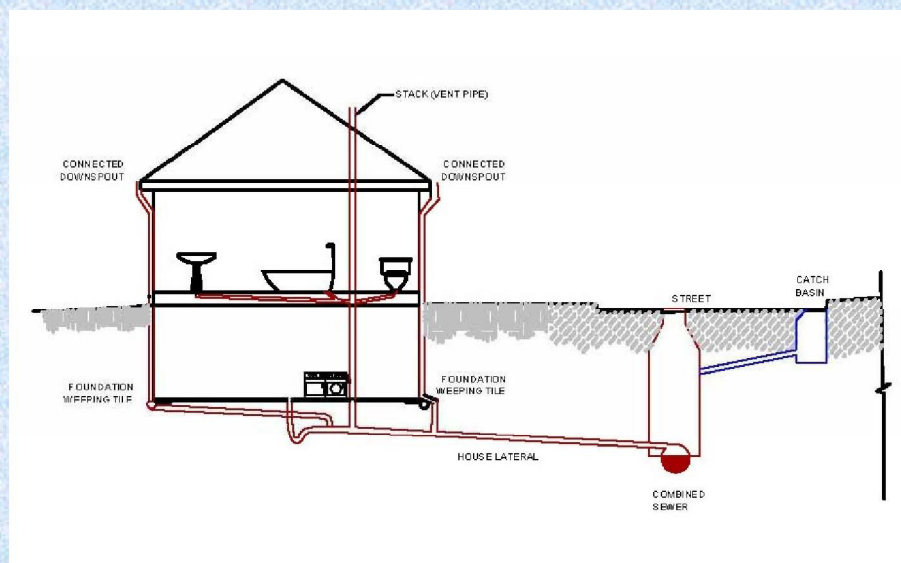
**Downspout into ground / connected downspout**



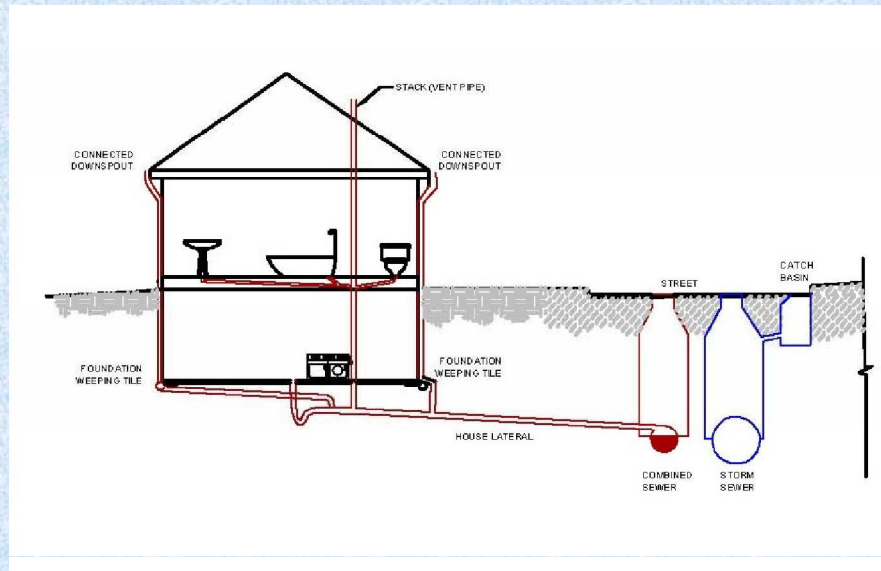
# SEWER SYSTEMS



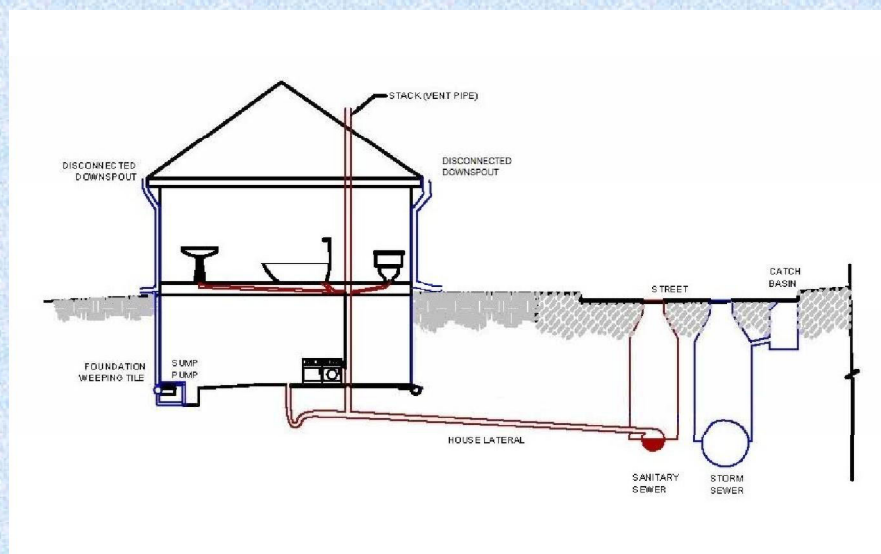
## Combined Sewer



# Partially Separated Sewer



# Separated Sewer





## ROADWAY SYSTEM

Following potential issues were identified:

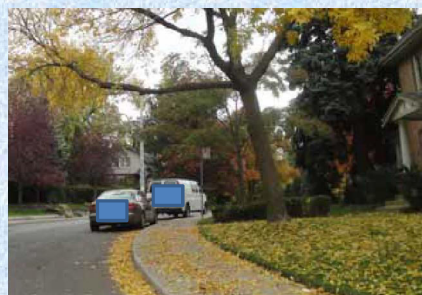
- Poor Pavement Conditions
- Sight Lines Problems
- Lack of Pedestrian/ Cycling Facilities
- Narrow Right-of-Way
- Street Parking



## TRAFFIC

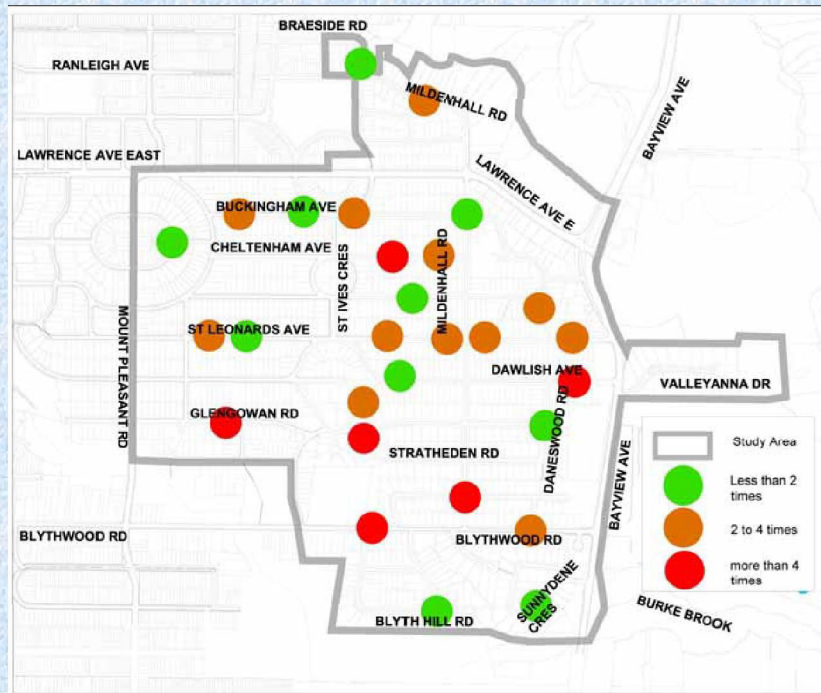
Following potential issues were identified:

- Speeding
- Traffic Infiltration
- Lack of Sight Distance at intersections
- Pedestrian Safety

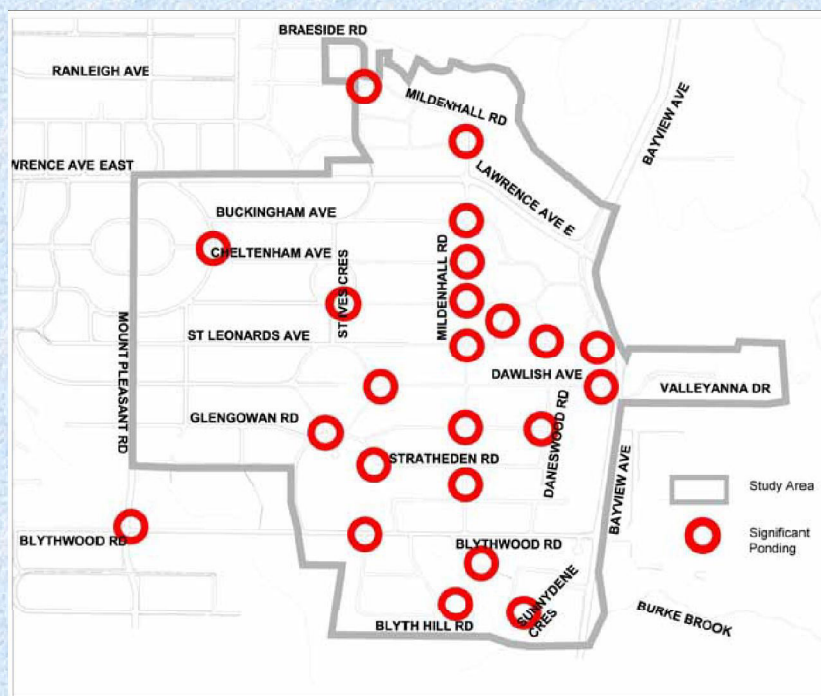




## BASEMENT FLOODING

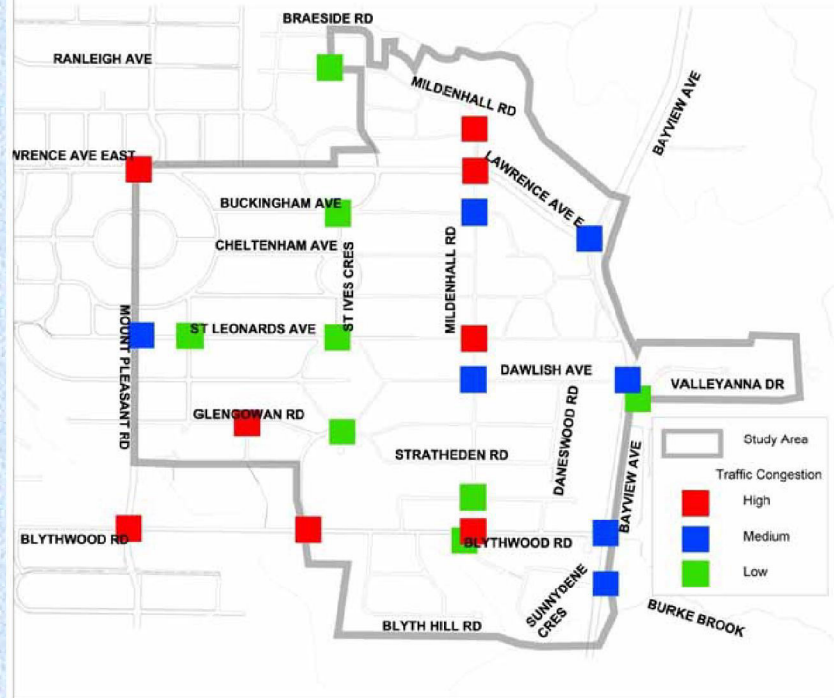


## SURFACE DRAINAGE



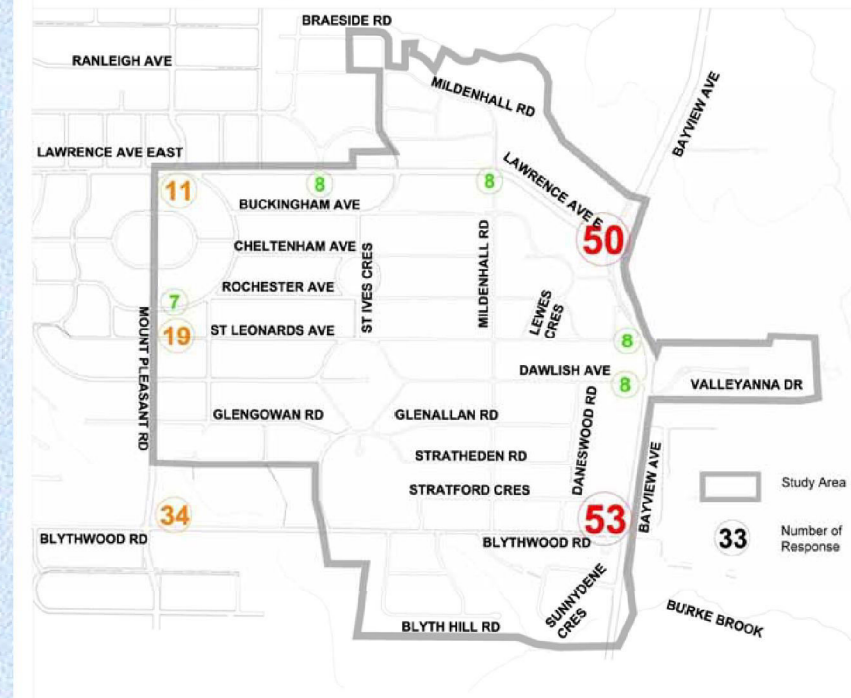
# QUESTIONNAIRE RESPONSES

Q3. Is there a specific location(s) or section(s) of road that is often congested? If so, please identify location or section of the road.



# QUESTIONNAIRE RESPONSES

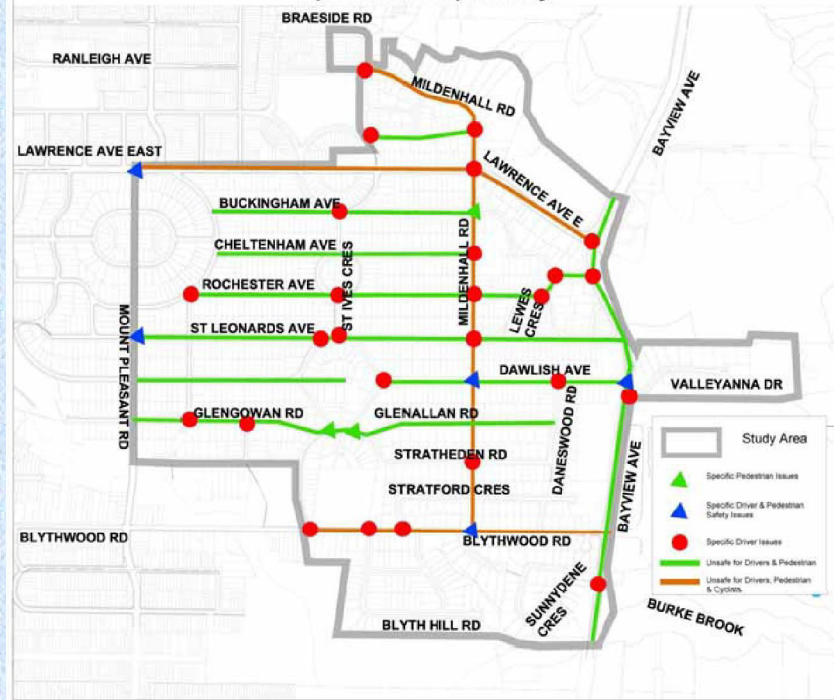
Q6. The primary route your household members use on a daily basis during the morning weekday rush hour (7 am to 9 am) to exit the neighbourhood.





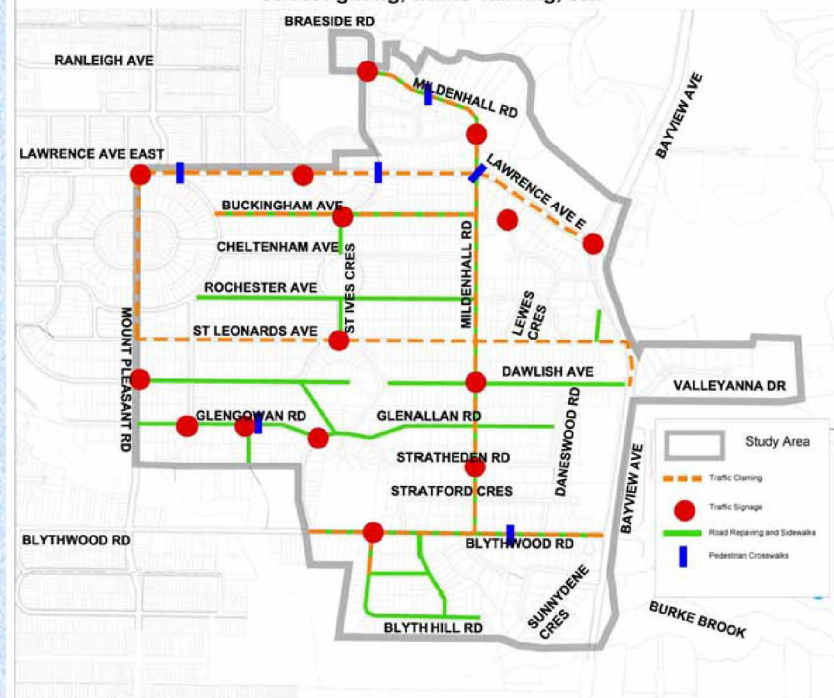
# QUESTIONNAIRE RESPONSES

**Q4. Are there specific locations (intersections or streets) within the study area that are unsafe for pedestrians, cyclists, and/or drivers? If yes, please be specific and explain why.**



# QUESTIONNAIRE RESPONSES

**Q5. Please identify other opportunities to improve local roads through: traffic signage, sidewalks, pedestrian crosswalks, pedestrian shortcuts, sidewalk and street lighting, traffic calming, etc.**





## NEXT STEPS

- Summarize public input from questionnaires and tonight's meeting
- Refine project problems and opportunities
- Finalize technical steps to determine existing conditions
- Develop list of alternatives together with evaluation criteria



## FORMATION OF COMMUNITY ADVISORY GROUP

### Objective:

- Provide feedback and advice to the City and its consultant team during the EA

### Time Commitments:

- Participate in 3-4 meetings (2-2.5hrs/meeting)

### Membership:

- Approximately 10-20 members



THANK YOU AND QUESTIONS





# Welcome

to the Lawrence Park Neighbourhood

Investigation of Basement Flooding (Area 20) &

Road Improvement Study

Class Environmental Assessment

Public Information Centre

Please sign-in and help yourself to a feedback form.

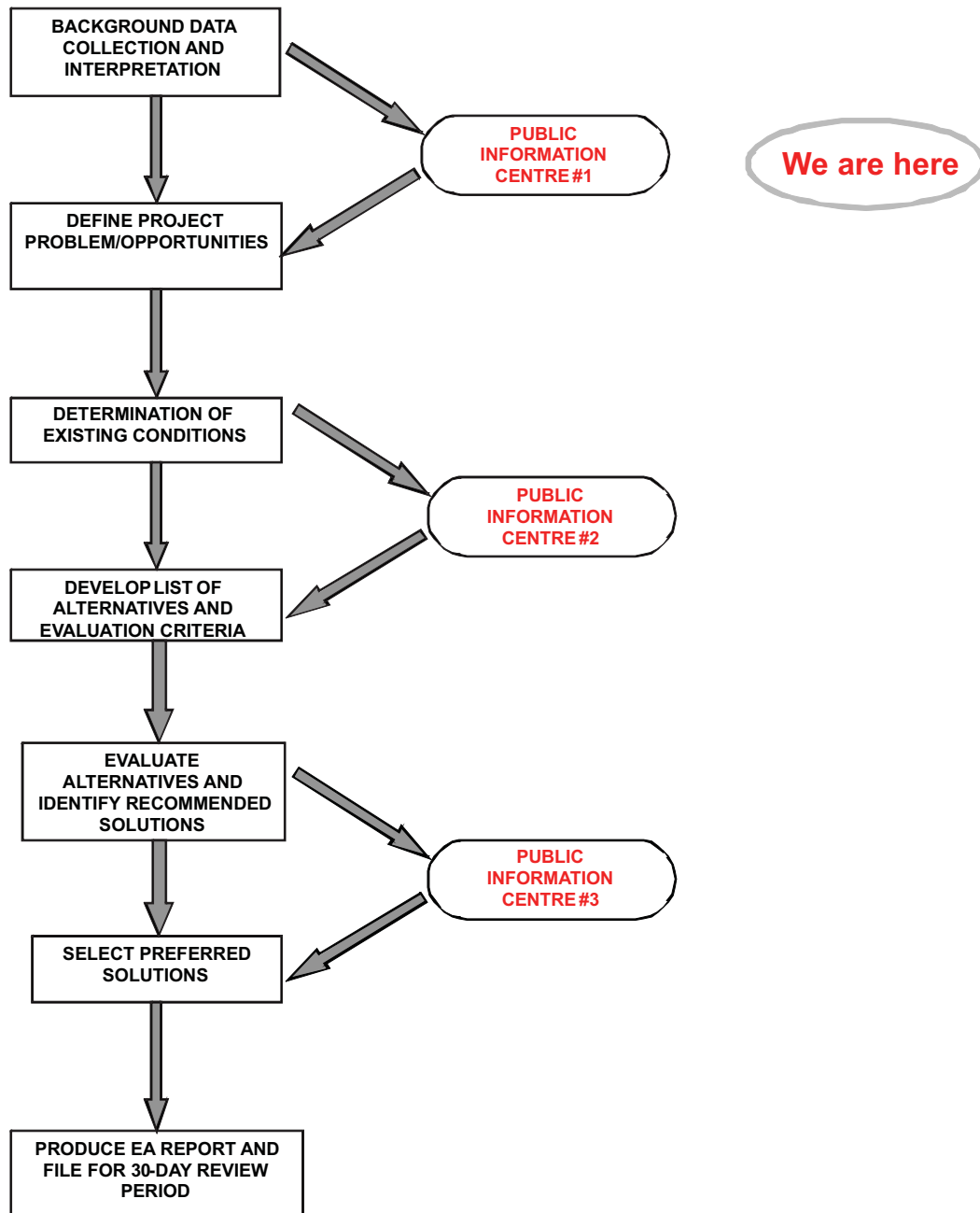
City of Toronto and project consultants are  
on hand to answer your questions.



# Municipal Class Environmental Assessment Process

This study is being undertaken as a Schedule B project under the Municipal Class Environmental Assessment (EA) process.

The flow chart illustrates the key steps to be undertaken as part of the EA process.



# Purpose of this Class EA

## Study Purpose

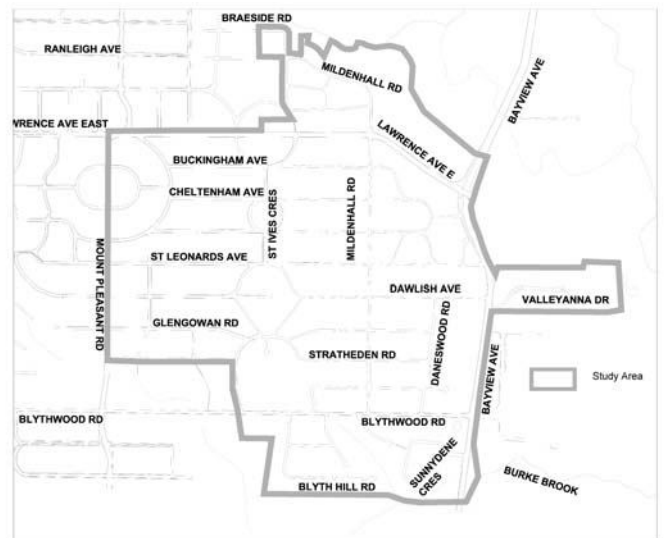
The City of Toronto has initiated a Schedule B Municipal Class Environmental Assessment (EA) study to address issues relating to deteriorating road conditions, traffic, pedestrian safety, drainage problems and basement flooding in the Lawrence Park Neighbourhood (see map below). Measures that improve stormwater quality and reduce storm runoff will also be incorporated.

The study is being planned under the requirements set out in the Municipal Class Environmental Assessment (MCEA) document dated October 2000, amended in 2011. The MCEA process provides members of the public and interest groups with opportunities to provide input at key stages of the study. The study will:

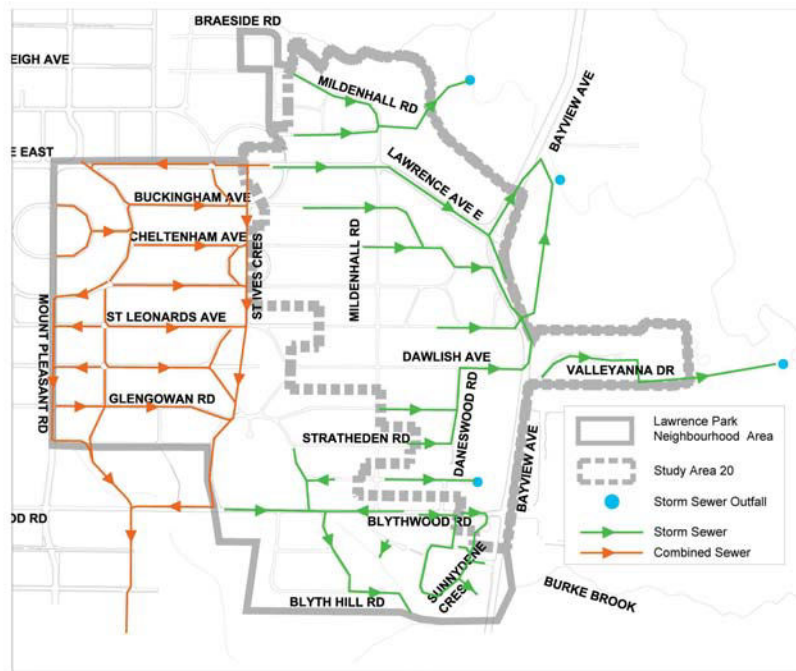
1. Define the problem,
2. Evaluate alternative solutions,
3. Assess impacts of the preferred solutions, and
4. Identify measures to lessen any adverse impacts.

## Objectives of Tonight's Meeting

- introduce project to community, answer residents' questions, receive feedback
- describe the study area
- define any problems and opportunities
- present initial findings and collected data
- present results from questionnaire
- discuss next steps



# Lawrence Park Neighbourhood Stormwater Runoff, Basement and Surface Flooding



## The Problem

Urban development has altered the natural way in which stormwater runoff enters the sewer systems and travels back to Lake Ontario/water bodies/sources.

## Water Quality

During heavy and extreme wet weather events, stormwater (in the form of rain or snow) travels along roofs, gardens, driveways, collecting grease, dirt, oil, and other pollutants before entering our sewer systems. This results in degraded water quality conditions, which negatively impact aquatic habitat and wildlife.

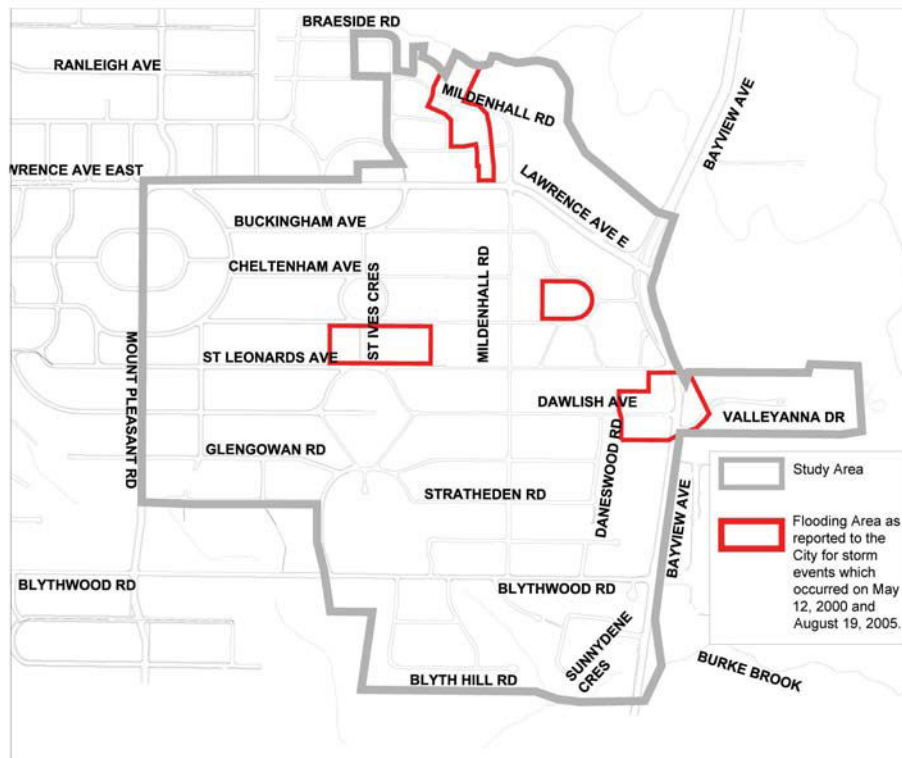
## Basement and Surface Flooding

Extreme storm events on May 12, 2000 and August 19, 2005 caused significant surface and basement flooding within the City. These storm events resulted in the flooding of many residents' homes, and damage to City infrastructure such as roads, bridges, culverts and sewers.

Study Area 20 is one of 34 areas in the Basement Flooding Work Plan approved by Council to address these drainage issues.



# General Causes of Basement Flooding



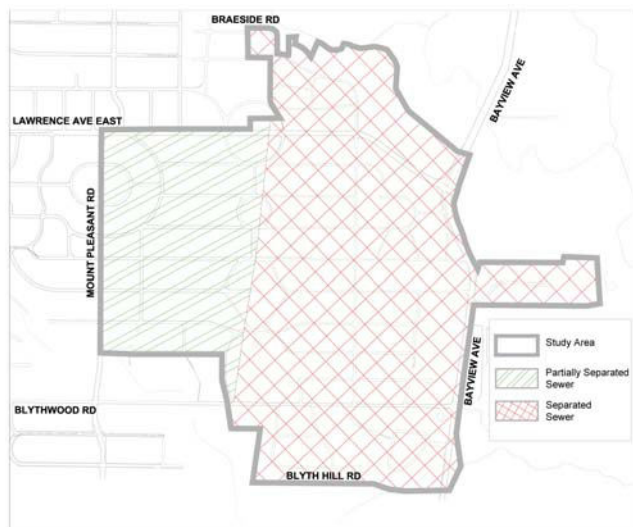
During normal rainfall events, the storm and sanitary sewer systems operate as designed. However, during extreme storms, the following takes place:

- Stormwater flow exceeds the storm sewer capacity and overloads the system;
- Directly connected roof drains, especially flat roofs, contribute significant volumes to the sewer system;
- Water remains on the surface and flows overland along roads;
- At low lying areas, water accumulates (ponds) and enters the sanitary sewer through manhole covers. This causes the sanitary sewers to surcharge and potentially back-up into the basement.

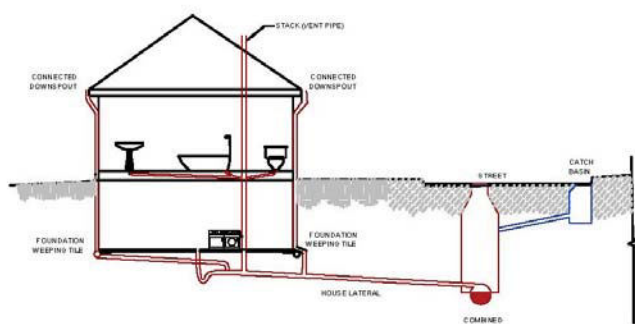
During these heavy rainfalls, the ground becomes extremely wet and water enters the sanitary system through cracks or broken pipes, cracked maintenance hole walls and loose joints underground. This contributes to back-up of the sanitary sewers.

Other potential factors causing sanitary sewer back-up include:

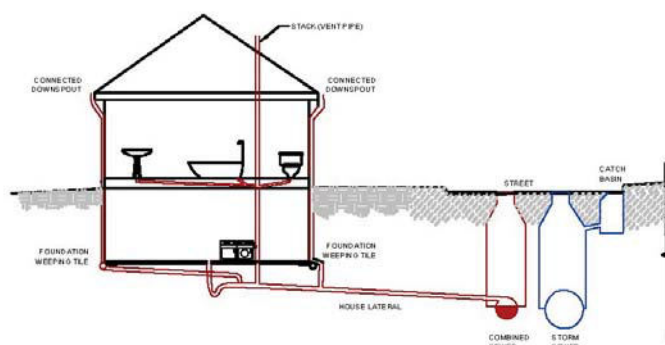
- Water entering the basement from the surface via window sills and reverse-slope driveways etc. and then through basement floor drains (connected to sanitary sewer);
- Downspouts and/or weeping tiles connected to the sanitary system, and
- Illegal cross-connection between sewer connections and street sewers (For example, storm connection connected to a sanitary sewer, or vice versa).



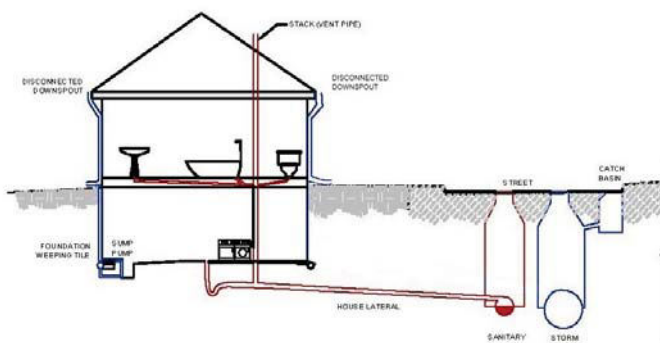
# Lawrence Park Neighbourhood Sewer Systems



Combined Sewer



Partially Separated Sewer



Separated Sewer

The Lawrence Park area is currently serviced by two types of sewer systems. The western portion of the area was originally serviced by a combined sewer system. Over the years the City undertook a program to remove a portion of the stormwater that was entering the system. This area is now serviced by a partially separated system.

The eastern part of the area is serviced by a combination of open ditches, driveway culverts and, in some areas, storm sewers (separated sewer).

# Wet Weather Flow Master Plan Overview

Toronto's Wet Weather Flow Master Plan (WWFMP) is a long-term plan to protect our environment and sustain healthy rivers, streams and other water bodies. Its aim is to recognize and utilize stormwater as a resource, and to reduce the adverse effects of stormwater.

The WWFMP sets out to accomplish objectives relating to:

- Lake, river and stream water quality;
- Water quantity;
- Natural areas and wildlife; and
- Drainage systems.

To meet these objectives, a 25-year plan has been developed to carry out studies and propose improvement projects that provide a solution to the adverse effects of stormwater. By implementing the projects identified in the WWFMP, the intent is to achieve the following benefits:

- Clean waterfront beaches that are healthy for swimming;
- Protect basements from flooding;
- Protect city infrastructure from stream erosion;
- Restore degraded local streams;
- Improve stream water quality;
- Reduce algae growth along the waterfronts and in streams; and
- Restore fish and wildlife habitat.



# Preliminary Roadway Assessment

The following potential roadway system issues have been identified:

## **Poor Pavement Conditions**

- Pavement cracking, spalling, and pot holes noted throughout the neighbourhood. The conditions are especially poor in the north-east portion (e.g. at Dawlish Avenue and Rochester Avenue east of Mildenhall Road)



## **Sight Line Problems (Lack of visibility to incoming traffic)**

- The westbound traffic on Dawlish Avenue at Mount Pleasant Road does not have a good sight line to the approaching southbound traffic on Mount Pleasant. The intersection is not signalized and the traffic on Mount Pleasant Road approaches the intersection at a high speed.
- Sight line problems at other locations include skewed intersections along St. Ives Road



## **Lack of Pedestrian / Cycling Facilities**

- A lack of sidewalks in the local streets within the neighbourhood, especially in the north-south direction
- No cycling facilities within the neighbourhood





# Roadway Preliminary Assessment - Findings

## **Narrow Road Right-of-Way**

- A typical two lane roadway should be approximately 6.5 to 8.0 m, plus 1.5 to 2.0 m shoulders. The streets within the neighbourhood are generally narrower. For example, sections of St. Leonards Avenue east of Mount Pleasant, and Dawlish Avenue have a defined roadway width of less than 6.5m.
- Wide asphalt ditches on roadways and pedestrians on the road often reduce the available road width
- Any potential street improvements may impact private properties



## **Street Parking**

- Street parking also reduces the available roadway to less than two lane widths, especially on Rochester, Mildenhall, Dawlish, and St. Leonards.





# Lawrence Park Neighbourhood – Traffic Operations

The following potential traffic operational issues have been identified:

- Speeding
- Traffic infiltration (the use of local streets as a through fare)
- A general concern for pedestrian safety and roadside safety
- Street parking

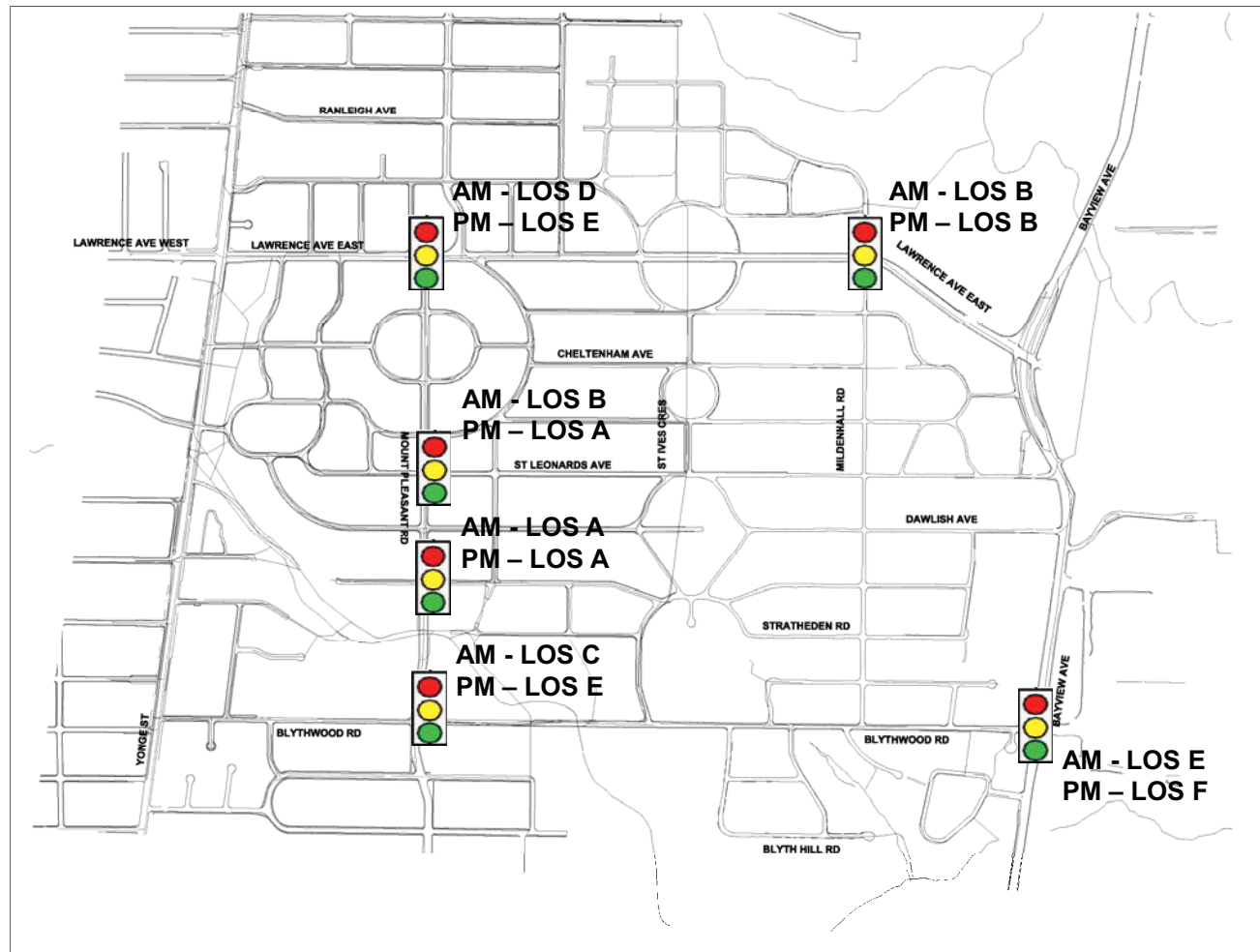


Approach to Traffic Analysis:

- Collision data of the past 6 years was analyzed to confirm frequency, locations, and types of accidents
- Turning movement counts were undertaken at the six signalized intersections that provide direct access into the neighbourhood
- Origin-Destination counts will be conducted to analyze the infiltration of traffic



# Preliminary Assessment of Existing Traffic Conditions



- The operations of the intersections, based on delays, queue lengths and times, and volumes, was analyzed using existing turning movement counts conducted in November 2012.
- The level of operation of an intersection is measured by its Level of Service (LOS), that ranges from "A" to "F" with LOS "A" being the best and LOS "E" the worst.

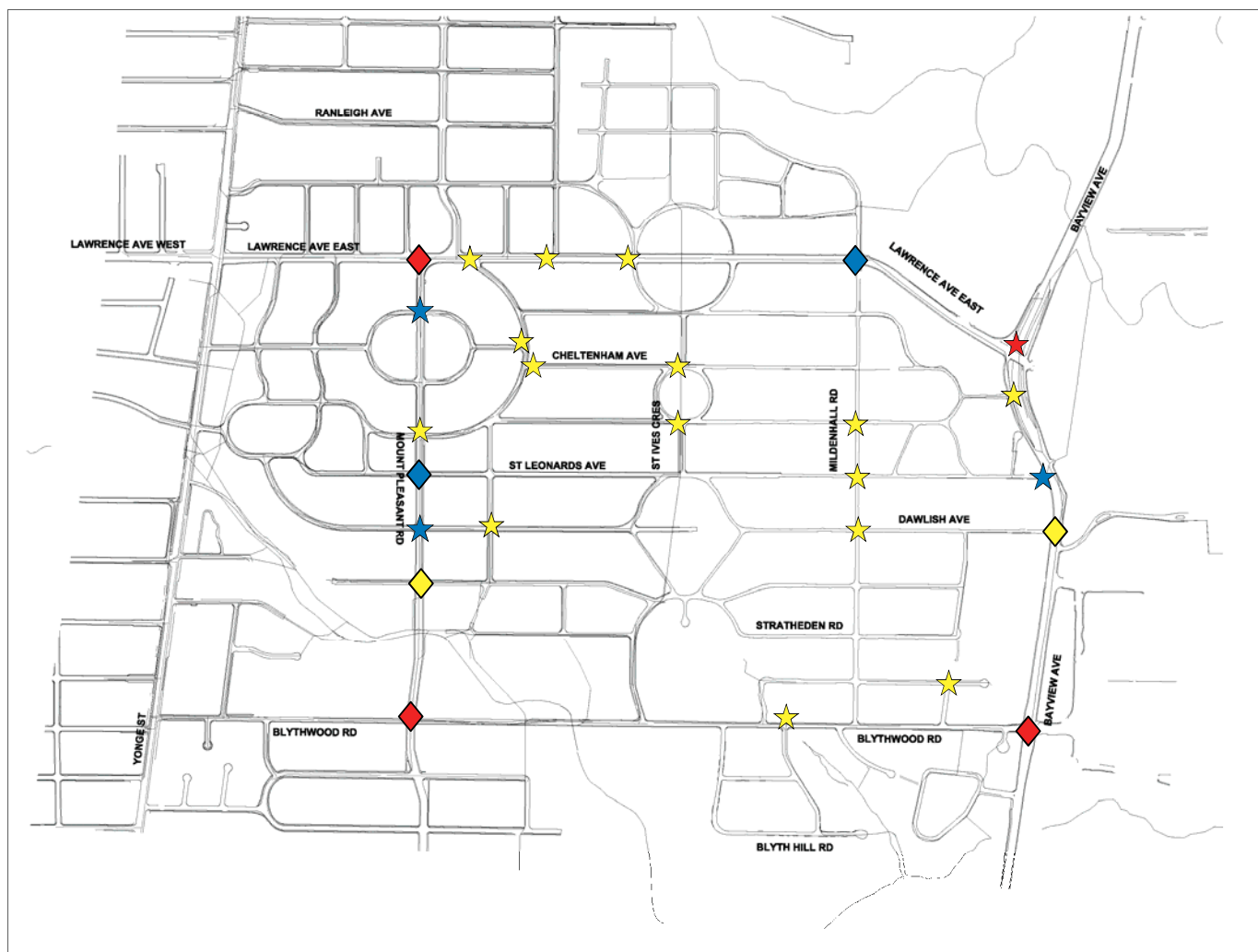
## Legend



Signalized Intersection

LOS: Level of Service

# Traffic Preliminary Assessment – Collision Summary



- From January 2007 to March 2012, 572 collisions occurred within the study area.
- There were no fatal collisions. 17% of the collisions resulted in personal injury and 83% resulted in only property damage.
- The majority of collisions occurred between 7-9 am and 4-6 pm.

## Legend

- ★ Intersection with Vehicular Collisions only
- ◇ Intersection with collisions involving pedestrians or cyclists


## Number of Collisions within last 6 Years

- 1-10
- 10-20
- Over 20

# Residents Responses to Questionnaires

A questionnaire was distributed to all residents within the Lawrence Park Neighbourhood in late January. The submission deadline was February 28, 2013. Approximately 380 residents responded out to 2200 households (estimated). This response rate is considered high compared to other basement flooding studies in Toronto. The objective of the questionnaire was to gather input on flooding, road conditions, pedestrian safety, traffic issues, etc.

Provided on the following boards is a summary of the responses.

  
**Lawrence Park Neighbourhood Road & Stormwater Management Study**  
**QUESTIONNAIRE**  
Submit by February 28 - See details on back

The City of Toronto has initiated a Class Environmental Assessment (Class EA) study in the Lawrence Park neighbourhood to address issues related to road conditions, traffic and pedestrian safety. The study is also addressing stormwater management issues including road drainage, and surface and basement flooding.

**A map of the study area is shown in Question #6.** If you are within the study area, please take a few minutes to complete this voluntary questionnaire. Your answers will inform the study and help the study team get a better understanding of community perspectives on road and stormwater issues.

If you are outside of the study area, Canada Post unaddressed mail service has sent this package to you inadvertently. You do not need to fill out this questionnaire.

**NOTE: To help answer any question, clearly illustrate and label your answers on the map (see Question #6) or use another sheet of paper.**

This Questionnaire is available online [www.toronto.ca/involved/projects/basement\\_flooding/sa\\_20.htm](http://www.toronto.ca/involved/projects/basement_flooding/sa_20.htm)

**\*\* This information is not being collected and will not be used for claims or insurance purposes \*\***

1. Please identify your street address \_\_\_\_\_ Postal Code: \_\_\_\_\_

2. Please specify if the building at this address is a: *Please check one answer*

HOME: ☐ DETACHED ☐ SEMI-DETACHED ☐ TOWNHOUSE ☐ MULTIPLE-STOREY  
☐ BUSINESS  
☐ SCHOOL  
☐ OTHER: \_\_\_\_\_

**Please answer questions #3 to #6 based on all members of the household.**

3. Is there a specific location(s) or section(s) of road that is often congested? If so, please identify location or section of the road.

4. Are there specific locations (intersections or streets) within the study area that are unsafe for pedestrians, cyclists, and/or drivers? If yes, please be specific and explain why.

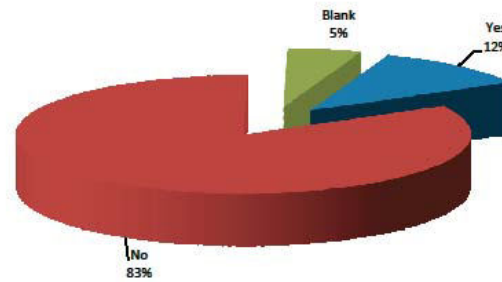
5. Please identify other opportunities to improve local roads through: traffic signage, sidewalks, pedestrian crosswalks, pedestrian shortcuts, sidewalk and street lighting, traffic calming, etc.

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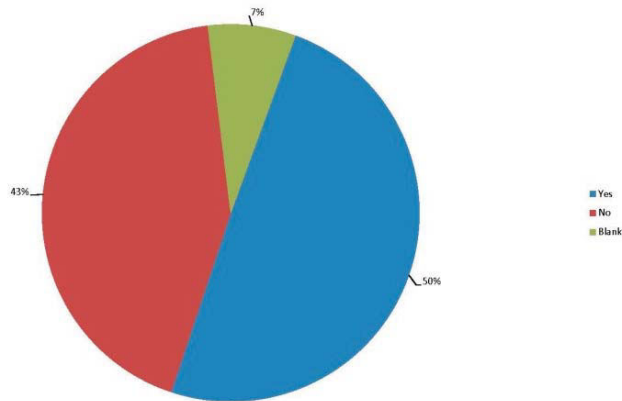
# Basement and Surface Flooding Responses

Q7. During rainstorms, does water run over-land from the road onto your property, causing surface flooding problems?



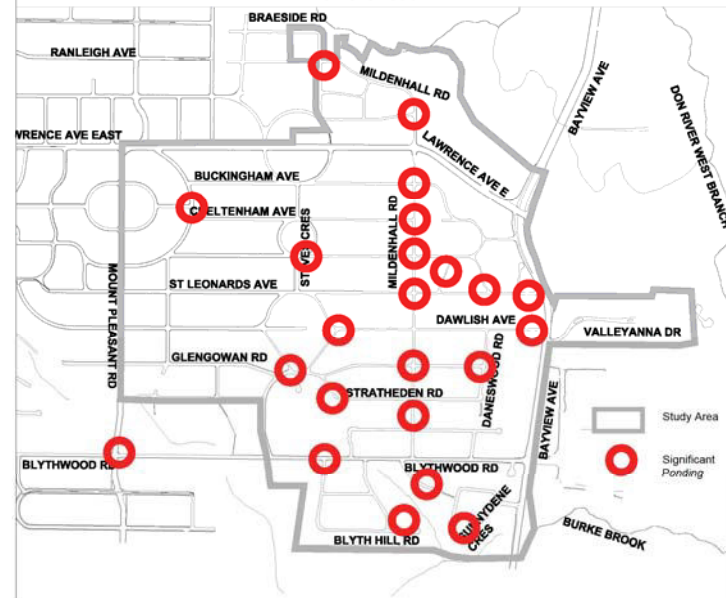
Sample Size: 347

Q8. During rainstorms, are you aware of any specific locations or intersections in the study area that experience significant ponding or water that sits in pools on the road?



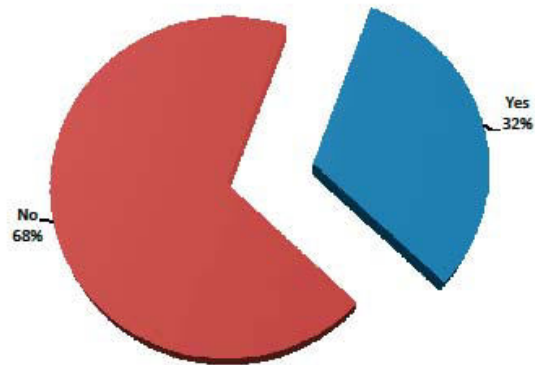
Sample Size: 347

Q8. During rainstorms, are you aware of any specific locations or intersections in the study area that experience significant ponding or water that sits in pools on the road?



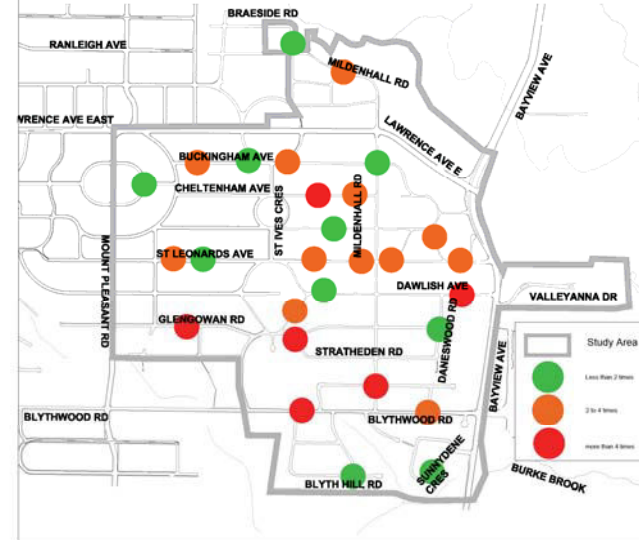
# Basement and Surface Flooding Responses

Q10a. Have you experienced any basement flooding problems on the property?

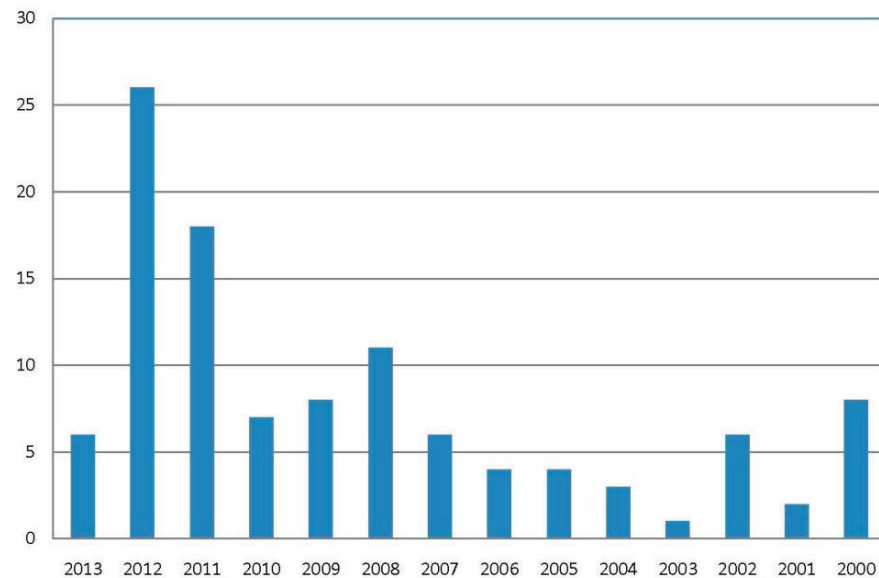


Sample Size: 333

Q10a. Have you experienced any basement flooding problems on the property?

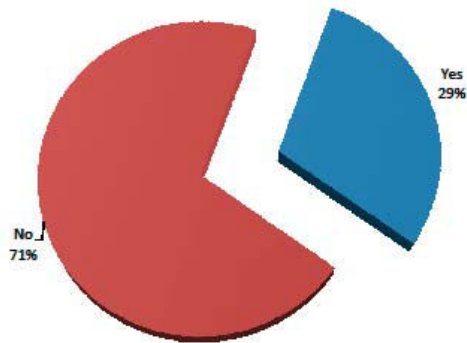


Q10b. For which years did you experience basement flooding?



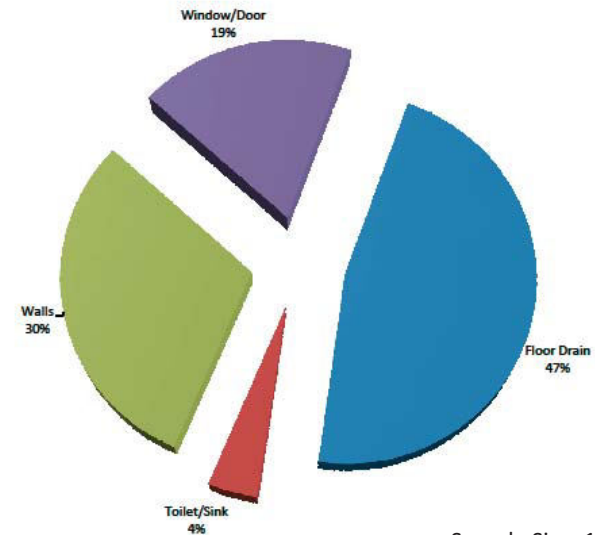
# Basement and Surface Flooding Responses

**Q10c. Did you report the basement flooding incidence(s) to the City or 311?**



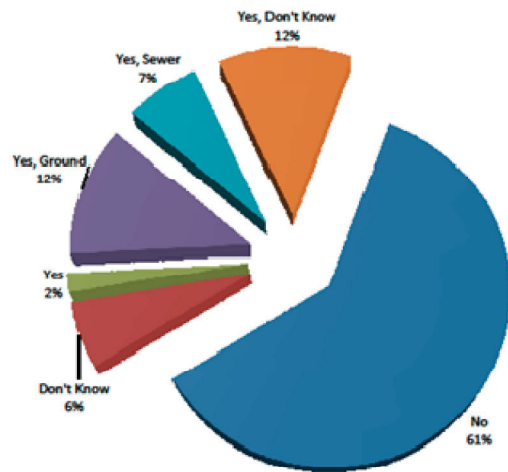
Sample Size: 99

**Q10d. Did the water entering your basement appear to be coming from any of the following?**



Sample Size: 122

**Q11. Do you have a sump pump installed in your basement? If yes, where does the pumped water discharge to?**



Sample Size: 331

**Q12. Do you have any back-water valves installed on your drains?**



Sample Size: 331



# Next Steps

After this Public Information Centre the study team will consider verbal and written comments in order to refine the project problems and opportunities.

The next Public Information Centre (PIC #2) will be held in fall 2013. At PIC #2, alternatives to address the problems and opportunities will be presented, along with criteria to evaluate the alternatives. You will be notified of Public Information Centre #2.

For more information on this project, or to submit your comments or feedback, and, to be placed on our mailing list, please contact:

Kate Kusiak, Public Consultation Unit  
55 John Street  
19th Floor Metro Hall  
Toronto, ON M5V 3C6  
Tel: 416-392-2962  
TTY: 416-338-0889  
Fax: 416-392-2974  
Email: [kkusiak@toronto.ca](mailto:kkusiak@toronto.ca)

