Appendix A-4: Public Information Centre #3 Summary and Materials

Lawrence Park Neighbourhood Investigation of Basement Flooding and Road Improvement Study Municipal Class Environmental Assessment

August 2015

Public Information Center #3
Summary Report

LURA
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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 public information centres held in May 2015 and is not intended to provide a verbatim transcript. If you have any questions or comments regarding the report, please contact either:

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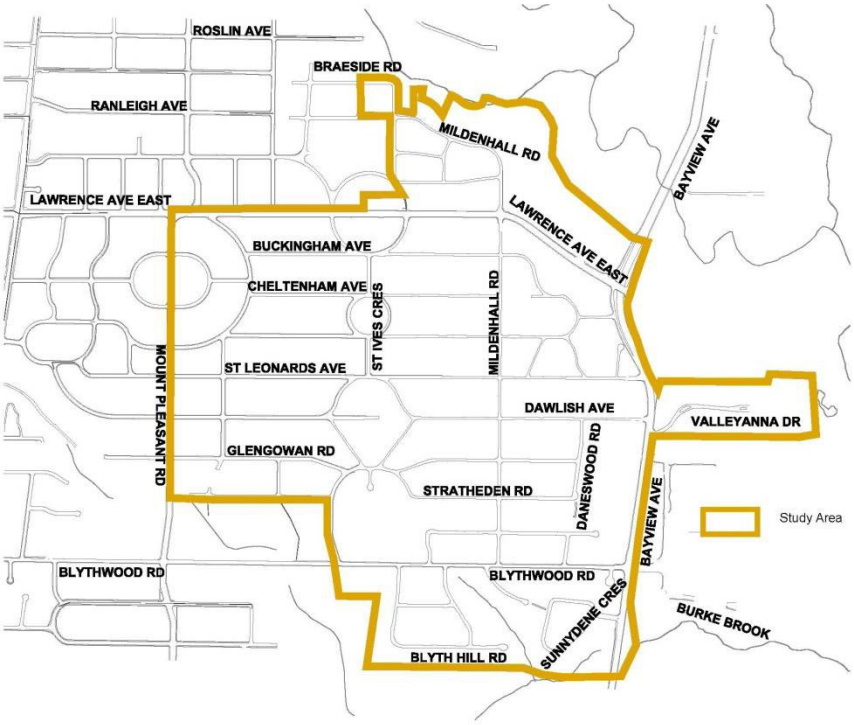
1.0 BACKGROUND

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 (see study area map below). Measures that improve stormwater quality and reduce storm runoff will also be incorporated.

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. It will result in a series of recommended projects for the area.



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.

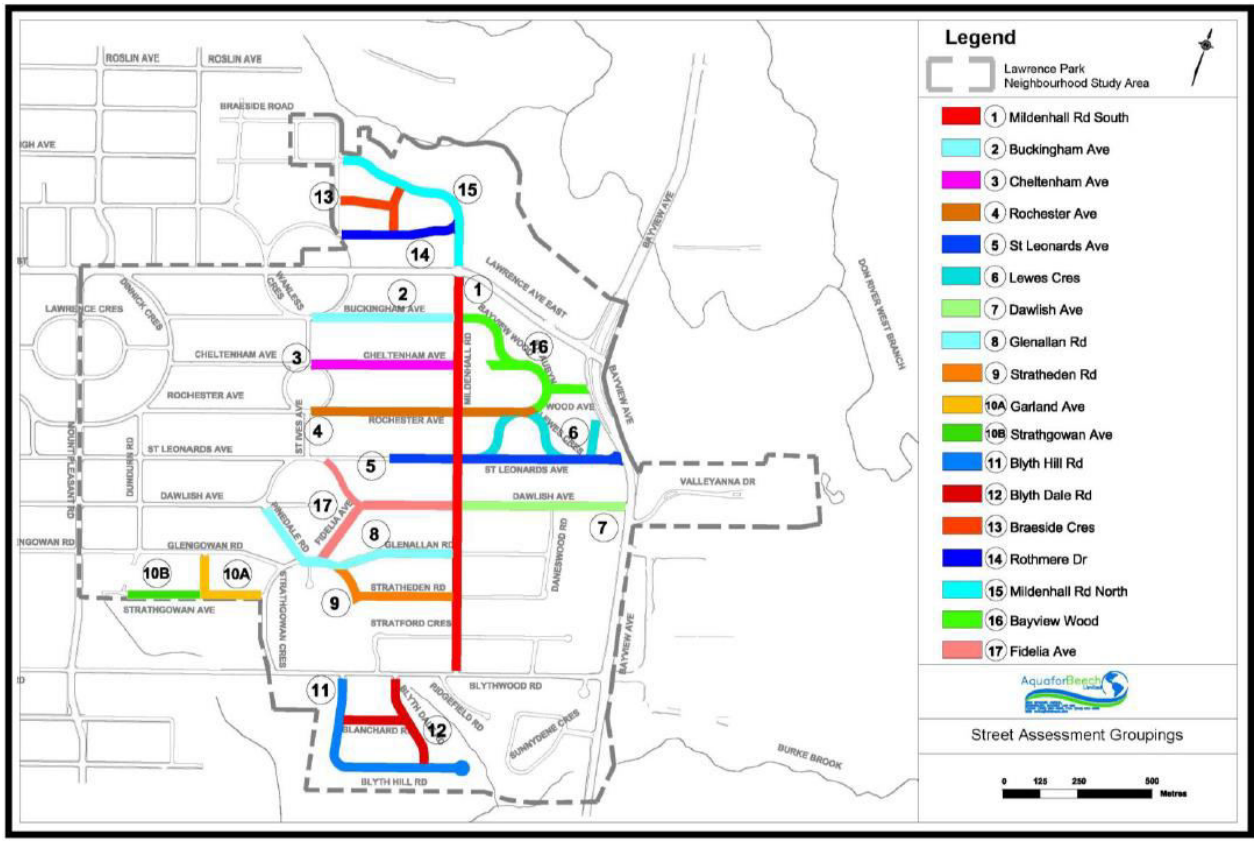
2.0 PUBLIC INFORMATION CENTRES

2.1 Overview

The third round of public information centres (PICs) hosted by the City of Toronto as part of the Lawrence Park EA study was held in May 2015 and consisted of four meetings. Each PIC event focused on the recommended solutions for a set of streets within the study area, as shown in the table on the following page. The PICs took place on May 13, 14, 19 and 21, 2015 from 6:30 – 9:00 pm at the Lawrence Park Community Church.

May 13, 2015	May 14, 2015	May 19, 2015	May 21, 2015
• Dawlish Ave • Pinedale Rd • Fidelia Ave • Glenallan Rd • Stratheden Rd • Strathgowan Cres	• Buckingham Ave • Cheltenham Ave • Rochester Ave • St. Leonards Ave • Lewes Cres • Pembury Ave • Bayview Wood • St. Aubyns Cres • Wood Ave • Valleyanna Dr	• Strathgowan Ave • Garland Ave • Blyth Dale Rd • Blyth Hill Rd • Blanchard Rd • Dundurn Rd • Glengowan Rd	• Mildenhall Rd (north of Lawrence Ave) • Rothmere Dr • Proctor Cres • Braeside Cres

Mildenhall Road (south of Lawrence Avenue) was addressed at all four of the PICs. A map showing the grouping of roads assessed in the study area is provided below.



The PICs were designed to:

- Review the study purpose, process and existing conditions;
- Present alternative solutions and the evaluation process;
- Present recommended alternative solutions;
- Receive community input and answer questions; and
- Discuss next steps for the EA process.

The PIC format consisted of an open house from 6:30 - 7:00 pm, followed by two presentations from 7:00 pm - 7:50 pm. The first presentation focused on preliminary recommendations for basement flooding and traffic safety and the second presentation covered preliminary recommendations for various groupings of study area streets. Questions of clarification were taken after each presentation. From 7:50 pm - 9:00 pm community members were given the opportunity to view display boards on the preliminary recommendations, speak to project team members and City Staff, and complete feedback forms that were distributed at the outset of the meeting. A total of 126 people signed in and participated in the four PICs.

A copy of the PIC agenda and meeting notice can be found in Appendix A. The feedback form used at the PICs is included in Appendix B.

2.2 Open House

During the open house, participants had an opportunity to review display boards at three topic stations. The three topic stations focused on preliminary recommendations for basement flooding, traffic safety, and study area streets and included background information on each topic area. A copy of the boards can be found on the City of Toronto's website for the study: www.toronto.ca/lawrencepark.

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

The PICs were facilitated by either David Dilks or Jim Faught of Lura Consulting. At each of the meetings, they welcomed participants and described the role of the independent facilitator. They also explained that Lura would be preparing a report based on the meeting's proceedings and feedback received from participants.

The facilitators noted that the purpose of the meeting was to review the existing conditions in the study area, present alternative solutions and the evaluation process, and present and obtain feedback on the preliminary recommended solutions. They added that participants could provide feedback by filling out a feedback form (see Appendix B) that could be submitted any time before May 29, 2015 (Note: the deadline for written feedback was extended to June 18, 2015 following the meetings).

The City staff present at the meeting were introduced, including:

- Senior Engineer, Engineering and Construction Services, and Project Manager, Jackie Kennedy;
- Director, Engineering and Construction Services, John Kelly;
- Senior Engineer, Infrastructure Asset Management and Programming, Transportation Services, Mark Berkovitz;
- Director, North York District, Transportation Services, Jacqueline White;
- Manager, Traffic Operations, Transportation Services, Shawn Dillon;

- Manager, Pedestrian Projects, Transportation Services, Fiona Chapman; and
- Manager, Public Consultation Unit, Tracy Manolakakis.

Local Councillor Jaye Robinson attended each of the meetings.

The meeting facilitators recognized the efforts of the Community Advisory Group (local residents and community group representatives) that met prior to the PICs to preview and help refine the presentation materials.

2.4 Presentations

In the first presentation Dave Maunder, *Aquafor Beech* and project manager of the consultant team, provided an overview of the EA study purpose and process, highlighting that this stage of the consultation focused on the preliminary recommended alternatives. He also reviewed the priorities identified by community members at PIC #2 which were: reduce basement flooding; improve pedestrian safety; and limit impact to greenspace/recreational uses.

Mr. Maunder presented existing conditions for basement flooding and explained the sewer system within the study area. He reviewed the alternative solutions considered with respect to the partially separated and fully separated sewer areas. Mr. Maunder also presented recommendations to improve traffic sight lines and reduce traffic volumes in the study area, noting that traffic calming is outside the scope of the project.

In the second presentation, Mr. Maunder reviewed the existing road conditions and pedestrian linkages. He also presented the preliminary recommended alternative solutions for the various street groups and the evaluation criteria and scoring system used in the evaluation process. Copies of the scoring system for each street grouping were available for participants to review in further detail at the topic stations. The presentation concluded with a review of next steps in the study process.

A copy of the presentation can be found on the City of Toronto website: www.toronto.ca/lawrencepark.

For a summary of the questions of clarification and feedback following Mr. Maunder's presentations at each of the meetings, see Appendix C.

3.0 SUMMARY OF PARTICIPANT FEEDBACK

At the PICs, participants were able to provide feedback by completing a feedback form that included questions on basement flooding, traffic safety, and the assessment of study area streets.

What follows in Sections 3.1 to 3.4 is a summary of feedback received through a combined total of 65 feedback forms, which were either handed in at the PICs, or submitted after the meetings.

Additional feedback received through letters, telephone calls, emails and petitions following the series of PICs is summarized in Section 3.5.

3.1 Preliminary Recommendations for Basement Flooding

Participants were asked whether they agree with the preliminary recommendations for basement flooding and to share any concerns about potential impacts on their street, adjacent streets, or the broader Lawrence Park Neighbourhood. Key feedback on basement flooding is summarized below:

- There was general agreement amongst community members that the storm sewer infrastructure requires upgrading to reduce the risk of future basement flooding.
- Many partipants raised concern over the loss of trees that would result from the road and sewer reconstruction.
- There was concern that basement flooding is frequently caused by the large footprint of new homes and impermeable surfaces in the area rather than sewer capacity problems.
- There was interest in how the City will achieve a target of 75% downspout disconnection.
- There was concern that the various study recommendations could result in increased paved surfaces throughout the neighbourhood, exacerbating the stormwater absorption issues.
- Some participants indicated a preference for a rural stormwater management approach in order to maintain the neighbourhood character and reduce the impact to mature trees while others indicated a preference for all streets to have an urban cross section because the open ditches are a safety hazard to both cars and pedestrians.
- There was a request for the proposed sewer replacement on St. Leonards Avenue (375mm sewer pipe) to extend to include the whole length of the street from Dundurn Road up to the old Toronto-North York boundary. There was also a request to include the western portion of St. Leonards Crescent up to and including house #37.
- It was suggested that the entire length of Strathgowan Avenue be included in the study as it was noted that no road improvements were proposed for the stretch of Strathgowan Avenue west of Dundurn Road. It was also noted that the houses west of Dundurn Road have had basement flooding.
- There was concern that no improvements were proposed for the storm sewers on Buckingham Avenue between Mildenhall Road and St. Ives Avenue. It was noted that basement flooding occurs in this area frequently.
- There was a call for enhanced education for homeowners by the City on stormwater management to further prevent basement flooding.

3.2 Preliminary Recommendations for Traffic Safety

Participants were asked whether they agree with the preliminary recommendations for traffic safety and to share any concerns about potential impacts on their street, adjacent streets, or the broader Lawrence Park Neighbourhood.There was general agreement with the traffic

safety recommendations and several additional traffic safety suggestions were given. Key feedback is summarized below according to various themes that were raised:

Parking Restrictions

- There was support for enforcement of the existing parking regulations in the neighbourhood. Many community members felt that parked cars currently contribute to the pedestrian safety issues.
- There was a preference for no parking restrictions on streets that are a sufficient distance from destinations such as Sunnybrook Hospital and Glendon College in order to allow local residents availability for street parking.
- It was suggested that parking be restricted on Mildenhall Road at the Blythwood Road intersection because turning can be dangerous.

Sight Lines

- It was expressed that sight lines at Rochester Avenue and Mildenhall Road are not an issue and therefore tree trimming or tree removal is not necessary at this intersection.
- It was suggested that sight lines are poor at the corner of Glengowan Road and Mt. Pleasant Road at the southeast corner when trying to turn onto Mt. Pleasant Road.
- It was suggested that left turns from Dawlish Avenue onto Bayview Avenue northbound be restricted because sight lines are poor due to shrubs and church signage.
- It was expressed that additional tree trimming should be considered to better expose existing road signs throughout the neighbourhood.

Signage and Turning Restrictions

- Many community members were concerned with the amount of traffic cutting through the neighbourhood and along Mildenhall Road, particularly traffic associated with the Toronto French School. It was suggested that traffic be restricted during rush hours to improve pedestrian safety (e.g., a turning restriction onto Mildehall Road at Blythwood Road from 7-9am).
- A four-way stop sign was suggested for the corner of Mildenhall Road and Dawlish Avenue to improve pedestrian safety and slow traffic speed along Mildenhall Road.
- A turn restriction onto St. Leonards Avenue from Bayview Avenue was suggested in order to prevent southbound traffic from cutting through the neighbourhood.
- There was support for the recommendation of turning restrictions at the Daneswood Road and Blythwood Road intersection.
- It was suggested that a turning restriction be considered at the Stratford Crescent and Blythwood Road intersection to prevent drivers from avoiding the stop sign at the Mildenhall Road and Blythwood Road intersection.

Traffic Study Data

- There was concern that the traffic study is out of date and inaccurate.
- There was interest in conducting a traffic study north of Lawrence Avenue as traffic caused by the Toronto French School is an ongoing issue. It was suggested that a

solution at the school site be developed prior to making decisions on the designs of surrounding streets.
- It was suggested that traffic counts should be taken on Wood Avenue since many vehicles use this street to divert off of Bayview Avenue into Lawrence Park.

3.3 Preliminary Recommendations for Study Area Streets

Participants were asked whether they agree with the preliminary preferred alternatives for the groupings of study area streets. They were also asked to share any concerns about potential impacts the preliminary preferred alternatives may have on their street, adjacent streets, or the broader Lawrence Park Neighbourhood. Overall, there was recurring feedback that preserving trees is a major priority for community members. There was also widespread support for maintaining the rural and unique character of the neighbourhood. Feedback on each of the study area streets is provided below:

Mildenhall Road (south of Lawrence Avenue)

- There was widespread concern that the preliminary preferred alternative with a road width of 8.5 metres will encourage more traffic and higher speeds, resulting in greater pedestrian safety issues. A road width of 7.2 metres was preferred by community members. The narrower road width was also preferred to reduce the number of trees impacted.
- Many participants supported one sidewalk on Mildenhall Road to improve pedestrian safety while reducing the impact to trees.
- Some participants were in favour of two sidewalks on Mildenhall Road to improve pedestrian safety, connectivity, and walkability, especially in dark and winter conditions. It was also expressed that two sidewalks would allow Toronto French School and Blythwood Public School students to walk to school, thereby reducing car traffic on Mildenhall Road.
- There was support for retaining the existing parking restrictions on Mildenhall Road.
- There was support for traffic calming measures such as speed bumps and additional stop signs/lights along Mildenhall Road.

Buckingham Avenue

- A few participants expressed that a sidewalk and traffic calming are needed on Buckingham Avenue as it is an important pedestrian linkage to Cheltenham Park. However, other participants were in agreement with the preliminary preferred alternative of an urban 7.2 metre road width and no sidewalk on Buckingham Avenue.

Cheltenham Avenue

- A few participants expressed agreement with the preliminary preferred alternative of an urban 7.2 metre road width and no sidewalks on Cheltenham Avenue as it results in the least impact to trees and maintains the desired rural street character. However, it was also expressed that Cheltenham Avenue provides an important connection to Cheltenham Park and should have one sidewalk.

- It was expressed that Cheltenham Avenue is also an important connection to the TTC on Bayview Avenue, via Cheltenham Park, St. Aubyns Crescent and Wood Avenue and those streets should also have a sidewalk in addition to Cheltenham Avenue to create a continuous pedestrian connection.

Rochester Avenue

- There was support for the preliminary preferred alternative for Rochester Avenue with an urban 7.2 metre road width and no sidewalk.

St. Leonards Avenue (east of St. Ives Avenue)

- Many participants disagreed with the preliminary preferred alternative of an urban 7.2 metre road width and one sidewalk on St. Leonards Avenue due to the large number of trees impacted and perceived low volume of pedestrian traffic. However, a few community members showed a preference for an urban 7.2 metre road width with one sidewalk, especially considering the number of children walking to the nearby nursery school.
- It was expressed that the type of vehicular traffic on St. Leonards Avenue, east of Mildenhall Road, should be taken into consideration as there are heavy trucks and school buses diverting off of Bayview Avenue causing hazardous traffic conditions.
- Some participants supported an urban cross section on St. Leonards Avenue and the removal of ditches while others supported the existing rural character of the street with no curbs.
- There was concern for traffic volumes and speed on St. Leonards Avenue. It was suggested that traffic calming measures and enforcement of speed limits be implemented.

Lewes Crescent

- There was a preference for a rural cross-section on Lewes Crescent with no curb in order to maintain the rural character of the street as opposed to the recommendation for an urban 7.2 metre road width and no sidewalk.
- It was indicated that Lewes Crescent has low traffic volumes and no street parking and therefore does not need to be widened.

Dawlish Avenue (east of Mildenhall)

- Some community members were not supportive of the recommendation for an urban 7.2 metre road width and one sidewalk on Dawlish Avenue as this would put a number of trees at risk and change the rural character of the street. It was also expressed that pedestrian volumes are currently low. It was suggested that there would be no improvement to pedestrian safety from the addition of a sidewalk on Dawlish Avenue.
- However, some community members were supportive of the recommendation for an urban 7.2 metre road width and one sidewalk on Dawlish Avenue for improved pedestrian safety.

Pinedale Road

- There was strong disagreement with the recommendation for an urban 7.2 metre road width and one sidewalk on Pinedale Road due to the environmental impact of removing 16 trees and the impact on the rural and unique character of the street.
- There was a preference for Alternative 9 (no sidewalk, 7.2 metre road width, urban cross-section), which scored slightly lower than preferred Alternative 5, because it preserves more trees and is less costly.
- There was a feeling amongst residents that the current street design, with no sidewalks, is safe for pedestrians and drivers.
- It was expressed that the trees on Pinedale Road are part of the area classified under the Ravine and Natural Features Protection By-Law and should therefore be preserved.
- It was suggested that other options be considered to accommodate emergency vehicles such as designating the street one-way or restricting parking in some areas.

Fidelia Avenue

- It was expressed by a few community members that there is an important pedestrian linkage to Blythwood Public School along Dawlish Avenue and Fidelia Avenue and therefore a sidewalk should be installed as recommended in Alternative 5 (an urban 7.2 metre road width and one sidewalk).

Glenallan Road

- The preliminary preferred alternative of an urban 7.2 metre road width with one sidewalk on Glenallan Road was not supported as traffic volumes are perceived to be low and a large number of trees would be impacted.
- There was support for resurfacing the road and installing a curb on Glenallan Road.

Stratheden Road

- There was support for the preliminary preferred alternative for Stratheden Road (urban, 7.2 metre road width, no sidewalk).
- There was support for repaving all of Stratheden Road, particularly the eastern portion.

Garland Avenue and Strathgowan Avenue

- It was suggested that there is no need for Garland Avenue to be widened to an urban 7.2 metre road width as recommended in the preliminary preferred alternative.
- It was suggested that parking be limited to one side of the street on Garland Avenue.
- There was support for road reconstruction of Strathgowan Avenue.

Blyth Dale Road, Blyth Hill Road, and Blanchard Road

- There was support for the preliminary preferred alternative of an urban 7.2 metre road width and no sidewalks on Blyth Dale, Blyth Hill and Blanchard Road.

Mildenhall Road (north of Lawrence Avenue)

- There was support for the preliminary preferred alternative of an urban 7.2 metre road width and no sidewalks on Mildenhall Road north of Lawrence Avenue, which would result in the minimal removal of trees.
- Toronto French School is in support of adding new sidewalks on the streets adjacent to the school to promote safety and walkability for students.

Braeside Crescent

- There was support for the preliminary preferred alternative of an urban 7.2 metre road width and no sidewalks on Braeside Crescent. However, it was also expressed by some residents that Wanless Park is an important recreational destination for children in the neighbourhood and a sidewalk should be included on Braeside Crescent to improve pedestrian safety.

Proctor Crescent

- There was agreement with the preliminary preferred recommendation for a 7.2 metre road width and no sidewalks on Proctor Crescent.

Rothmere Drive

- Some community members indicated support for the preliminary preferred alternative of a 7.2 metre road width and no sidewalks on Rothmere Drive while others preferred one sidewalk given the number of children traveling to the park and nearby schools.
- Some people suggested that the street is currently wide enough to accommodate cars and pedestrians while others felt that parked cars and high traffic speeds create a danger for pedestrians.
- There was interest in further study of the traffic impacts on Rothmere Drive to inform the decision on whether a sidewalk is necessary.

3.4 General Comments

Residential Construction Impacts

- There were concerns raised about the impact of ongoing neighbourhood construction and truck traffic on local road conditions.

Tree Removal

- Community members were interested to know which specific trees are proposed to be removed.
- It was suggested that a more accurate tree count be presented as there is confusion with respect to the high number of trees at risk.
- There were concerns with the impact of tree removal on air quality and the health of local residents. It was suggested that these factors be included in the scoring criteria. There was interest in reviewing air quality impact data.
- There was concern for the impact of tree removal on wildlife and tree canopy.

Scoring Criteria

- There was concern with transparency of the scoring calculation for the study area streets.
- Some residents expressed that tree preservation should have a higher weighting in the scoring system while others felt that pedestrian safety should be the highest priority because trees are a renewable resource while a human life is irreplaceable.
- There was concern expressed that community members have a misunderstanding of the study data and false belief that a choice must be made between pedestrian safety and tree preservation.

Sidewalks

- There was support for connectivity of the proposed sidewalks, creating a better network for pedestrians to key destinations.
- There was interest in understanding which side of the street the proposed sidewalks would be placed on.
- It was expressed by a few participants that the addition of sidewalks creates a false sense of safety and could result in faster driving speeds through the neighbourhood, negating any safety benefits.
- There was concern for the accessibility of streets for persons with disabilities. A question was raised regarding whether Accessibility for Ontarians with Disabilities Act (AODA) requirements and standards would be implemented.
- It was expressed that safe access to Blythwood Public School and Cheltenham Park should be a priority.
- Some participants felt that all east-west streets west of Mildenhall Road should have one sidewalk to improve pedestrian safety, walkability and connectivity (Rothmere Drive, Buckingham Avenue, Cheltenham Avenue, Rochester Avenue, Dawlish Avenue, Stratheden Road).

Street Designs

- It was suggested that localized solutions be used on each street to determine road footprint, width and curb profile in order to maintain as many trees as possible (e.g., roads and sidewalks that curve around mature trees).
- It was suggested that consideration be given to making some streets one-way in order to accommodate a sidewalk within the existing road width while reducing the impact on trees.
- It was suggested that burying hydro lines also be considered in the road reconstruction process to achieve cost efficiencies.
- It was suggested that short term repairs to the ditches and culverts be made in the interim to mitigate the stormwater issues, particularly along Lewes Crescent.

3.5 Additional Feedback Received

Additional comments were received from participants through letters, telephone calls, emails and petitions received after the PICs. Many comments were provided in response to a communication and yellow ribbon campaign conducted by local community members regarding the number of trees that would be potentially impacted. Approximately 360 additional comments were received. Key feedback is summarized below:

Tree Removal

- There was strong opposition by many residents to removing any trees in the neighbourhood for a variety of reasons such as:
    - diminished rural character and overhead tree canopy;
    - potential decrease in property values as a result of changed neighbourhood character and tree canopy;
    - reduced stormwater absorption capabilities;
    - increased home energy costs due to reduced shade levels in the summer; and
    - environmental impacts such as reduced air quality and wildlife habitat.
- There was some confusion as to why trees that are a seemingly sufficient distance from the existing road would need to be removed.
- There were recurring questions regarding whether certain trees on individual properties would be removed.
- Questions were raised regarding the tree compensation ratio when trees are replaced.
- There was confusion amongst some community members regarding the tagged trees in the neighbourhood and whether they were already selected to be removed (Note: trees were tagged with yellow ribbons by some community members to raise awareness of the project).

Road Widening

- There was opposition to widening neighbourhood roads as there is concern that this will encourage more commuter traffic and higher driving speeds through the neighbourhood, especially on Mildehall Road.

Sidewalks

- It was suggested that there are other measures that can be taken to improve pedestrian safety in the neighbourhood rather than installing sidewalks (e.g., lower speed limits, enforced speed limits, additional stop signs, road narrowing or chicanes, speed bumps, restricting street parking, restricting traffic during rush hours, digital speed signs, etc.).
- There was support for identifying creative and localized solutions to installing sidewalks in order to minimize the impact to trees (e.g., sidewalks that curve around mature trees).
- It was suggested that a clearly defined “virtual sidewalk” be considered (i.e., a visual rather than physical separation), to reduce the need for additional paved surfaces and wider roads while still increasing separation between road users.

- Several community members expressed that the position of the Lawrence Park Ratepayers' Association (LPRA) in support of sidewalks is not representative of the views of the majority of local residents.
- Several residents expressed that pedestrian safety is paramount and there are numerous benefits to creating walkable and connected communities. It was expressed that community planning should be proactive and take advantage of the road construction as an opportunity to improve the safety and accessibility of neighbourhood streets.
- There was concern that the proposed sidewalk network does not provide adequate continuity to key destinations such as schools and parks.

Traffic

- There were concerns that the traffic data considered in the study is out of date and not reflective of current traffic volumes.
- There was interest in understanding the traffic counts on Mildenhall Road and whether it should be considered a collector road or not.
- There was support for stop signs at all intersections on Mildenhall Road to reduce traffic speeds and increase pedestrian safety.

Consultation Process

- Many residents were concerned that they did not receive notice of the consultation events. It was also expressed that the notifications should have included explicit mention of the potential tree impacts and consideration of sidewalks.
- It was suggested that child caregivers and other people who walk the neighbourhood streets most often are not being consulted in the process.
- Many residents made reference to the street improvements in the Hoggs Hollow neighbourhood which resulted in minimal impact to trees. It was expressed that the same consideration should be given to Lawrence Park.

Suggested Data Sources to Enhance the Study

- Additional data sources were suggested to enhance the study including:
    - Input from the City's Parks, Forestry, and Recreation division with respect to the impact on trees and mitigation measures;
    - A hydrological survey and measurement of specific groundwater and surface water flows in the area;
    - An assessment of the long term damage to road surfaces and water and sewer systems made by various categories of traffic flow in the area, especially heavy construction traffic;
    - Impact of any underground streams filled in by historic development in Lawrence Park;
    - An analysis of the development activities that have affected and will have a future impact on Lawrence Park's infrastructure.

Other Comments

- Given that the study is addressing municipal land, it was expressed that the City should uphold its existing policies and make decisions that are in the best interests of all present and future residents.
- It was suggested that trenchless technologies for sewer and water line repair be considered.

Petitions

- Three petitions were received expressing opposition to: (1) the construction of a sidewalk, and/or (2) the removal of any healthy trees in connection with road construction/sewer replacement:
    - 43 signatures from residents of Dawlish Avenue, east of Mildenhall Road
    - 42 signatures from residents of Cheltenham Avenue, Buckingham Avenue, St. Aubyns Crescent, St. Leonards Avenue, Rochester Avenue, Stratheden Road, Lawrence Avenue, Bayview Wood, Lewes Crescent, Mildenhall Road
    - 25 signatures from residents of Rochester Avenue, east of Mildenhall Road

4.0 NEXT STEPS

The study team will consider all comments and this consultation summary report will be issued and posted on the project website. Preferred solutions will be selected for the study area streets and an additional public consultation will be held in the fall of 2015. Once the study is completed a final report will be made available for a 30-day public review period.

Appendix A – PIC Agenda and Notice

TORONTO

Notice of Public Event

Lawrence Park Neighbourhood Investigation of Basement Flooding and Road Improvement Study

The City of Toronto is studying different ways to address deteriorating road conditions, traffic problems, pedestrian safety, road drainage problems and basement flooding in the Lawrence Park neighbourhood (see map below). Measures that improve stormwater quality and reduce storm runoff are also being incorporated.

The City and its consultants have evaluated alternative solutions to address the problems and are looking for public input. We invite you to attend the **final round of Public Information Centres** (PIC) to find out more. Due to the size of the study area, four PICs are being held to discuss the evaluation and preliminary recommended solutions for affected streets.

Each PIC event will focus on the recommended solutions for a set of streets within the study area.

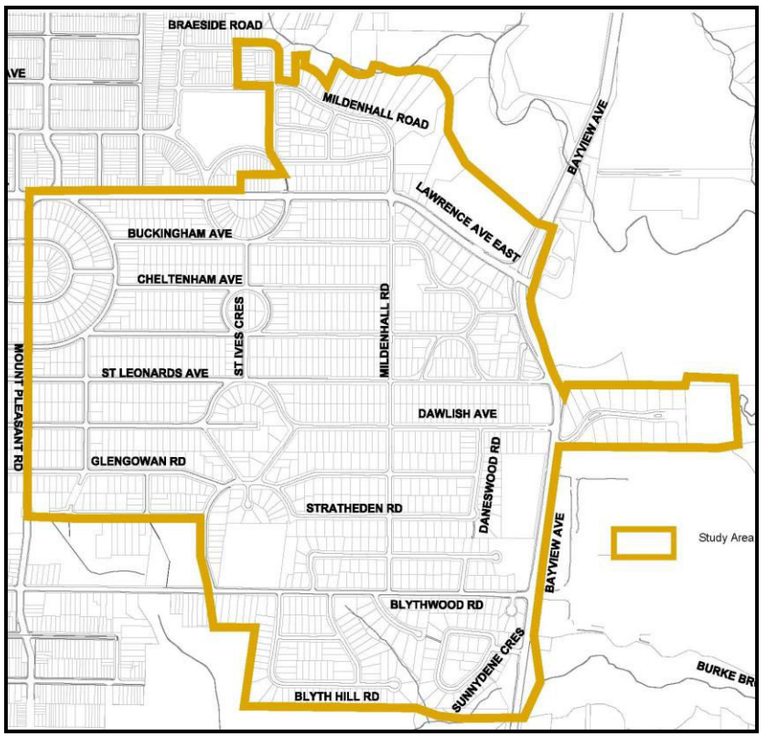
***(Important note:** if your street is not identified in the left column below, no recommendations have been proposed for that street, however, you can attend any session to ask questions and find out more information. Information to be presented at the meeting will be posted to website on May 1st.)*

Wednesday May 13
Dawlish Ave, Pinedale Rd, Fidelia Ave, Glenallan Rd, Stratheden Rd, Strathgowan Cres

Thursday May 14
Buckingham Ave, Cheltenham Ave, Rochester Ave, St. Leonards Ave, Lewes Cres, Pembury Ave, Bayview Wood, St. Aubyrns Cres, Wood Ave, Valleyanna Dr

Tuesday May 19
Strathgowan Ave, Garland Ave, Blythdale Rd, Blyth Hill Rd, Blanchard Rd, Dundurn Rd, Glengowan Rd

Thursday May 21
Mildenhall Rd (north of Lawrence Ave East), Rothmere Dr, Proctor Cres, Braeside Cres



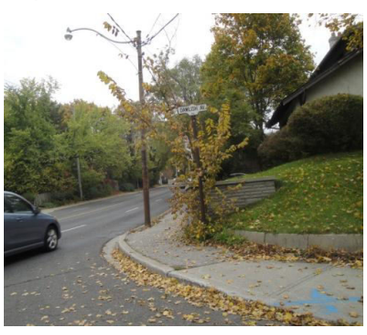
* Each of the above sessions will include the recommendations for Mildenhall Rd (south of Lawrence Ave East)

***All events will take place at the Lawrence Park Community Church 2180 Bayview Avenue from 6:30 p.m. to 9:00 p.m.**

This venue is wheelchair accessible.
Please contact the City to arrange for additional accommodations.

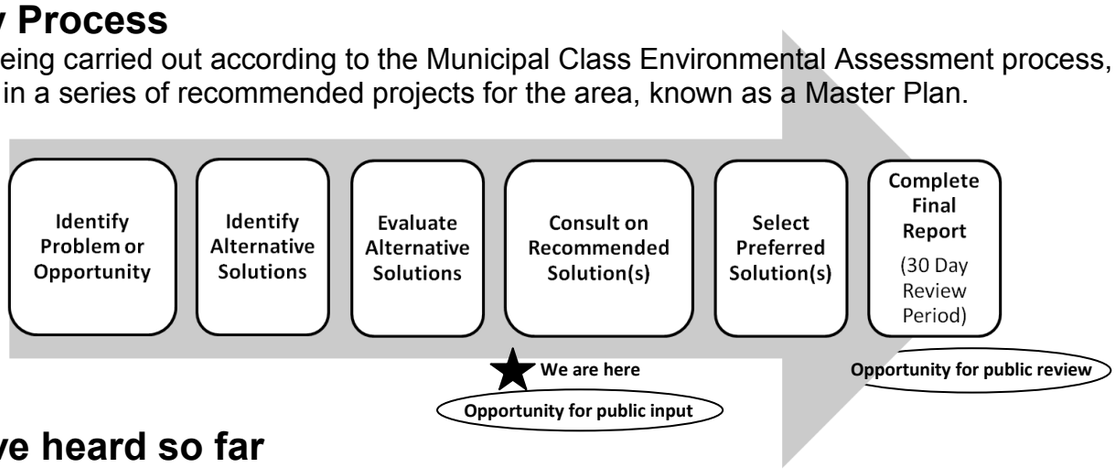
Purpose of Our Study

Road and sewer infrastructure in the Lawrence Park neighbourhood is aging. Many roads were constructed over 50 years ago and now require full reconstruction. Road drainage systems on some streets are unable to drain stormwater effectively. Traffic and pedestrian safety issues exist. Parts of the neighbourhood have also experienced basement flooding.



The Study Process

The study is being carried out according to the Municipal Class Environmental Assessment process, and will result in a series of recommended projects for the area, known as a Master Plan.



What we've heard so far

To-date, two Public Information Centres have been held to inform residents of the study and gather feedback. Residents indicated that the most important criteria for evaluating solutions should include:

1. Reducing basement flooding
2. Providing for pedestrian safety
3. Lessening impacts to urban greenspace/recreational uses

What was considered?

Alternative solutions were developed based on technical and City standards to address road conditions, traffic problems, pedestrian safety, drainage problems and basement flooding. The alternatives are outlined below.

Road Alternative Solutions

- Road width of 7.2 metres or 8.5 metres for local streets
- Road width of 8.5 metres or 9.5 metres for Mildenhall Rd (a collector street)
- 0 or 1 sidewalk on local streets; 1 or 2 sidewalks on Mildenhall Rd (south of Lawrence Ave E)

Road Drainage Alternative Solutions

- Urban cross-section (curbs, gutters, catch basins, underground storm sewers) or rural cross-section (culverts and ditches). Representative cross-sections are shown below. Specific issues with respect to curb and gutter type or shape of boulevard will be defined at the detail design stage of the project.

Urban cross-section (concept only)

Rural cross-section (concept only)

Traffic Management Options

- Improving sightlines at intersections, clearly defined pedestrian spaces (sidewalks and pavement markings), consistent approach for traffic sign designs and applications (parking, speed limits and warning signs) and appropriate use of traffic control measures (stop signs and traffic control signals).

Basement Flooding Alternatives

- Construction of new storm or sanitary sewers or provision of underground storage to provide additional capacity
- Source control measures such as downspout disconnection, sealing sewer manhole covers in low lying areas

More Information

Contact: Tracy Manolakakis, Manager, Public Consultation Unit
Tel: 416-392-2990 TTY: 416-338-0889 E-mail: tmanola@toronto.ca

www.toronto.ca/lawrencepark

Information to be presented at the meeting will be posted to the website on May 1st.

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

Public Information Centre #3
May 13, 14, 19, 21, 2015, 6:30 – 9:00 pm
Lawrence Park Community Church, 2180 Bayview Avenue

AGENDA

Meeting Purpose: To obtain community feedback on the preliminary results of the evaluation of alternatives to address deteriorating road conditions, traffic problems, pedestrian safety, road drainage problems and basement flooding issues in the Lawrence Park Neighbourhood.

6:30 p.m. Open House and Displays

7:00 p.m. Agenda Review and Councillor Welcome

7:05 p.m. Presentation – Dave Maunder, Project Manager, Aquafor Beech

Questions of clarification will be taken: 1) after preliminary recommendations for basement flooding and traffic safety are presented; and 2) after preliminary recommendations for study area streets are presented.

7:50 p.m. Topic Stations and Completion of Feedback Forms

- Preliminary Recommendations for Basement Flooding (dark blue)
- Preliminary Recommendations for Traffic Safety (orange)
- Preliminary Recommendations for Study Area Streets (light blue)

Please visit the topic stations (listed above) of interest to you and provide any comments using your Feedback Form. Members of the project team and City Staff will be available at the stations to respond to questions and provide information. Completed Feedback Forms can be submitted at the Registration Table before you leave or by Friday, May 29 if you would like more time.

9:00 p.m. Adjourn

Appendix B – Feedback Form

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

Public Information Centre #3
May 13, 14, 19, 21, 2015, 6:30 – 9:00 pm
Lawrence Park Community Church, 2180 Bayview Avenue

FEEDBACK FORM

Contact Information (optional):

Name: _____
Address: _____
Telephone Number: _____
Email: _____

☐ Add my Email Address to the Project Notification List

BASEMENT FLOODING

Do you agree with the preliminary recommendations for basement flooding? Why or why not?

What concerns, if any, do you have about potential impacts the preliminary recommendations for basement flooding could have on your street? On adjacent streets or the broader Lawrence Park Neighbourhood?

TRAFFIC SAFETY

Do you agree with the preliminary recommendations for traffic safety? Why or why not?

What concerns, if any, do you have about potential impacts the preliminary recommendations for traffic safety could have on your street? On adjacent streets or the broader Lawrence Park Neighbourhood?

STUDY AREA STREETS

***IMPORTANT*: The project team has provided recommendations for 17 streets in the study area. Please note the *name of the street* you are providing feedback on below.**

***STREET:* _____**

Do you agree with the preliminary preferred alternative? Why or why not?

What concerns, if any, do you have about potential impacts the preliminary preferred alternative could have on your street? On adjacent streets or the broader Lawrence Park Neighbourhood?

ADDITIONAL FEEDBACK

Do you have other feedback on any other aspect of the evaluation or study?

Thank you for your comments!

Please return completed forms to the Registration Table
Or if you would like more time, please return by May 29, 2015 to:

Tracy Manolakakis, Manager, Public Consultation Unit
55 John Street, Metro Hall, 19th Floor
Toronto, ON M5V 3C6
E-mail: tmanola@toronto.ca
Tel: 416-392-2990 TTY: 416-392-2974

Appendix C – PIC #3 Questions of Clarification

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

Public Information Centre #3
May 13, 2015
Lawrence Park Community Church, 2180 Bayview Avenue

Dawlish Avenue, Pinedale Road, Fidelia Avenue, Glenallan Road, Stratheden Road, Strathgowan Crescent

Questions of Clarification

The following summarizes participants' questions or comments, and responses from the project team or City of Toronto during the Q&A session following the presentations at the PIC. Questions are noted by **Q**, responses are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

Preliminary Recommendations for Basement Flooding and Traffic Safety

Q. I have a question about the results of the traffic study. Can you explain the infiltration on Mildenhall Road?
A. To clarify, the highest concentration of vehicular traffic was observed on Mildenhall Road (500-600 vehicles during the morning and afternoon peak hours). The rest of the streets in the study area have less than 100 vehicles during the peak hours, according to the traffic counts that were completed.
C. I find the results of the traffic count hard to believe – Dawlish Avenue for instance is also heavily used.

Preliminary Recommendations for Study Area Streets

Q. If there is a recommendation to add a sidewalk to a street, how do you decide which side of the street the sidewalk will be added to?
A. That will be decided during the detailed design phase of the environmental assessment (EA). Our study will end at the preliminary design phase of the EA process.
Q. If residents overwhelmingly say they do not want a sidewalk added to their street will that impact the recommendation? How will that be considered?
A. We are calling these preliminary alternatives. Your feedback will be taken into consideration and inform the process and the outcome.

Q. What is the rationale for adding sidewalks?
A. The rationale is based on the need to balance social issues (e.g., pedestrian safety) and environmental issues (e.g., tree protection).

Q. Have you completed a study about pedestrian safety in Lawrence Park?
A. A traffic study was completed by an independent contractor. The recommended sidewalk connections were made based in part on the results of the traffic study. New sidewalks were identified on five streets to balance the system and improve connectivity in the neighbourhood.

C. There is a difference between balancing the system and a study on actual pedestrian safety.
A. The City has a number of policies regarding the need for sidewalks as well as policies covering environmental issues. The preliminary recommendations try to balance the objectives of the policies.
A. We also received feedback during the first two public meetings and the survey results which supported the addition of sidewalks. We encourage you to fill out the feedback forms and tell us what you like and what you don't like. The results of the study will be presented to the Public Works and Infrastructure Committee; there is an opportunity to provide additional comments at that time. Following that the EA will be submitted to the Ministry of the Environment and Climate Change (MOECC) for approval.

Q. I understand you are a consultant who has been hired to develop a list of preferred alternatives. What kind of process was used to score the alternatives?
A. It was a joint process between City staff and consultants that involved both quantitative and qualitative analysis.

Q. Has the impact of removing trees been considered in the EA (e.g., drainage, air quality, etc.)?
A. No.

Q. Presumably is that something the MOECC would have to take into account?
A. We are trying to be transparent about the number of trees that may have to be removed. In addition to that, for every tree that is removed a new one will be replaced.

Q. What kind of timeframe are we looking at for this work?
A. It will be two to three years before construction takes place on any streets. The work would be inserted into an overall project prioritization process administered by the City.

Q. Is there a limit as to when the work can be completed (e.g., summer only, winter, etc.)?
A. Generally, the work would be completed between April and November.

C. Looking at pedestrian linkage on page 16, which depicts St. Leonards Avenue with a new sidewalk to Mildenhall Road. There is some concern about the roads and sidewalks being widened, putting traffic in our living rooms.
A. All of the work will be dealt with in the public right-of-way (ROW), which is the 20 m right-of-way from street. There are a number of factors that will be used to identify priority sidewalks (e.g., near schools).

Q. Many residents have recently redone their driveways; some have even installed heated driveways. What happens if a sidewalk is proposed on a property with a new driveway?
A. There is a 20 m ROW the length of every road. Residents may build on the ROW if they have the necessary permits, this is called an encroachment. If there is an encroachment on the ROW, it will be identified during detailed design work. At that time, the City will discuss how the development can be accommodated with homeowners.
Q. Where does the 20 m line originate (e.g., centre of the road)?
A. There are property outline maps available on the City's website. They are typically 33 feet from centre of road.

Q. Regardless of whether sidewalks will be added or not, there are no ditches in the images presented on slide 26 of the presentation. It was communicated at previous meetings that the ditches would remain, but it now looks as if there will be a curb.
A. Several options were considered for each street. There were nine options considered for Glenallan Road, for instance. Four of the options were rural cross sections which included ditches however those alternatives scored lower as they required more space. As such, there are no recommendations to maintain the ditches.

C. We bought a property in Lawrence Park because we like the rural character of the community. If we wanted sidewalks on our streets we would have chosen another neighbourhood in Toronto. I also want to point out that you are never going to resolve basement flooding in the neighbourhood as it was built on top of an underground spring.

C. You have not presented any data or examples from other neighbourhoods to demonstrate the impacts of the proposed changes (e.g., 7.2 m road with a sidewalk). There is no evidence that the proposed changes will solve existing problems.
A. The 7.2 m road with is the minimum that the City is willing to accept for a variety of reasons (e.g., emergency vehicle access, etc.).

Q. I echo the comments made earlier. I moved to Lawrence Park because of charm and quality the neighbourhood. It is a leafy retreat compared to other parts of the City. I don't want it to look like a subdivision in Vaughan. Could you tell me how many how pedestrians have been injured in Lawrence Park in the past few years? Do you have those statistics?
A. We do have those statistics, but I don't know the numbers off hand. I can show you the document with the statistics later this evening.
A. The good news is that there are not a lot of collisions between pedestrians and cars in Lawrence Park. The proposal for sidewalks is based on pedestrian safety and walkability. Most people want grade separation from vehicles given the speed and size of cars. In terms of walkability, it is City policy to recommend a sidewalk on at least one side of road. We do receive requests to install sidewalks where they currently do not exist to enhance comfort and safety, particularly for children walking to school or during the winter months.

C. I would like to point out that there is evidence the speed of traffic increases where there is a spatial or grade separation between pedestrians and vehicles. By widening the roads and adding sidewalks, you are actually increasing the potential for accidents.

Q. Why are you proposing to increase the width of Mildenhall Road to 8.5 m when your own studies indicate 7.2 m is sufficient for emergency vehicle access, etc.?
A. Mildenhall Road is defined as a collector road; there are different standards for collector roads.
C. My concern is not so much about the number of cars, but the speed of cars. Narrow roads tend to slow people down.
A. If we go to 7.2 m roads, we are not necessarily making the road wider. Some streets are already 7-8 metres wide. We encourage you to submit your feedback about this matter.

C. It would be a good idea to bury hydro lines during construction on local streets.
A. That is something that would happen during coordination and planning of the construction activities and depend on the priority of Toronto Hydro upgrades. Based on other projects, it is very expensive process and costs approximately 10,000-50,000 per resident.

C. I am pro sidewalk. I have four young children. I am concerned about how they travel between school and home. It disturbs me that other residents would wait until there is an accident before considering the benefit of adding sidewalks on local streets.

C. I also agree that increasing the width of roads will lead to an increase in speeding. What concerns me, however, is the impact of removing trees. Without them there will be nothing to filter the air or provide shade. If they are going to be cut down, they should be replaced by big trees with good leaf cover. The best air quality in the City has been observed in Lawrence Park because of the trees and proximity to the ravine.

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

Public Information Centre #3
May 14, 2015
Lawrence Park Community Church, 2180 Bayview Avenue

Buckingham Avenue, Cheltenham Avenue, Rochester Avenue, St. Leonards Avenue, Lewes Crescent, Pembury Avenue, Bayview Wood, St. Aubyns Crescent, Wood Avenue, Valleyanna Drive

Questions of Clarification

The following summarizes participants' questions or comments, and responses from the project team or City of Toronto during the Q&A session following the presentations at the PIC. Questions are noted by **Q**, responses are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

<u>Preliminary Recommendations for Basement Flooding and Traffic Safety</u>

Q. When was the traffic study completed?
A. The study was completed around May/June of 2013.

C. I read the traffic study report at that time. I paid attention to the traffic on Buckingham Avenue and Dinnick Crescent. The traffic is much higher than reported. Since Lawrence Avenue (east of Mt. Pleasant Road) has been re-lined and a turn lane is available, the traffic has increased exponentially. I suggest a new traffic study be done and the community should be informed of the results.

C. I live on Cheltenham Road. Since the roads have been repaved, traffic has more than doubled. It is very dangerous. With the improved roads, we are now getting a lot more traffic through the area. Our street is very narrow, and because of the hills, you can't see the cars coming. I don't believe that the amount of traffic has not increased exponentially on Cheltenham Road.

C. We all enjoy the new smoother roads, but there is no doubt that the traffic has increased in the area. Any studies done prior to repaving are somewhat suspect. My driveway faces onto Mildenhall Road. There are times during the day when I can't back my car out of my driveway due to the traffic. The traffic is a serious concern.

Q. Regarding drainage, on slide 10 Dawlish Avenue and Mildenhall Road are noted in grey. Does that mean nothing is proposed for those streets?
A. The grey indicates existing sanitary sewers. Storm sewers in the study area will be addressed momentarily in the second part of the presentation. There will be storm sewers put in on Dawlish Avenue and St. Leonards Avenue.

Q. We can't avoid cars driving in our neighbourhood because they are public roads. The main problem is traffic on Bayview Avenue during rush hour. What is the City doing about that?
A. The City's consultant has done traffic studies as part of this EA to look at some specific issues related to traffic infiltration and sightline issues. Outside of this study, Transportation Services continually looks at traffic issues in the neighbourhood. If we find there are increases in speed with the road improvements, the City would like to know. They will continue to monitor what is happening in the neighbourhood. There are measures that can be put in place to reduce speeds.

C. I live on St. Leonards Avenue. Traffic is low except during rush hour. I think we would have the same problem regardless of the road reconstruction. The morning and afternoon traffic issue could be solved with enforcement, traffic calming, etc.
A. This study does not address speeding and traffic calming. Volume of traffic is part of the study and was recorded.

C. You shouldn't have separate studies. You should be incorporating traffic issues in this study. They are not two distinct issues. By widening and paving the streets you are creating a bigger problem for us.
A. To clarify, there are not two separate studies. This study is following the EA process and it is addressing issues that are separate from the traffic issues. Traffic issues can be raised through other channels and staff can react in a timelier manner.

C. I have concerns with flooding. A developer will go to the Committee of Adjustment and ask for a variance even though it is against the bylaws. Then they can go to the Ontario Municipal Board. The citizens and the bylaws are completely ignored. This can result in a footprint that goes from 30% to 90% and the water can't be absorbed in the ground. I feel like we are powerless. What are we going to do about the paving of Lawrence Park that is causing huge issues in terms of water absorption? I am very disappointed that it has not been mentioned.
A. We will take your comment back to City Planning.

Q. There is an article in Councillor Robinson's Spring newsletter regarding a design guidelines study for Bayview Avenue from Lawrence Avenue to Hwy 401. Why didn't this study include traffic on Bayview Avenue between Lawrence Avenue and Sunnybrook?
A. This article is referring to a planning study. Councillor Robinson will be available to address your question when she arrives shortly.

Q. Regarding sightlines, what was the methodology used in the study? The intersection of Wanless Crescent and Lawrence Avenue East was not mentioned in the proposed solutions.
A. Engineers went out and looked at sightlines and distances. Areas that didn't meet a minimum sight distance were identified as a potential problem. The project team initially identified six locations. We felt the intersection of Wanless Crescent and Lawrence Avenue was not an issue.

Preliminary Recommendations for Study Area Streets

Q. I live on the corner of St. Leonards Avenue and Mildenhall Road. With the recommended solution for St. Leonards being a 7.2 m roadway and 1 sidewalk, can you clarify that this is approximately the width of what is there now?
A. Most of the streets are 7.9 m of asphalt in addition to ditches on either side.

Q. Where do we lose 30 trees?
A. There is a construction zone impact of half a metre on each side of the road. The tree roots expand outwards and they are quite shallow. If too many of the roots are damaged the tree will die. The project team and an arborist from the City identified each tree and whether it would need to be removed given the road width.

Q. I live at St. Leonards Avenue and Lewes Crescent. We moved into the neighbourhood because we love the rural feel and bumpy roads. This whole exercise has been frustrating for me. I've come to all the meetings. At the last meeting the concession was that a sidewalk would be needed on Mildenhall Road. Now the City is proposing to put sidewalks on St. Leonards Avenue and Dawlish Avenue as well. I don't see that as being necessary. Most of the traffic is west of Mildenhall Road, not east. Will there be any neighbours involved in these decisions on the various options? You presented that St. Leonards Avenue has a close scoring between 0 and 1 sidewalk. Can we do a survey of the neighbours to weigh in, especially where there is close scoring?
A. The options presented tonight are preliminary recommendations. We do want feedback from the community and we will be considering that feedback moving forward.

Q. How is it determined which side of the road the sidewalk will go on?
A. The municipality owns a 20 m right-of-way. In general, currently the roads are not necessarily in the middle. We can likely fit the road including the sidewalk within the existing footprint. St. Leonards Avenue is now close to 8 m in width in addition to the ditches. The existing non-useable land is 9-10 m in width. The side of the road the sidewalk goes on would be determined during the detailed design phase.

Q. Can you fix drainage without changing the neighbourhood character? We don't want all the paving.
A. An urban cross section is 7.2 m wide with one curb on each side. When we reconstruct the roads there will be a sewer put underneath and it will also have a perforated pipe. That is for the purpose of trying to reduce the amount and water quality impacts on the East Don River. A rural cross section has a 7.2 m road and a shallower ditch with a pipe system underneath it. There are various surface drainage problems in this area. We are trying to balance a number of requirements through these preliminary recommendations.

C. Regarding the issue of sidewalks, there are two areas with heavy pedestrian traffic that should be addressed. There is a bus stop at Bayview Avenue near Wood Avenue. Wood Avenue is heavily used and should have a sidewalk. Also, there is a lot of pedestrian traffic, including people of all ages, near Cheltenham Park (on Bayview Wood and St. Aubyns Crescent).
A. These are preliminary recommendations. We are looking for your feedback tonight.

Q. When you studied the trees in the area, did you look at how dangerous some of the trees are?

A. We did not look at the danger of a tree in this study. The City manages the risk of trees. If you are concerned about a specific tree you can call 311. Trees are inspected on a priority basis. Whether it is a private or public tree, the City will usually look at it within 24 hours. If it is a hazard, it will be addressed more rapidly.

C. I live on Dawlish Avenue. I think sidewalk connectivity could be improved and provide better access to Blythwood Public School and Cheltenham Park. There is no feeder sidewalk coming west to east to the major park in the neighbourhood and the streets are clogged with parking because people are driving there. In general, from a safety and health perspective we would be safer in our neighbourhood if people were walking the streets. It appears that trees come ahead of public safety. I would like to see the scoring that was used.

Q. The traffic survey is out of date. It doesn't include all of the streets that are used heavily (e.g., Lewes Crescent, Wood Avenue). Does the study consider the need for street parking? Are you assuming that the current restrictions will continue to exist (e.g., no daytime street parking east of Mildenhall Road)?
A. The study is not making specific recommendations for parking.

Q. I live on St. Leonards Avenue. I moved into the area because there were no sidewalks and because of the country feel. I understand the issue of the sanitary drains. I don't understand the issue of congestion for emergency vehicles. I assume sidewalks are for pedestrian safety. Are there any statistics of injuries or deaths in the area to back this up?
A. We are quite lucky in the City of Toronto because most pedestrian deaths do not happen on local roads; collisions tend to occur on arterial roads. The City has a policy where it recommends at least one sidewalk on local roads wherever possible. The reason is to ensure safety (separating vehicles from pedestrians), and improve walkability and comfort. In the winter when it is dark and the roads are slippery it is not comfortable for pedestrians. There are also links to personal health.

Q. I live on St. Leonards Avenue and I am opposed to sidewalks. I would like clarification on the storm drainage system. Are you saying you can address drainage issues better if there is a sidewalk in place? How does option 5 get more points than option 9 on St. Leonards Avenue?
A. To clarify, option 5 does not have a higher score in terms of drainage because there is a sidewalk. City staff would be happy to explain the scoring system in more detail during the open house portion of the meeting.

C. There is a sidewalk on St. Leonards Avenue but the developers have ruined it. The sidewalk that is already there hasn't been looked after.

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

Public Information Centre #3
May 19, 2015
Lawrence Park Community Church, 2180 Bayview Avenue

Strathgowan Avenue, Garland Avenue, Blyth Dale Road, Blyth Hill Road, Blanchard Road, Dundurn Road, Glengowan Road

Questions of Clarification

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Preliminary Recommendations for Basement Flooding and Traffic Safety

C. I live on Blyth Dale Road. You comment on drainage issues at the bottom of Blyth Dale Road. We agree that there are issues. There is also a major problem east of Blyth Dale Road just below Blythwood Road. Water drains down the hill into the ravine and the local sewer. There is a lot of wash out from the sewer and there has been an orange marker there for a long time. This should be addressed.

Q. I've lived on Glengowan Road for 25 years. The 6 or 7 instances of basement flooding that I have heard about all come from private homes on Dawlish Avenue. I've never heard of flooding from street or sewer overflows. Do you have a record of which houses or areas have had basement flooding due to sewer problems?
A. There is a mix of public and private property flooding. We put in flow monitors in certain locations in the study area which record how much water is collected and how high it builds up when it rains. We used that as a reference for where there is flooding. It did show there was back-up of water in the Glengowan sewer. The July 2013 flood told us that sewers were above capacity. A lot of residents have raised the issue of private properties contributing to flooding. It is not part of this study. Glengowan is one of the last streets west of St. Ives that doesn't have a proper combined storm sewer system.

Preliminary Recommendations for Study Area Streets

Q. I live on Cheltenham Road. I looked at the project website. You didn't mention tonight that you are planning on cutting down at least 350 trees in this very small area. You will be replacing them with small trees that don't compare. I was referred to go to Hoggs Hollow because a similar study was done there. They have the 7.2 m wide roads. I spoke to residents in Hoggs Hollow and they only knew of a few trees that were cut down. It looks like a beautiful community. You are proposing to cut down at least 69 trees along Mildenhall Road. You are destroying the character of Lawrence Park. Why can we not have the same solution as Hoggs Hollow? They have no sidewalks and 7.2 m road width. They have no problem with emergency vehicle access.

A. The project is looking to find a balance of pedestrian safety, walkability, and tree preservation. The project team has heard from the public at the various consultation points and through email. The evaluation criteria has been based on that feedback and was used to come up with preliminary recommendations. The numbers for the trees are also preliminary. The project team has looked at Hoggs Hollow as a comparative study.

C. I live on Strathgowan Road. I've been very impressed with the detail you are providing and the work you have done. I agree that it is sad to see some trees removed but I feel that you are taking great care to preserve as many as you can. I don't believe our neighbourhood is like Hoggs Hollow. We have more traffic and a school in our neighbourhood. It needs to be treated differently. I look forward to hearing more as the project progresses.

Q. I live on Blyth Dale Road. Will there be any consideration of burying hydro lines while the roads are being reconstructed?
A. After the ice storm last year, City Council directed staff to work together with Hydro on that issue. Hydro agrees with burying the lines. It is very expensive. The City has a project coordination process where we work with utilities on opportunities for improvements while balancing the cost.

Q. I live on Blyth Hill Road. On my street there is great variance in the width of the ditches. Is there any desire to have the ditches be a more consistent width?
A. On Blyth Hill Road we are proposing to put in a new storm sewer system and the ditches would be removed.

Q. I live on Blyth Dale Road. I've had basement flooding issues that I don't think have been reflected in the study. Can you explain how you determined the exiting conditions of basement flooding? Is there a mechanism for reporting basement flooding?
A. The information presented is a generalized summary of flooding reported. We did not want to show individual homes that were flooded. Before we started the project, people would have phoned in or filled out a questionnaire. If you have had problems it is important that you let the Councillors office and City staff know.

C. If the study is underestimating the basement flooding problem, you won't be dealing with the problem most effectively.

Q. I live on the corner of Garland Avenue and Glengowan Road. You mentioned that on Garland Avenue there is about 6 m of pavement and 1.5 m of soft shoulder and you propose to pave across it. I went out and measured the road from the sidewalk to the hydro pole. It was about 6.85 m wide. Do the hydro poles work with the existing parameters or do they have to be relocated?
A. There will be instances where the hydro poles may need to be relocated.

Q. What is the timeframe for when the work will start and be completed?
A. This Environmental Assessment process needs to be completed first in order to identify the recommended alternative. Once the study is complete the City can begin developing the capital program process and work with the hydro utilities. We don't anticipate construction to start until three years from now. It is complex process.

Q. I live on Blyth Dale Road. Moving forward how can we find out what will happen on our street and in front of our houses (in terms of tree removal, etc.)? What will be the process to find this information on a street- and house-specific level?
A. During the detailed design process staff will have a better idea what will happen. Various details can be adjusted at that time. The current estimates for tree removals are general estimates. The timing for the construction of each project will be determined once we are through the next stage. During the detailed design stage, there will be more opportunities for the public to learn about what is happening.
A. The process to undertake a detailed design for a road reconstruction is 1.5-2 years. The City does preliminary investigations to see what needs to be moved, contacting utilities, street surveys, etc. Mid-way through that process when we have 60% level of design we will talk to the ward Councillor to determine how to consult with the public. Staff will follow the Councillor's lead on how to best consult with the public. We expect to have a public event where we can look at the design alternatives.

C. You know which trees you think are in danger at this time. It is fair for people living on these streets to know which trees you are considering removing. There should be a consultation on that right now. If you know there are 69 trees at risk on Mildenhall Road, those residents have a right to know.
A. This process is to hear your concerns. Staff will consider your request.

Q. I live on St. Leonards Crescent. I noticed that my street isn't affected by the proposed solutions for flooding. My concern is when you make these changes in other areas of the neighbourhood, how do we know you aren't going to create new problems for other areas? We had a flooding issue a number of years ago.
A. Usually basements flood because water can't get from the floor drains to the sewer. We identified sewers that are too small. With a small sewer the water can back up. We will be putting in larger sewers which will alleviate the problem.

Q. I live on Blyth Hill Road. I am thrilled you are doing the construction work. You mentioned a three year timeframe. Does that refer to the time until you begin construction or the time to complete the construction?
A. Three years is the timeline until the beginning of construction. In the short term there is paving patchwork being done. Staff don't know where the construction is going to start at this time. We begin with the coordination, detailed design, and budgeting process. Typically, it takes 1-2 years to complete the construction of an individual project (i.e. a street or group of streets in the study area). It takes longer because we need to maintain access for residents during construction.

Q. Is parking independent from this study?
A. The only recommendation from this study is that if there is a 7.2 m road, parking should be limited to one side.

C. I live on Blyth Dale Road. This is the third study done since I've lived in my house. Each study has gone nowhere. I am concerned that this is never going to happen.
A. This improvement is going to cost approximately $100M worth of investment in infrastructure. It is a significant amount of money and this type of work takes time. At City Council there are competing infrastructure demands. This is a massive project looking at multiple streets. The EA has to go to the Province for approval and then it needs funding. We don't know when the budget will come and it is a lengthy process.

Q. I live on Glengowan Road. You have done a tree inventory. It looks like what has been identified are not only trees on the right-of-way but also trees on private property. On my street there are about 40 trees identified on the inventory. Which of the 40 trees are among the 17 trees that would be affected by the recommended alternative?
A. A tree inventory was completed. We included trees in the right-of-way. City staff will consider your request for information.

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

Public Information Centre #3
May 21, 2015
Lawrence Park Community Church, 2180 Bayview Avenue

Mildenhall Road (north of Lawrence Avenue), Rothmere Drive, Proctor Crescent, Braeside Crescent

Questions of Clarification

The following summarizes participants' questions or comments, and responses from the project team or City of Toronto during the Q&A session following the presentations at the PIC. Questions are noted by **Q**, responses are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

Preliminary Recommendations for Basement Flooding and Traffic Safety

Q. I live on Mildenhall Road north of Lawrence Avenue. Why was my area not included in the traffic study? We have ongoing traffic issues. Toronto French School and Wanless Park are there and cause issues with traffic and speeding on Rothmere Drive.
A. This study is not addressing speeding and traffic calming. The project team did not do traffic counts in your area; the traffic counts were taken at major intersections in the area between Lawrence Avenue, Blythwood Road, Mt. Pleasant Road and Bayview Avenue.

C. Traffic and speeding should have been a major part of the study. We are all part of one community.

C. Another street that should be included in the study is Roslin Avenue which is one street north of Braeside Road. The street is overdeveloped and the City has allowed 18 townhouses at the end of the street near the ravine. There is flooding all the time and nothing has been done about it. Erosion in the ravine is very bad. The sewers can't handle the water.
A. The City is expanding the Basement Flooding Protection Program to encompass the entire city. It has been happening step by step. Staff can look at where your area falls in terms of order of priority and let you know. Eventually there will be environmental assessments done all over the city to identify the causes of basement flooding and the appropriate mitigation measures.

Q. I live on the south end of Mildenhall Road. Can you provide us with a copy of the traffic study that was undertaken?
A. The traffic study has been reviewed by the City. The study was completed in 2013. Information has been provided on the website including the presentation material and summaries of the work to date. When we produce our environmental assessment report that will be filed in the public record for a 30-day review at the conclusion of the study, that document will include as an appendix the full traffic study. City staff can look into whether the study can be posted on the website at this time.

C. Since a sign was put on some streets (e.g. Wanless) for no turning from 3-6pm, some of us have to go all the way to Mt. Pleasant Road to get to our homes which is ridiculous.

Q. Did everyone get canvassed about basement flooding as part of this study?
A. Prior to the study, some people reported basement flooding to the City. The project team used those records. A questionnaire was also distributed at the first Public Information Centre. The project team used that data along with the historical information. The map is a generalized representation of the results.

C. I live on Proctor Crescent. I had flooding and phoned 311 but no one encouraged me to do that. I don't know if that information would have been included because it is not indicated on the map. I think our area may be under-reported.

Q. How do you notify community members that there is a public meeting?
A. A flyer was issued to all the properties within the study area. There is a contact list of those who have attended previous meetings. Advertisements were placed in the local newspaper. We also have a Community Advisory Group which is a set of members from a number of local streets and we ask that they promote the meeting as well.

Preliminary Recommendations for Study Area Streets

C. You showed us a slide on schools and parks in the area. Rotheme Drive services a busy park and the Toronto French School. There are a number of people in the room who have attended dozens of meetings with respect to traffic and pedestrian safety. Rothmere Drive is falling under the radar. Pedestrian safety is very important.

C. I think the project team has done a great job on the assessment of the trees. What are you going to do if a pedestrian dies? Pedestrian safety has to be the number one consideration. I would like to have a sidewalk on Rothmere Drive. It is not safe for young children.

Q. A map was presented showing a pedestrian linkage between Rothmere Drive and Lawrence Avenue. Is that path included in the study? The path should be resurfaced so it is safer for pedestrians.
A. That was noted as being a laneway path.

Q. I have three comments:

1. **The traffic north of Lawrence Avenue was not studied. Toronto French School contributes a lot of traffic. A study would have been very beneficial for us.**
2. **There is a 'no right turn' sign on Wanless Crescent between Mildenhall Road and Mt. Pleasant Road. It pushes all the traffic onto Mildenhall Road which is not good for those residents.**
3. **When you remove trees, will you be replacing them?**

A. The City will replace all the trees that are removed. Regarding the traffic study, the project team focused on the area between Lawrence Avenue, Blythwood Road, Mt. Pleasant Road and Bayview Avenue.

Q. How do we get our area north of Lawrence Avenue included in the traffic study?

A. As was noted, the traffic study only encompasses intersections south of Lawrence Avenue. We are hearing that there is interest in looking at traffic north of Lawrence Avenue. Staff will take your comment back for consideration.

C. Toronto French School is not properly illustrated on the map. It extends all the way to Mildenhall Road and up past Rothmere Drive. The junior school is not on the map. Toronto French School will not cooperate with the neighbourhood. Until the school decides what they are going to do on their property with respect to traffic flow, nothing is going to change.

C. I was told many years ago that traffic calming couldn't be done until the road was rebuilt. I know this study does not address traffic calming. If the roads are rebuilt, traffic calming could solve a lot of problems. The volume of traffic that cuts through our neighbourhood along Mildenhall Road and Rothmere Drive to avoid Lawrence Avenue/Mt. Pleasant Road is only going to increase. This is what causes the safety issues because these are the drivers travelling at fast speeds.
A. Traffic calming measures would go in after road construction. In terms of policy, one of the criteria considered when looking at traffic calming measures is the presence of a sidewalk. If there is no sidewalk, a road would fail one of the criteria for traffic calming.

C. I live on Dawlish Avenue. Wanless Park is the main recreational park for all of the children in the area. I suggest studying this area any Saturday afternoon in the summer time. The park is constantly used by children from a wide geographic area. Traffic calming doesn't separate cars from people. If you create separation between cars and pedestrian it will be safer. The notion of creating a community is missing from all of this. We should be thinking about the future and what the community could be. Within 500 m of any destination, there should be a sidewalk. There are some major holes in what you have designed.

Q. I live on Mildenhall Road. The traffic on Lawrence Avenue has increased because of the daycare activity. On a separate note, my question is do we have to engineer all this? Can't we live with what we have?
A. As part of the Wet Weather Flow Master Plan, we are promoting that infiltration systems be put in to infiltrate more water into the ground than the ditches. Catch basins will go into a perforated pipe first and then a traditional storm sewer.

C. I live at the corner of Proctor Crescent and Rothmere Drive. I've lost 3-4 feet of property on the Rothmere side. My lot has shifted. The rain goes down the north side of Rothmere Drive and swings along Proctor Crescent. The landscape of the properties has completely changed.
A. When a proper drainage system is put in the water will go into a sewage system. The existing ditches will be filled in and graded.

Q. How do you decide what side of the street a sidewalk would go on?
A. It would be decided at the detailed design stage of the project.

C. The lighting on the pathway between the west end of Rothmere Drive and Lawrence Avenue has been improved but it is still very dark. Women getting off the bus at Lawrence Avenue and Wanless Crescent don't want to go along that path at night. There should be better lighting. The existing asphalt is also deteriorating. This is an important pathway.

A. Staff will follow up with Toronto Hydro regarding lighting. Staff will also address the pathway resurfacing.

C. The maps and drawings are good, but I want to see real examples of existing streets or roadways that are completed so people can understand what you are proposing. When you are reporting, give us the name of an existing completed street so we can go out and see what is going to occur.
A. A potential example is York Ridge/Don Ridge north of York Mills. Chine Drive was also reconstructed recently by the City however a different sidewalk treatment was used.

C. I live at the south end of Mildenhall Road. If you are going to eliminate parking on Mildenhall Road, I urge you to allow parking on some of the side streets to allow people to offer parking to visitors.
A. Through this study, the recommendation is that the existing parking restrictions would remain. Any changes would have to be brought up outside the study.

Q. If you build a sidewalk, would it be adjacent to the curb or is there a requirement for a boulevard?
A. The sidewalk would be adjacent to the curb.

C. When the City clears the snow in the winter they put the snow on the sidewalk. I would then need to move that snow off the sidewalk. Is that correct?
A. The City tries to keep the snow along the curb. They should not be moving the snow onto the sidewalks.

C. Regarding sidewalks, there doesn't seem to be any evidence showing that they are required. There has never been an injury or accident.

C. I own two properties on Mildenhall Road north of Lawrence Avenue at the bend in the road. I think safety is paramount. The road at the bend is 9 m wide and I've seen cars spin out off the road in the winter. From Toronto French School to the park, the most dangerous point is the bend in the road. When you narrow the road to 7.2 m and allow parking on one side of the road there will be an increased risk for pedestrians on that stretch of the road.

C. People going to Toronto French School continue to park on Rothmere Drive and Mildenhall Road. If you are walking it forces pedestrians to walk in the middle of the road.

C. The City should stand up and tell the community what the City's priorities are. Safety should be paramount. It appears that trees are a priority over a human life.

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

Public Information Centre 3

Presentation

13 May 2015

OBJECTIVES OF TONIGHT'S MEETING

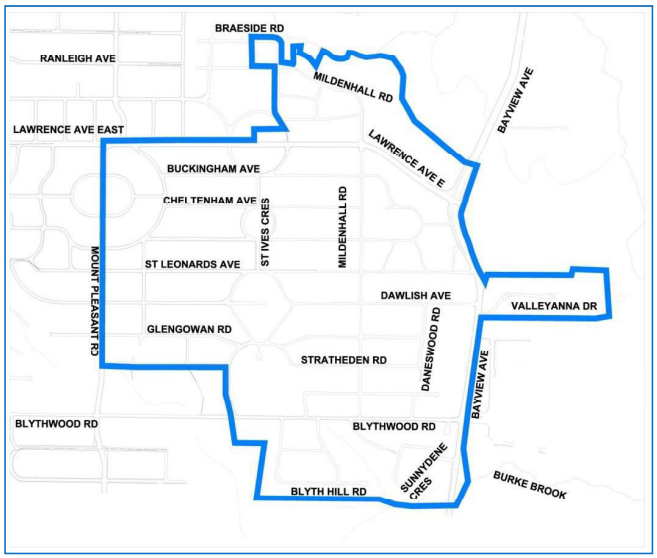
- Review existing conditions
- Present alternative solutions and evaluation process
- Present recommended alternative solutions
- Answer questions and receive feedback
- Discuss next steps

STUDY PURPOSE

To address issues relating to:

- deteriorating road conditions
- traffic
- pedestrian safety
- road drainage problems
- basement flooding

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



Study Area

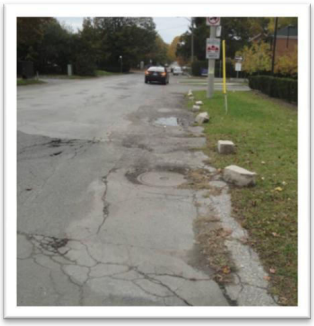
STUDY PROCESS

Study is being carried out according to the Municipal Class Environmental Assessment process

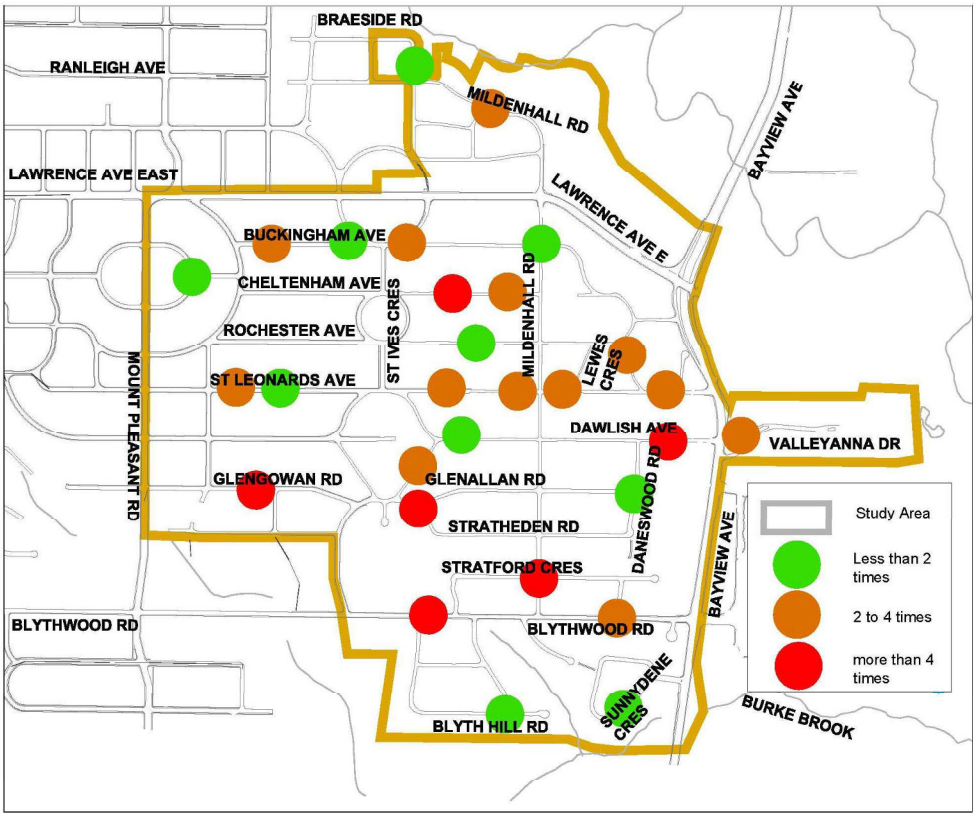
COMMUNITY INPUT

Feedback received at PIC#2 identified three priorities:

1. Reduce Basement Flooding
2. Improve Pedestrian Safety
3. Limit Impact to Urban Greenspace/ Recreational Uses

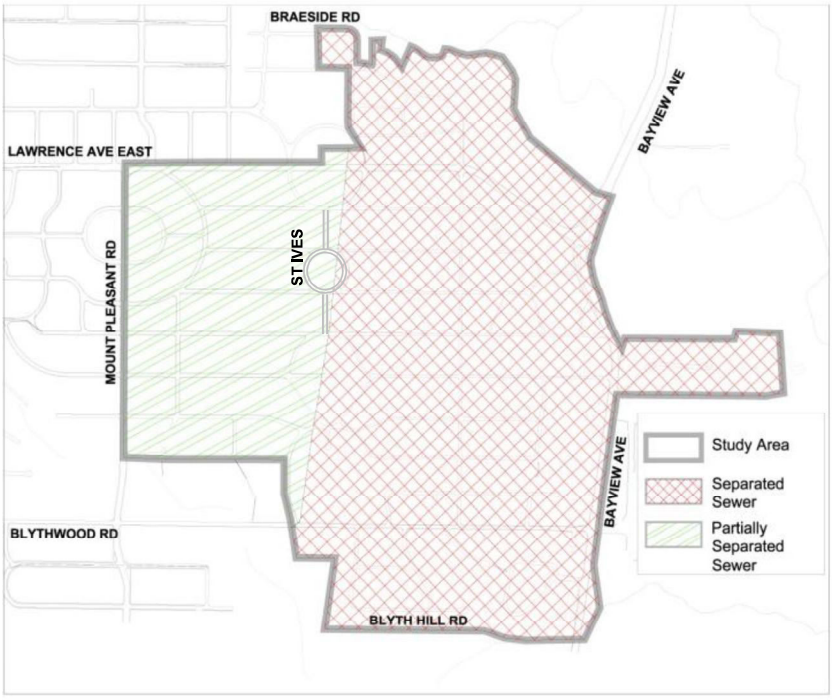


EXISTING CONDITIONS: BASEMENT FLOODING



SEWER SYSTEM STUDY AREA

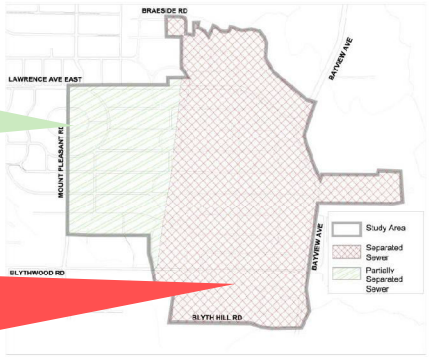
A separate set of alternatives was developed and evaluated for the **partially separated** and **separated areas**



ALTERNATIVE SOLUTIONS: BASEMENT & SURFACE FLOODING

Partially Separated Area

- 2 alternatives were considered:
  - I. Alternative 1 – Increase Conveyance
  - II. Alternative 2 – Provide Offline Storage



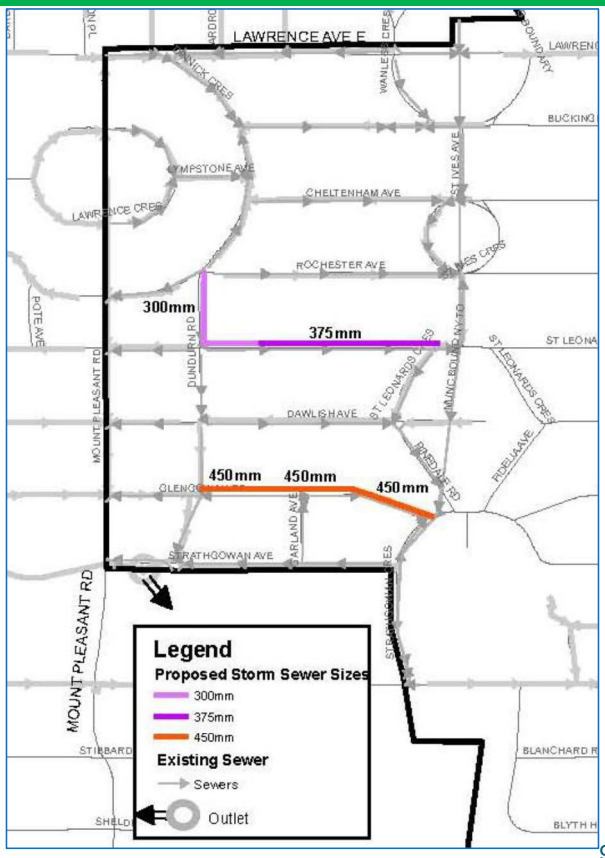
Fully Separated Area

- 3 alternatives were considered:
  - I. Alternative 1 – Increase Conveyance
  - II. Alternative 2 – Provided Inline Storage
  - III. Alternative 3 – Increase Conveyance and Provide Inline Storage

Surface flooding addressed through alternatives on road cross-sections – urban/rural cross-section

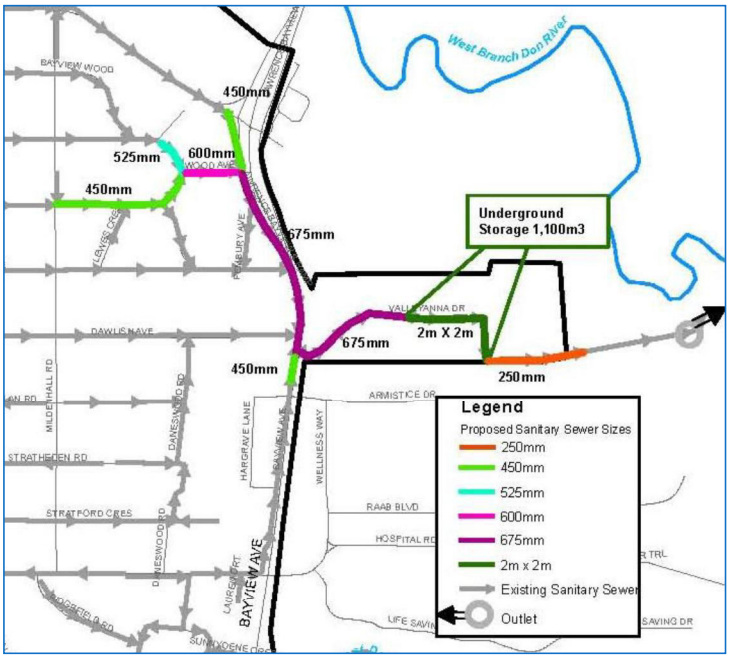
RECOMMENDED ALT. SOLUTIONS: PARTIALLY SEPARATED AREA

- Downspout disconnection
- Adding storm sewers to provide adequate capacity on St. Leonards Avenue, Glengowan Avenue and Dundurn Road (total length = 830 m)



RECOMMENDED ALT. SOLUTIONS: FULLY SEPARATED AREA

- Downspout disconnection
- Sealing of sanitary manholes in low lying areas
- Replacement of 1,020 m of sanitary sewers with larger sewers on Bayview Wood, Rochester Avenue, Wood Avenue, Bayview Avenue and Valleyanna Drive
- Construction of a 1,100 m^3 underground storage facility on Valleyanna Drive



TRAFFIC SIGHT LINES

- Locations with a potential lack of sight distance were identified and examined
- Recommendations include:
  - Remove or relocate stone wall for Blythwood Road / Strathgowan Crescent
  - Undertake minor works (trimming of tree branches) at Mount Pleasant Road / Lawrence Crescent and Mount Pleasant Road / St. Leonards Avenue

Blythwood Road at Strathgowan Crescent, facing East

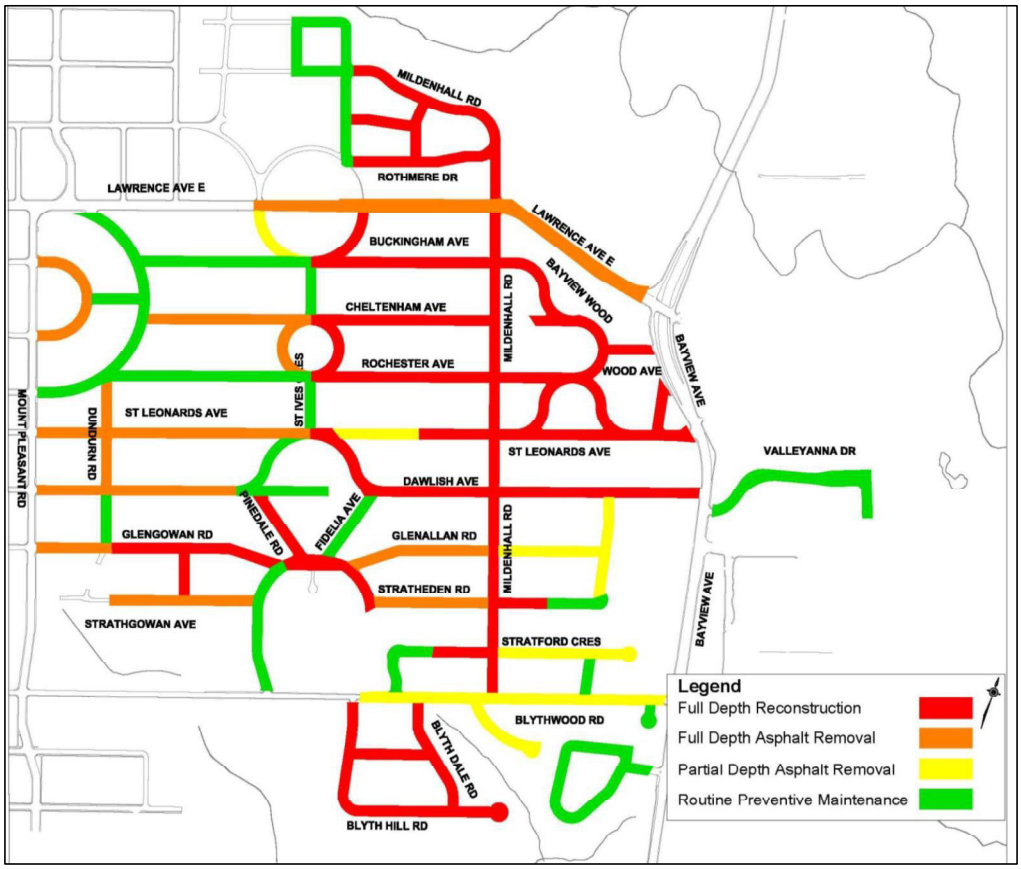
TRAFFIC INFILTRATION & SAFETY

- A traffic study was undertaken to understand the study area travel patterns and to highlight infiltration across the study area.
- The findings showed that traffic volumes on internal roads are relatively small, with the exception of Mildenhall Road, which is a collector road.

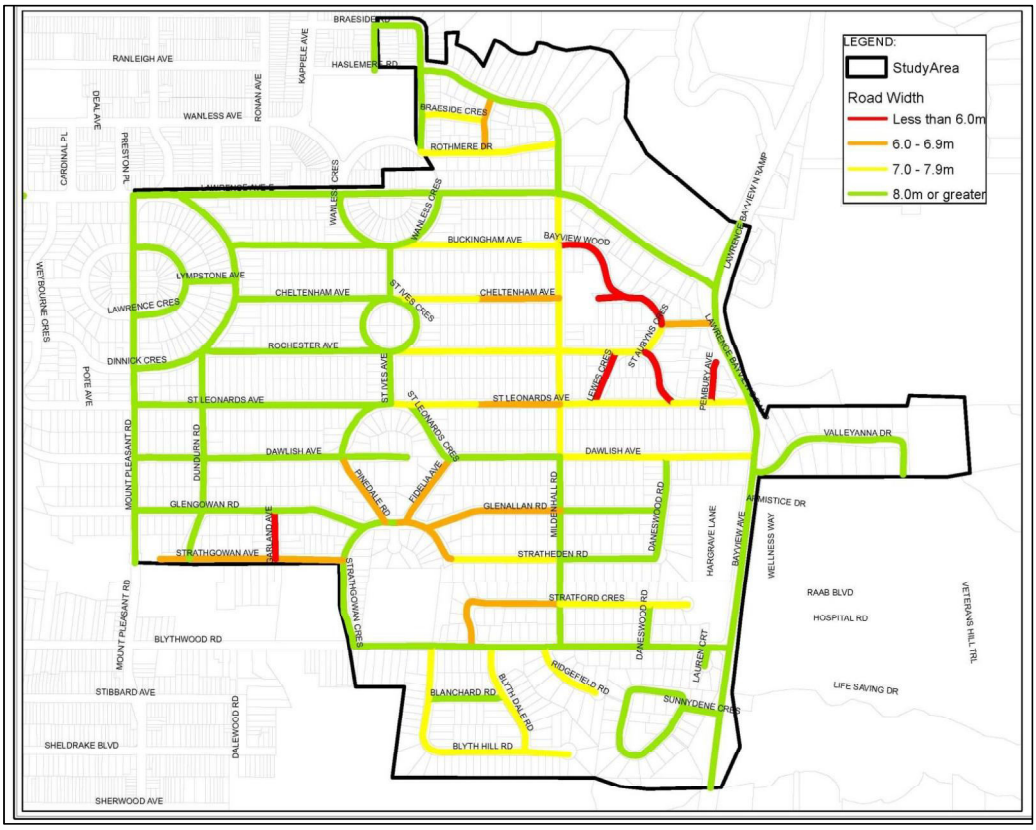
Recommendations:

- Consideration of turning restrictions at the Blythwood Road and Daneswood Road intersection to reduce traffic volumes through the area
- Clearly defined pedestrian spaces such as sidewalks and pavement markings
- Consistent approach for traffic sign designs and application of parking regulations, speed limits and warning signs
- Appropriate use of traffic control measures such as stop signs and traffic control signals

EXISTING CONDITIONS: STATE OF GOOD REPAIR ON ROADS

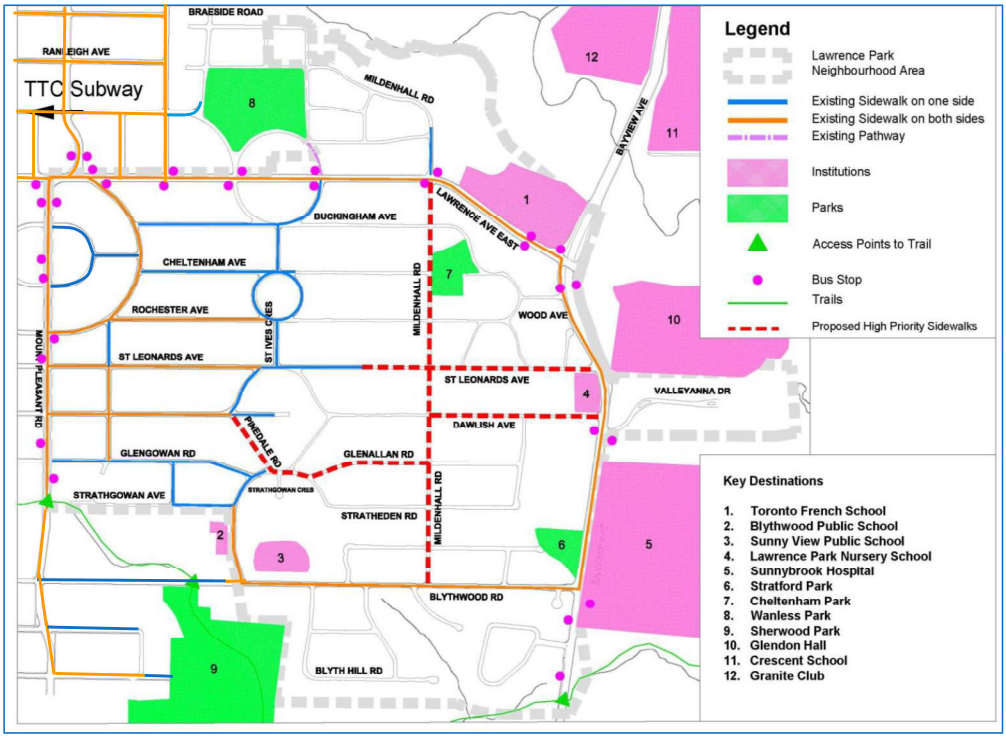


EXISTING ROAD WIDTHS



PEDESTRIAN LINKAGES

Priority is on creating pedestrian linkages to key destinations in the neighbourhood and connecting existing sidewalks



FACTORS IMPACTING SIDEWALK INSTALLATION

- Presence of pedestrian generators (school, parks)
- Right-of-Way road width
- Impact on trees and vegetation
- Technical feasibility, cost, impact on utilities (e.g. hydro poles)

ROAD WIDTH REQUIREMENTS

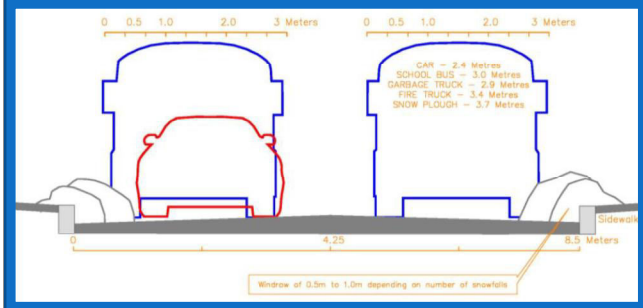
City Policy for Local Residential Roadway requires:

• 8.5 m paved surface, concrete curb and 1.7-2.0 m sidewalk on one or both sides

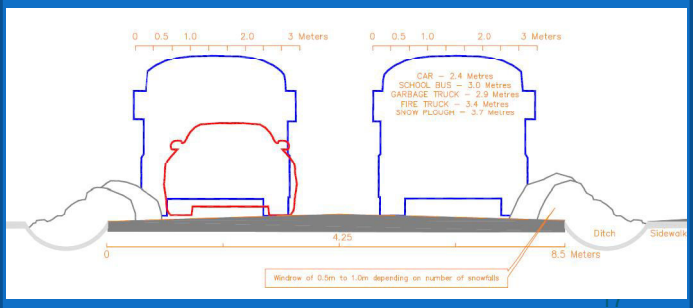
A local residential roadway must account for the following:

- Emergency and service vehicle access
- Space for pedestrians, cyclists and vehicles
- Safe two way traffic flow
- Width for winter road maintenance
- Parking
- Width for underground structures

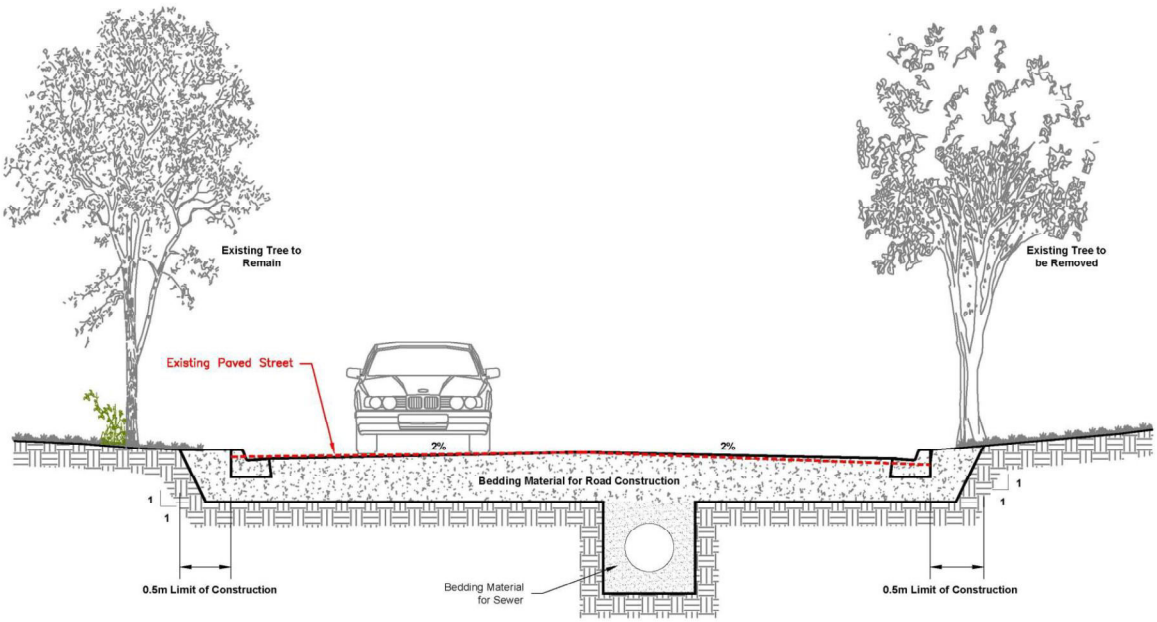
8.5m wide urban cross section



8.5m wide rural cross section



ROADWAY CROSS SECTION



INVENTORY OF STREET TREES

- Tree inventory completed for the study area
- Data for each tree included:
  - location
  - species
  - diameter at breast height
  - biological health
  - condition
  - preservation priority

IMPACT ON STREET TREES

- There are approximately 2600 healthy street trees within the municipal right of way across the whole study area; less than 100 street trees were found to be of a low priority.
- Number of street trees that would require removal was determined for each alternative for each street.
- Average percentage removal for all alternatives considered, ranged from 10-80%, depending on the width of construction impacts, the existing road width and the locations of the existing trees.
  - An urban cross section, with a 7.2m road width, and with no sidewalk results in the least impact to street trees.

ALTERNATIVE SOLUTIONS: ROAD CROSS SECTION

- At PIC #2, a preferred road width of 8.5 m with 1 or 2 sidewalks for local roads was presented
- As a result of public input, the study team reconsidered the above
- Alternative Solutions evaluated include:

Local Roads

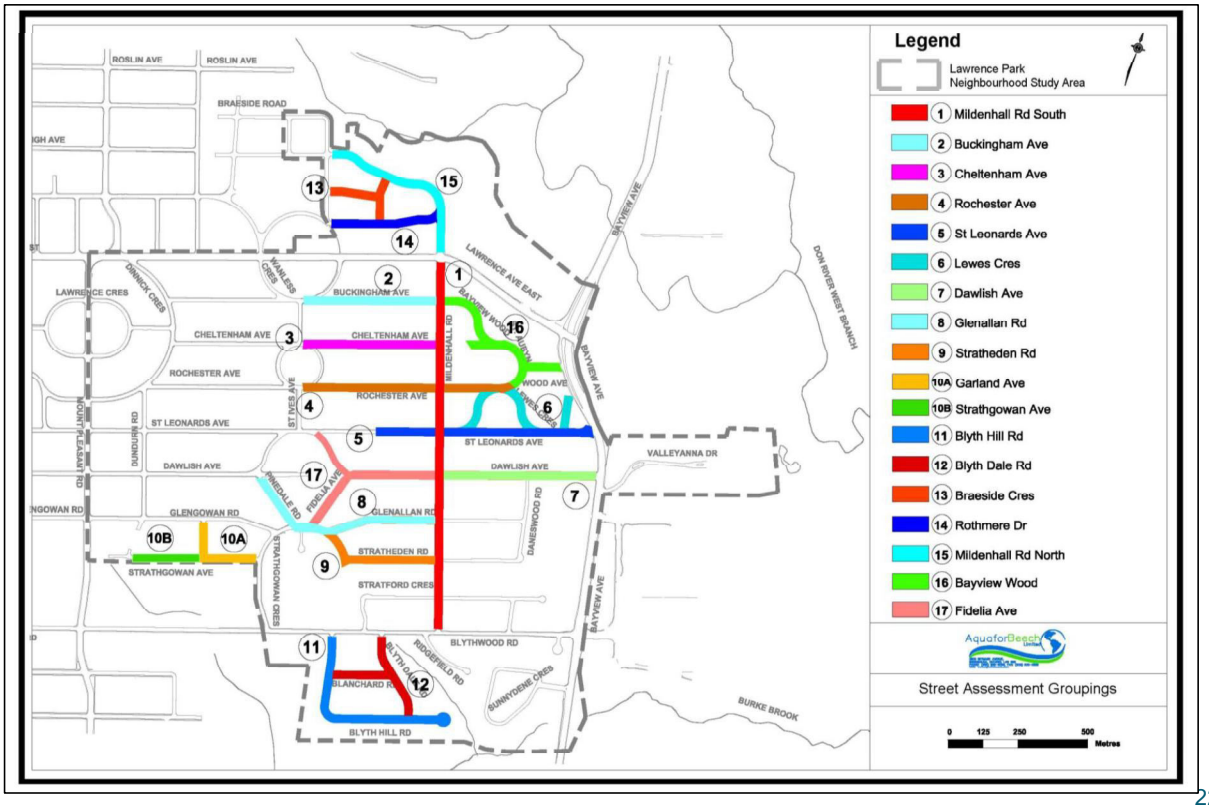
- Urban or rural cross sections
- **7.2 or 8.5m roadway widths**
- **0 or 1 sidewalks**
- Identification of sidewalks that create priority linkages

Collector Road

- Urban cross sections
- **8.5 or 9.5m roadway widths**
- **1 or 2 sidewalks**
  - Mildenhall Road, south of Lawrence Ave E

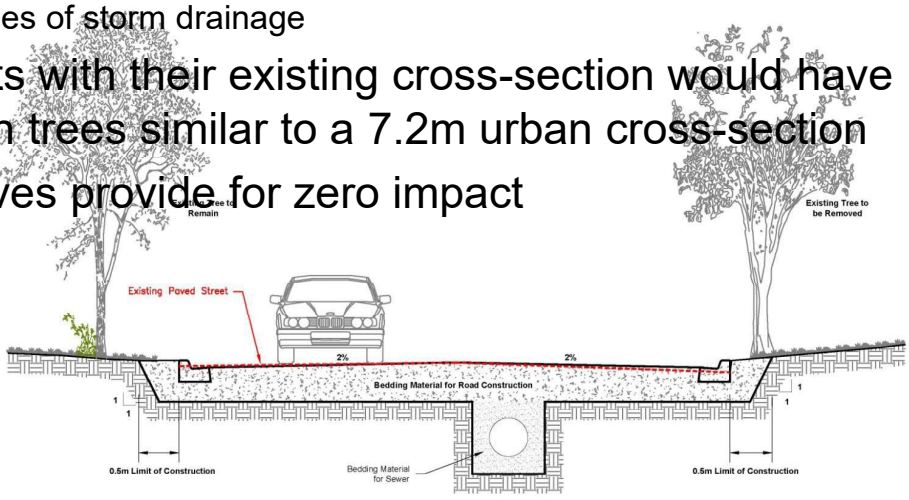
KEY MAP: ROADS EVALUATED

Roadway cross-sections developed and evaluated only for streets which have issues with respect to the existing road width, drainage or lack of sidewalks



ALTERNATIVE SOLUTIONS: ROAD CROSS SECTION

- Fixing roads with existing cross-sections will not address the existing problems/opportunities
  - Roads under 7.2m are insufficient for emergency/operational vehicles
  - Lack of pedestrian infrastructure
  - Direct replacement would not provide for regrading and would not fully address issues of storm drainage
- Fixing streets with their existing cross-section would have an impact on trees similar to a 7.2m urban cross-section
- No alternatives provide for zero impact



EVALUATION PROCESS: CRITERIA

Socio-Cultural

- ❖ **Pedestrian Safety**
- ❖ **Impact on Urban Greenspace / Recreational Use (Trees, Parks, Open Spaces)**

Technical

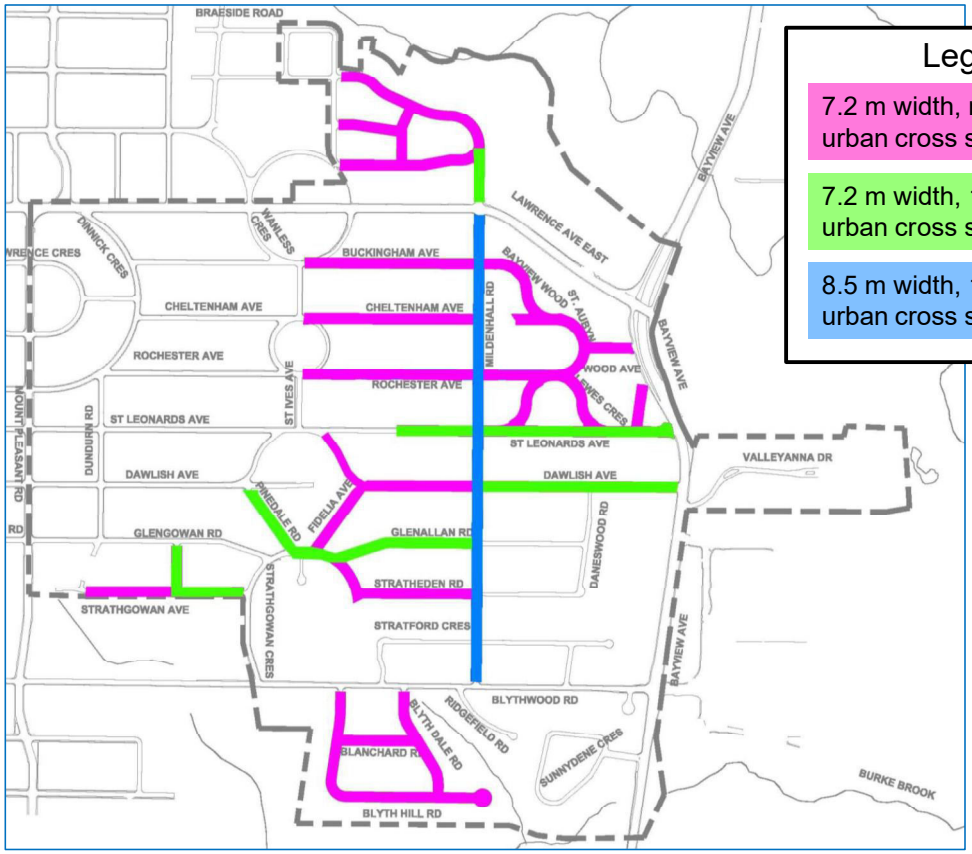
- Technical Effectiveness
  - ❖ **Surface and Basement Flooding**
  - Stormwater Quality Improvement
  - Pavement Structural Conditions
  - Pedestrian Connectivity
  - Accessibility for Maintenance & Emergency Vehicle

Economic

- Capital Costs

❖ *Pedestrian Safety, Impact on Urban Greenspace and Surface/Basement Flooding assigned higher scoring factor based on community input*

RECOMMENDED ALTERNATIVE SOLUTIONS



RECOMMENDED ALTERNATIVE SOLUTIONS: LOCAL ROAD

7.2 metre road + 1 sidewalk + urban cross section

7.2 metre road + urban cross section

- 7.2m road width would have parking limited to one side of road
- Location of sidewalk determined during detailed design stage

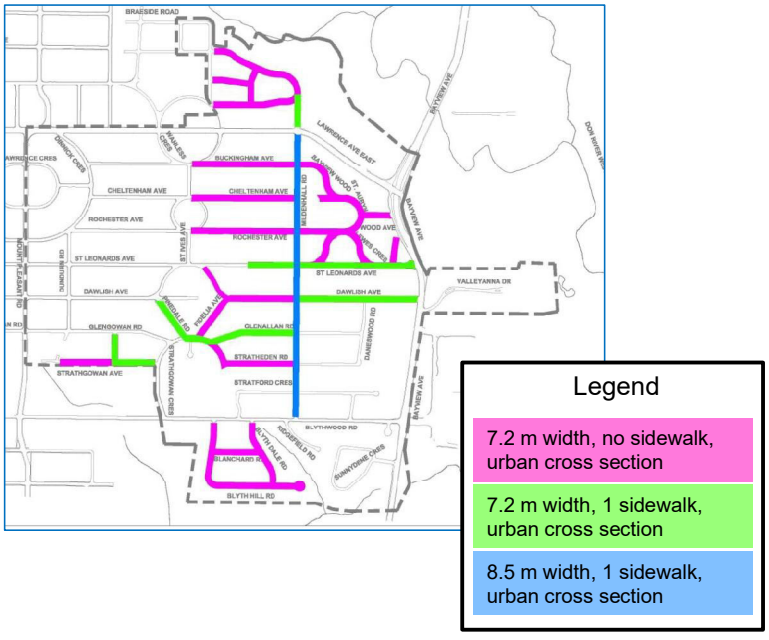
RECOMMENDED ALTERNATIVE SOLUTION:
MILDENHALL ROAD (S of Lawrence Ave E)

8.5 metre road + 1 sidewalk + urban cross section

- Location of sidewalk determined during detailed design stage
- Existing parking restrictions would remain

EVALUATION PROCESS

- Recommended Alternative Solutions are selected based on the highest score
- In cases where two highest scoring alternatives are within 1 point of each other, a qualitative assessment of the two alternatives was conducted to select the preliminary recommended solution



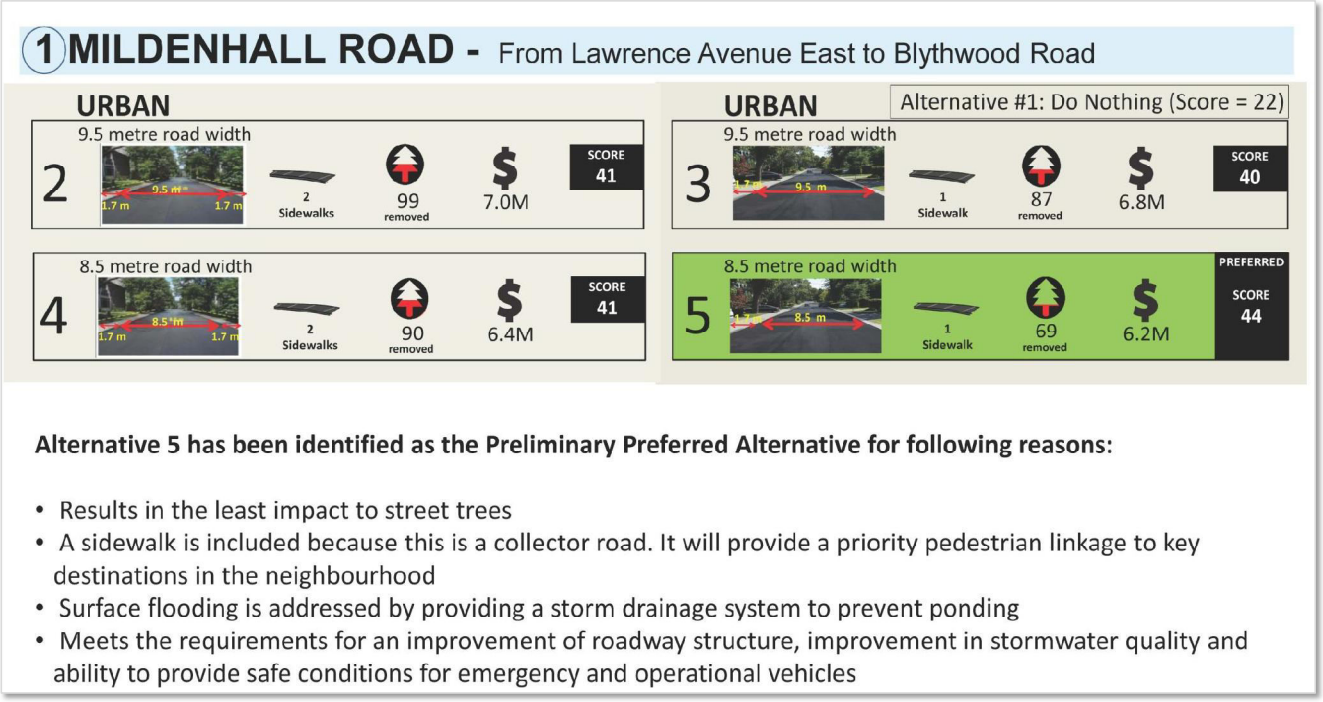
EVALUATION PROCESS: SCORING

Street Assessment Group ID: 1 – Mildenhall Road South (EXAMPLE 1)

Evaluation Alternatives	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Socio-Cultural					
Pedestrian Safety	0	8	6	8	6
Impact on Urban Greenspace / Recreational Use (Street Trees, Parks, Open Spaces)	16	8	8	8	12
Technical - Technical Effectiveness					
Surface Flooding	0	8	8	8	8
Stormwater Quality Improvement	0	4	4	4	4
Pavement Structural Conditions	0	4	4	4	4
Pedestrian Connectivity	0	4	4	4	4
Accessibility for Maintenance & Emergency Vehicle	2	4	4	3	3
Economic					
Capital Costs	4	1	2	2	3
Total	22	41	40	41	44

EVALUATION PROCESS – Example 1

Street Assessment Group ID: 1 – Mildenhall Road South (EXAMPLE 1)



Alternative 5 has been identified as the Preliminary Preferred Alternative for following reasons:

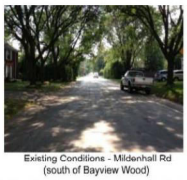
- Results in the least impact to street trees
- A sidewalk is included because this is a collector road. It will provide a priority pedestrian linkage to key destinations in the neighbourhood
- Surface flooding is addressed by providing a storm drainage system to prevent ponding
- Meets the requirements for an improvement of roadway structure, improvement in stormwater quality and ability to provide safe conditions for emergency and operational vehicles

EVALUATION PROCESS – Example 1

Street Assessment Group ID: 1 – Mildenhall Road South (EXAMPLE 1)

①MILDENHALL ROAD – From Lawrence Avenue East to Blythwood Road

Existing Conditions - Mildenhall Rd (north of Bayview Wood)



Existing Conditions - Mildenhall Rd (south of Bayview Wood)

Existing Conditions

- Surface flooding and insufficient ditched drainage system
- Poor quality road structure and pavement widths ranging from 7m - 9m
- Approximately 340 mature trees within public right-of-way
- No sidewalks

Alternatives to Address the Problems/Opportunities

The study team evaluated 4 Alternative Roadway Cross Sections:

- 9.5m road width + 2 sidewalks + urban cross-section
- 9.5m road width + 1 sidewalk + urban cross-section
- 8.5m road width + 2 sidewalks + urban cross-section
- 8.5m road width + 1 sidewalk + urban cross-section

Preliminary Preferred Alternative

Preliminary Preferred Alternative:

- ☑ Results in the least impact to street trees
- ☑ Includes a sidewalk helping to establish a pedestrian linkage to key destinations in the neighbourhood
- ☑ Addresses surface flooding by providing a storm drainage system to prevent ponding
- ☑ Meets the requirements for an improvement of roadway structure, improvement in stormwater quality and ability to provide safe conditions for emergency and operational vehicles

EVALUATION PROCESS: SCORING

Street Assessment Group ID: 5 – St. Leonards Avenue (EXAMPLE 2)

Evaluation Alternatives	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Alternative 8	Alternative 9
Socio-Cultural									
Pedestrian Safety	0	8	6	8	6	0	0	0	0
Impact on Urban Greenspace / Recreational Use (Street Trees, Parks, Open Spaces)	16	0	0	0	4	0	8	0	12
Technical - Technical Effectiveness									
Surface Flooding	0	8	8	8	8	8	8	8	8
Stormwater Quality Improvement	0	4	4	4	4	4	4	4	4
Pavement Structural Conditions	0	4	4	4	4	4	4	4	4
Pedestrian Connectivity	0	4	4	4	4	0	0	0	0
Accessibility for Maintenance & Emergency Vehicle	2	4	4	2	2	4	4	2	2
Economic									
Capital Costs	4	0	0	2	2	1	1	3	3
Total	22	32	30	32	34	21	29	21	33

EVALUATION PROCESS – Example 2

Street Assessment Group ID: 5 – St. Leonards Avenue (EXAMPLE 2)

5 ST. LEONARD'S AVENUE - East of St. Ives Avenue

Alternative #1: Do Nothing (Score = 22)

	RURAL					URBAN				
2	8.5 metre road width	1 Sidewalk	68 removed	$3.6M	SCORE 32	3	8.5 metre road width	1 Sidewalk	40 removed	$3.6M	SCORE 30
4	7.2 metre road width	1 Sidewalk	61 removed	$3.1M	SCORE 32	5	7.2 metre road width	1 Sidewalk	30 removed	$3.1M	PREFERRED SCORE 34
6	8.5 metre road width	No Sidewalk	56 removed	$3.4M	SCORE 21	7	8.5 metre road width	No Sidewalk	24 removed	$3.4M	SCORE 29
8	7.2 metre road width	No Sidewalk	40 removed	$3.0M	SCORE 21	9	7.2 metre road width	No Sidewalk	17 removed	$3.0M	SCORE 33

The scores for Alternative 5 and Alternative 9 are closely matched and were further compared.

Alternative 5 has been identified as the Preliminary Preferred Alternative for following reasons:

- Results in the moderate impact to street trees
- A sidewalk is included as this will provide a priority pedestrian linkage to key destinations in the neighbourhood
- Surface flooding is addressed by providing a storm drainage system to prevent ponding
- Meets the requirements for an improvement of roadway structure, improvement in stormwater quality and ability to provide safe conditions for emergency and operational vehicles

EVALUATION PROCESS – Example 2

Street Assessment Group ID: 5 – St. Leonards Avenue (EXAMPLE 2)

5 ST. LEONARD'S AVENUE – East of St. Ives Avenue

Existing Conditions - St. Leonards Ave (west of Mildenhall Rd)

Existing Conditions - St. Leonards Ave (east of Mildenhall Rd)

Existing Conditions

- Surface flooding and insufficient ditched drainage system
- Poor quality road structure and pavement widths ranging from 6m - 8m
- Approximately 100 mature trees within public right-of-way
- No sidewalks

Alternatives to Address the Problems/Opportunities

The study team evaluated 8 Alternative Roadway Cross Sections:

- 8.5m road width + 1 sidewalk + rural cross-section
- 8.5m road width + 1 sidewalk + urban cross-section
- 7.2m road width + 1 sidewalk + rural cross-section
- 7.2m road width + 1 sidewalk + urban cross-section
- 8.5m road width + 0 sidewalk + rural cross-section
- 8.5m road width + 0 sidewalk + urban cross-section
- 7.2m road width + 0 sidewalk + rural cross-section
- 7.2m road width + 0 sidewalk + urban cross-section

Preliminary Preferred Alternative

7.2 metre road with one sidewalk and an urban cross-section

Trees Removed: 1 Sidewalk | 30 | $3.1M | PREFERRED SCORE 34

Preliminary Preferred Alternative:

- ☑ Results in the moderate impact to street trees
- ☑ Includes a sidewalk helping to establish a pedestrian linkage to key destinations in the neighbourhood
- ☑ Addresses surface flooding by providing a storm drainage system to prevent ponding
- ☑ Meets the requirements for an improvement of roadway structure, improvement in stormwater quality and ability to provide safe conditions for emergency and operational vehicles

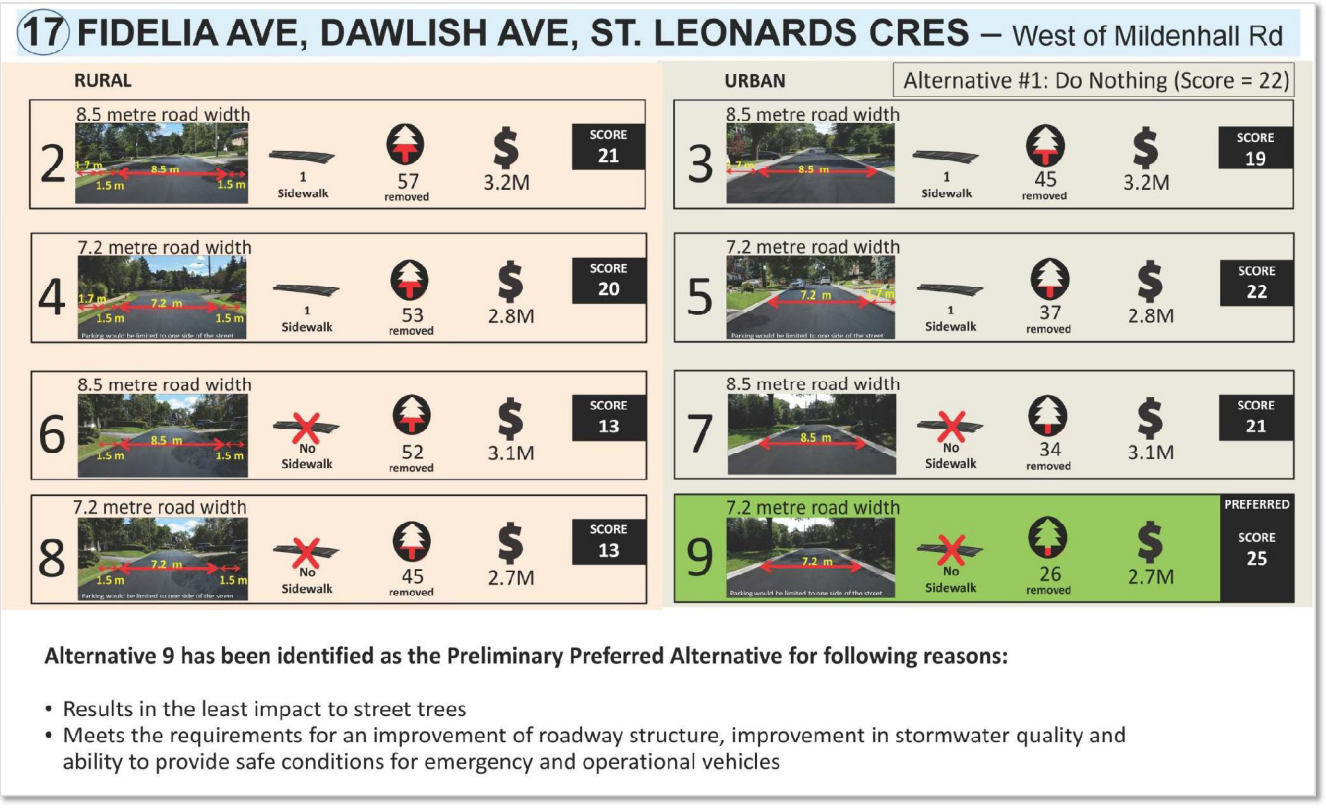
EVALUATION PROCESS: SCORING

Street Assessment Group ID: 17 - Fidelia Avenue (EXAMPLE 3)

Evaluation Alternatives	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Alternative 8	Alternative 9
Socio-Cultural									
Pedestrian Safety	0	8	6	8	6	0	0	0	0
Impact on Urban Greenspace / Recreational Use (Street Trees, Parks, Open Spaces)	16	0	0	0	4	0	8	0	12
Technical - Technical Effectiveness									
Surface Flooding	0	0	0	0	0	0	0	0	0
Stormwater Quality Improvement	0	4	4	4	4	4	4	4	4
Pavement Structural Conditions	0	4	4	4	4	4	4	4	4
Pedestrian Connectivity	0	0	0	0	0	0	0	0	0
Accessibility for Maintenance & Emergency Vehicle	2	4	4	2	2	4	4	2	2
Economic									
Capital Costs	4	1	1	2	2	1	1	3	3
Total	22	21	19	20	22	13	21	13	25

EVALUATION PROCESS – Example 3

Street Assessment Group ID: 17 - Fidelia Avenue (EXAMPLE 3)



Alternative 9 has been identified as the Preliminary Preferred Alternative for following reasons:

- Results in the least impact to street trees
- Meets the requirements for an improvement of roadway structure, improvement in stormwater quality and ability to provide safe conditions for emergency and operational vehicles

EVALUATION PROCESS – Example 3

Street Assessment Group ID: 17 - Fidelia Avenue (EXAMPLE 3)

⑰ FIDELIA AVE, DAWLISH AVE & ST. LEONARDS CRES – West of Mildenhall Rd

Existing Conditions – Dawlish Avenue (facing West)

Existing Conditions - Dawlish Avenue (facing West)

Existing Conditions

- Insufficient ditched drainage system
- Poor quality road structure and pavement widths 6m – 8m
- Approximately 90 mature trees within public right-of-way
- No sidewalks

Alternatives to Address the Problems/Opportunities

The study team evaluated 8 Alternative Roadway Cross Sections:

- 8.5m road width + 1 sidewalk + rural cross-section
- 8.5m road width + 1 sidewalk + urban cross-section
- 7.2m road width + 1 sidewalk + rural cross-section
- 7.2m road width + 1 sidewalk + urban cross-section
- 8.5m road width + 0 sidewalk + rural cross-section
- 8.5m road width + 0 sidewalk + urban cross-section
- 7.2m road width + 0 sidewalk + rural cross-section
- 7.2m road width + 0 sidewalk + urban cross-section

Preliminary Preferred Alternative

7.2 metre road with no sidewalk and an urban cross-section

No Sidewalk

Trees Removed 26

$ 2.7M

PREFERRED SCORE 25

Preliminary Preferred Alternative:

- ☑ Results in the least impact to street trees
- ☑ Meets the requirements for an improvement of roadway structure, improvement in stormwater quality and ability to provide safe conditions for emergency and operational vehicles

MITIGATION MEASURES

- During detailed design we can more accurately identify the # of tree's impacted
- Tree removal counts are based upon a preliminary assessment using the **existing center point of the roadway**
- Localized road narrowing and/or the use of non-standard construction techniques will be applied where feasible to reduce the impacts
- A new street tree will be planted for every tree removed

QUESTIONS TO BE ASKED IN THE OPEN HOUSE

1. Do you agree with the preliminary results of the evaluation? Why or why not?
2. What concerns, if any, do you have about potential impacts the preliminary preferred alternative could have on your street? On adjacent streets or the broader Lawrence Park Neighbourhood?
3. Do you have other feedback on any other aspect of the evaluation or study?

PUBLIC REVIEW AND FEEDBACK

- Opportunity tonight to view evaluation and recommendations
- Display boards showcase the alternatives and scoring for individual streets
- Comment sheets provided to gather feedback

NEXT STEPS

- Opportunity to provide comments on preliminary recommended solutions
- All comments will be reviewed by project team and consultation summary report to be issued and posted on website
- Study to be completed with final report made available for 30-day public review period

NEXT STEPS

- If no Part II Orders received the City will:
  - prioritize projects in accordance with funding availability and cost benefits
  - plan and coordinate the timing of project detailed design and construction
  - include projects in the capital budget process

THANK YOU AND QUESTIONS

Welcome

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

Public Information Centre 3

View displays and discuss the study with project staff

Feel free to ask questions and fill out a comment sheet

STUDY PURPOSE

Study Purpose

The City of Toronto has initiated a Master Plan 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 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 key stages of the study will:

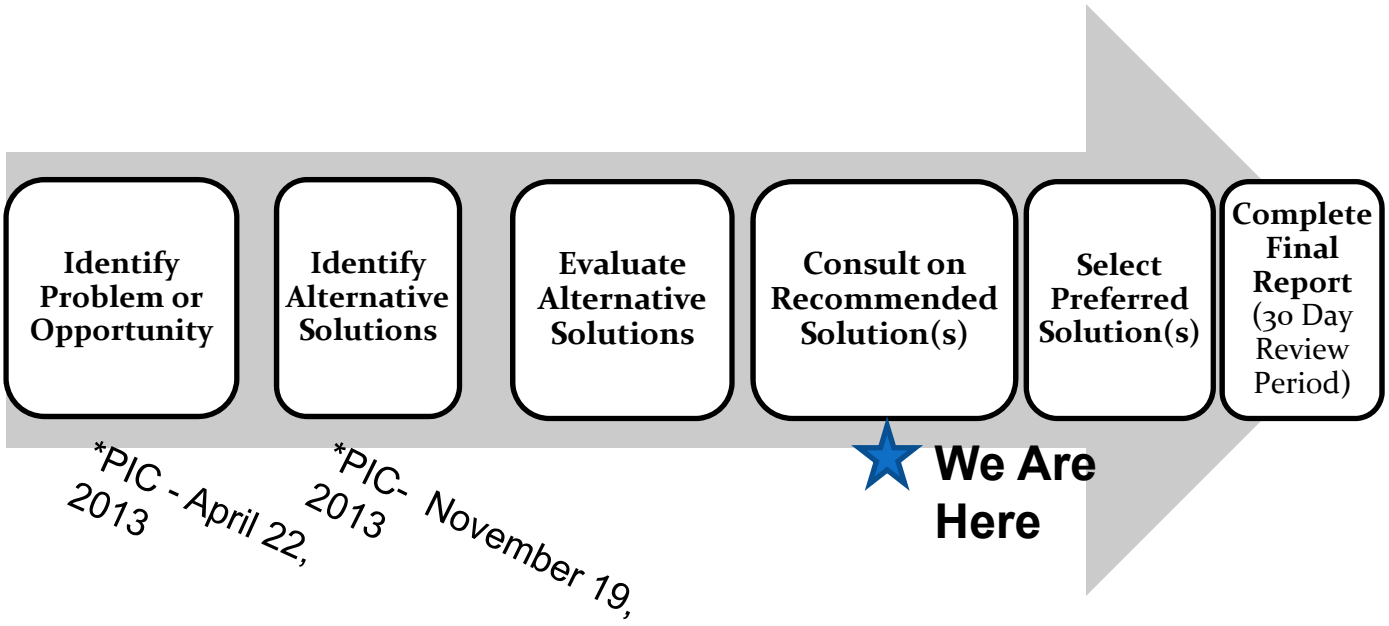
- Define the problem,
- Evaluate alternative solutions and conceptual designs,
- Assess impacts of the alternative solutions and conceptual designs, and
- Identify measures to lessen any adverse impacts.

OBJECTIVES OF TONIGHT'S MEETING

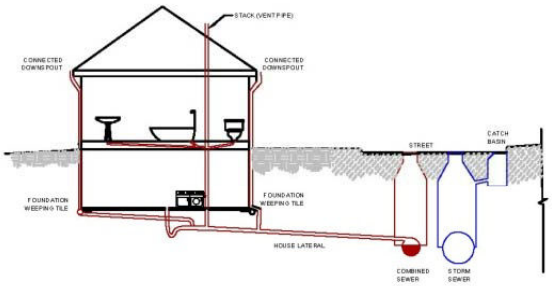
- Provide background on the study,
- Present the results of the evaluation of alternative solutions for the basement and surface flooding component,
- Present the recommended solutions for basement and/or surface flooding,
- Present the recommended solutions to address traffic issues,
- Present refinements to the Preferred Road Width and associated Alternative Roadway Cross Sections,
- Outline the next steps in the study process, and
- Receive your feedback and answer your questions.

Municipal Class Environmental Assessment Process

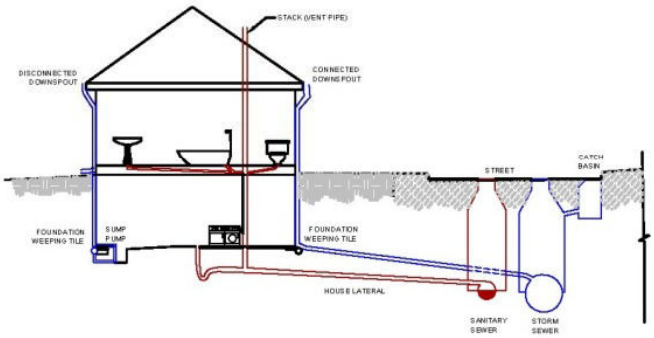
This study is being undertaken as a Master Plan (Approach 2) project under the Municipal Class Environmental Assessment (EA) process. The flow chart illustrates the key steps to be undertaken as part of the EA process.



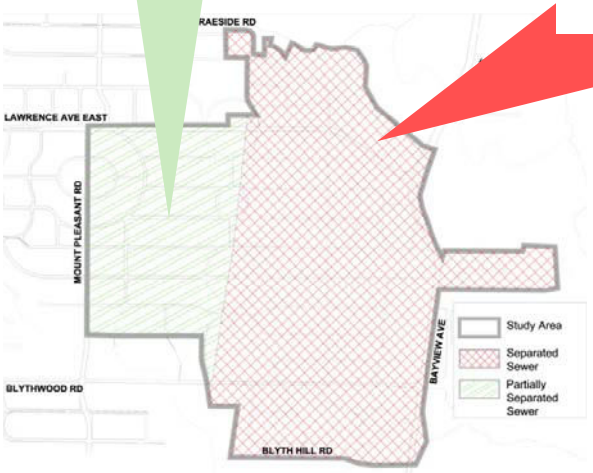
Lawrence Park Neighbourhood Sewer Systems

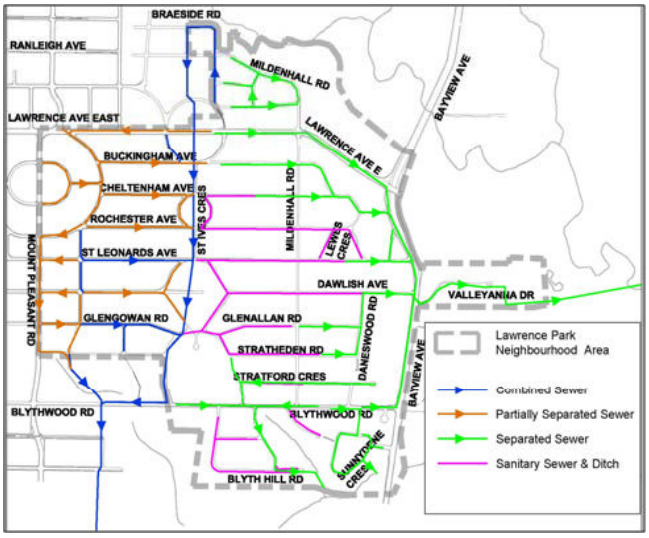


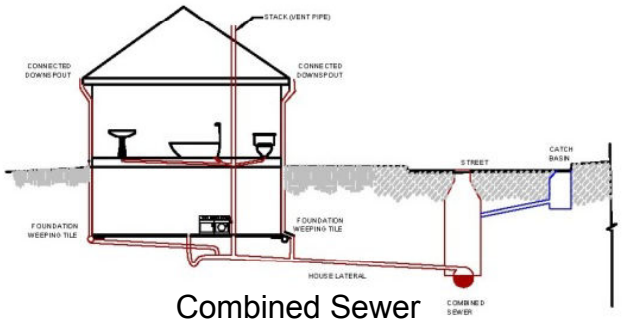
Partially Separated Sewer



Fully Separated Sewer







Combined 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. A majority of this area is now serviced by a partially separated system although some streets are still serviced by the original combined sewer.

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

Evaluation Criteria for Basement Flooding Solutions

The following criteria were used to evaluate each of the Basement Flooding alternatives:

Socio-Cultural

- Impact on Urban Greenspace / Recreational Use (Street Trees, Parks, Open Spaces)
- Disruption to Community During Construction

Natural Environment

- Potential Impact on Terrestrial Systems (Vegetation, Trees, Wildlife)
- Potential Impact on Aquatic Systems, Aquatic Life and Aquatic Vegetation

Technical

- Technical Effectiveness
  - Effectiveness of Control Measure
  - Feasibility of Control Measure
  - Downstream Impacts on Downstream Trunk Sewers / Treatment Facilities / Receiving Water

Economic

- Capital Costs
- Operating/Maintenance Costs

Methods for Reducing Basement and Surface Flooding

Source Controls

Source control measures involve managing stormwater where it originates (roofs, roads, driveways), before it enters the City's sewer pipes.

Measures include:

- Downspout disconnection
- Rain barrels
- Catchbasin inlet controls
- Pervious pavements
- Soakaway pits
- Rain gardens
- Tree planting
- Low impact/Green development

Conveyance Controls

Conveyance control measures help to control stormwater as it travels along the drainage system (in pipes or along the road).

Measures include:

- Sewer pipe diversions, replacement or twinning
- Underground storage pipes
- Overland relief sewers and diversion
- Sealing Sanitary Manholes

End-of-Pipe Controls

End-of-Pipe control measures manage stormwater just before it is discharged to a watercourse (stream, river, or lake).

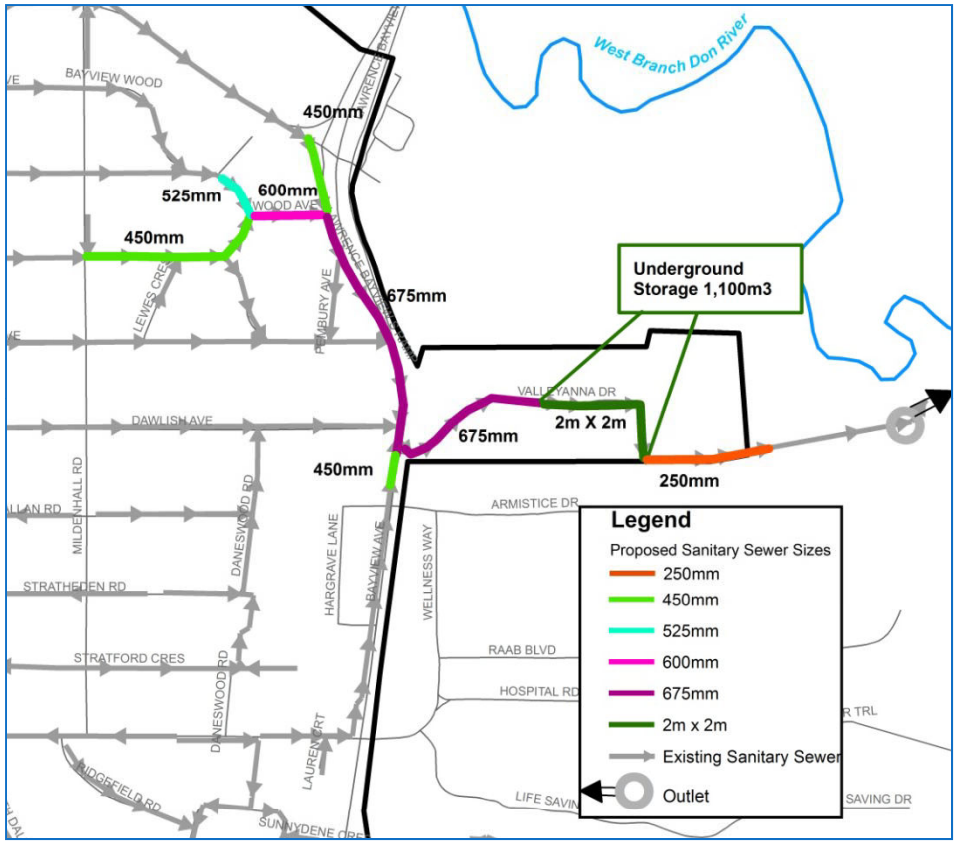
Measures include:

- Surface dry ponds
- Surface wet ponds or constructed wetlands
- Underground storage tanks

Recommended Solution: Fully Separated Area

Flooding in the fully separated area is a result of flows during extreme rainfall events exceeding the capacity of the sanitary sewer system. The recommended solution includes:

- Mandatory downspout disconnection;
- Sealing of sanitary manholes in low lying areas to reduce inflows;
- Replacement of 1,020m of sanitary sewers with larger sewers to provide more capacity; and
- Construction of a 1,100m^3 underground storage facility to limit flows to the downstream sanitary trunk sewer to existing levels.



Downspout Disconnection

Sealing Sanitary Manhole Covers in Low Lying Areas

During Construction

Underground Storage Facility

After Construction

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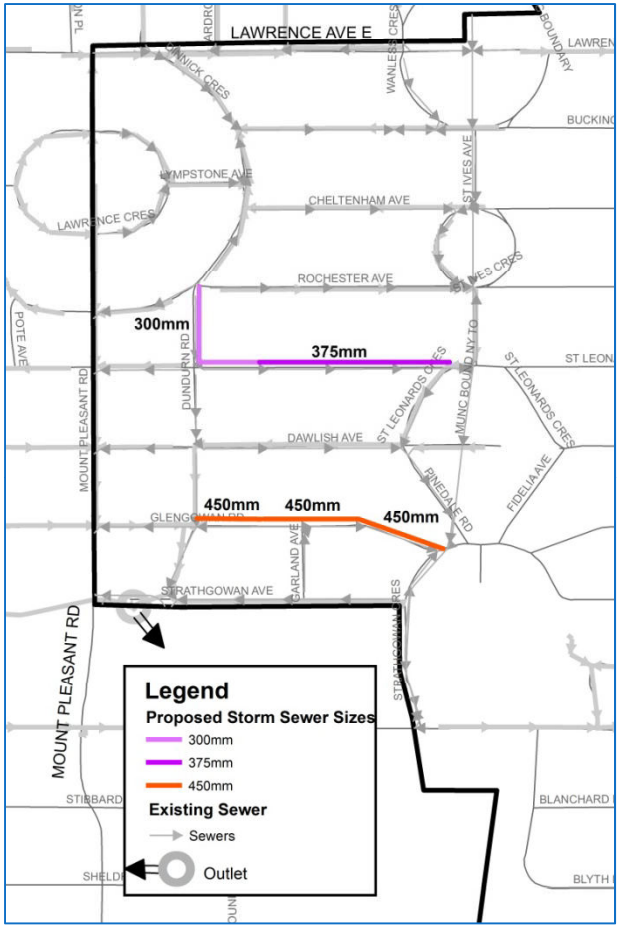
Recommended Solution: Partially Separated Area

Flooding in the partially separated area is a result of flows during extreme rainfall events exceeding the capacity of the original combined sewers. The recommended solution includes:

- Mandatory downspout disconnection; and
- Installation of 830m of new storm sewer to provide additional capacity.



During Construction

After Construction

Downspout Disconnection

Installation of New Storm Sewer

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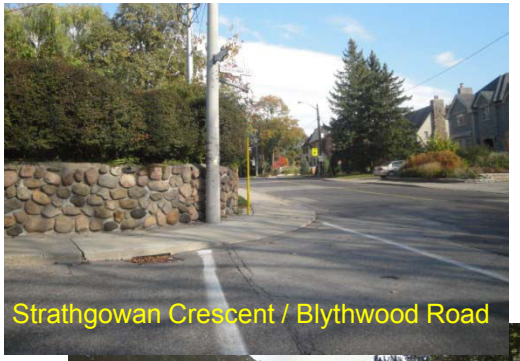
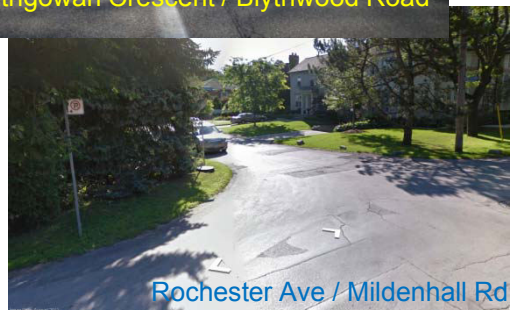
Traffic Sight Lines

- The ability of a stopped vehicle to see the approaching traffic is called the sightline

- The Project Team has conducted a sightline review of the intersections within the Lawrence Park Neighbourhood

- Six locations with a potential lack of sight distance were identified:
  - Lawrence Crescent / Mount Pleasant Road (south intersection)
  - St. Leonards Avenue / Mount Pleasant Road
  - Dawlish Avenue / Mount Pleasant Road
  - Strathgowan Crescent / Blythwood Road
  - Rochester Avenue / Mildenhall Road
  - Wanless Crescent / Lawrence Avenue (east intersection)


Strathgowan Crescent / Blythwood Road


Rochester Ave / Mildenhall Rd

- City staff examined each site individually to determine the best options to improve sightlines. Minor works (trimming of tree branches) are recommended at the Mt. Pleasant Road/ St. Leonards Avenue and Mt. Pleasant Road/ Lawrence Crescent Intersection. For Blythwood Road/ Strathgowan Crescent it was determined that the stone wall be removed or relocated to remove the sight obstruction.

Traffic Infiltration and Traffic Safety

- A traffic study was undertaken to understand the study area travel patterns and to highlight infiltration across the study area

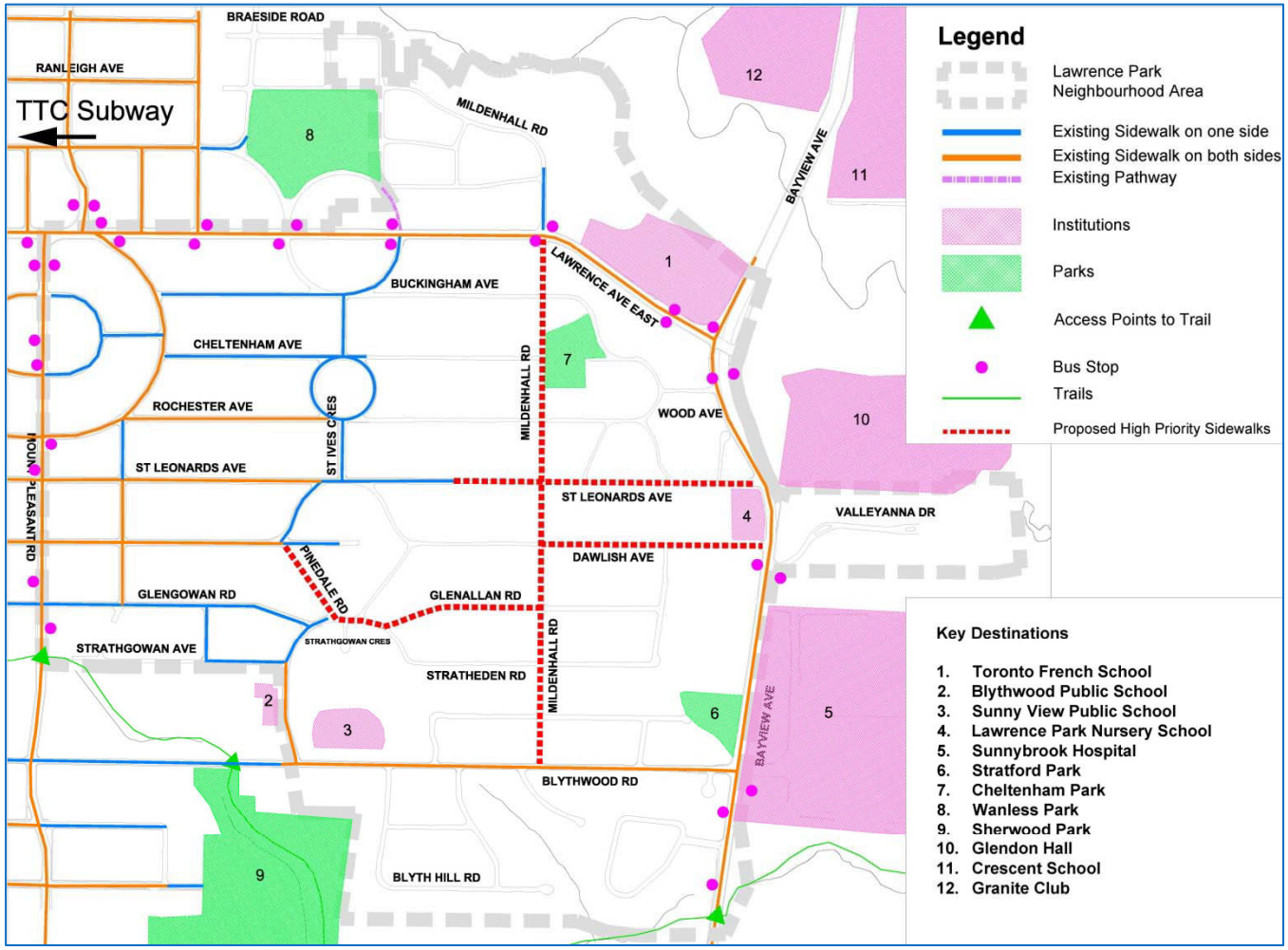
- The findings showed that traffic volumes on internal roads are relatively small, with the exception of Mildenhall Road, which is a collector road.

- Recommendations to reduce infiltration include consideration of turning restrictions at the Blythwood Road / Daneswood Road intersection.

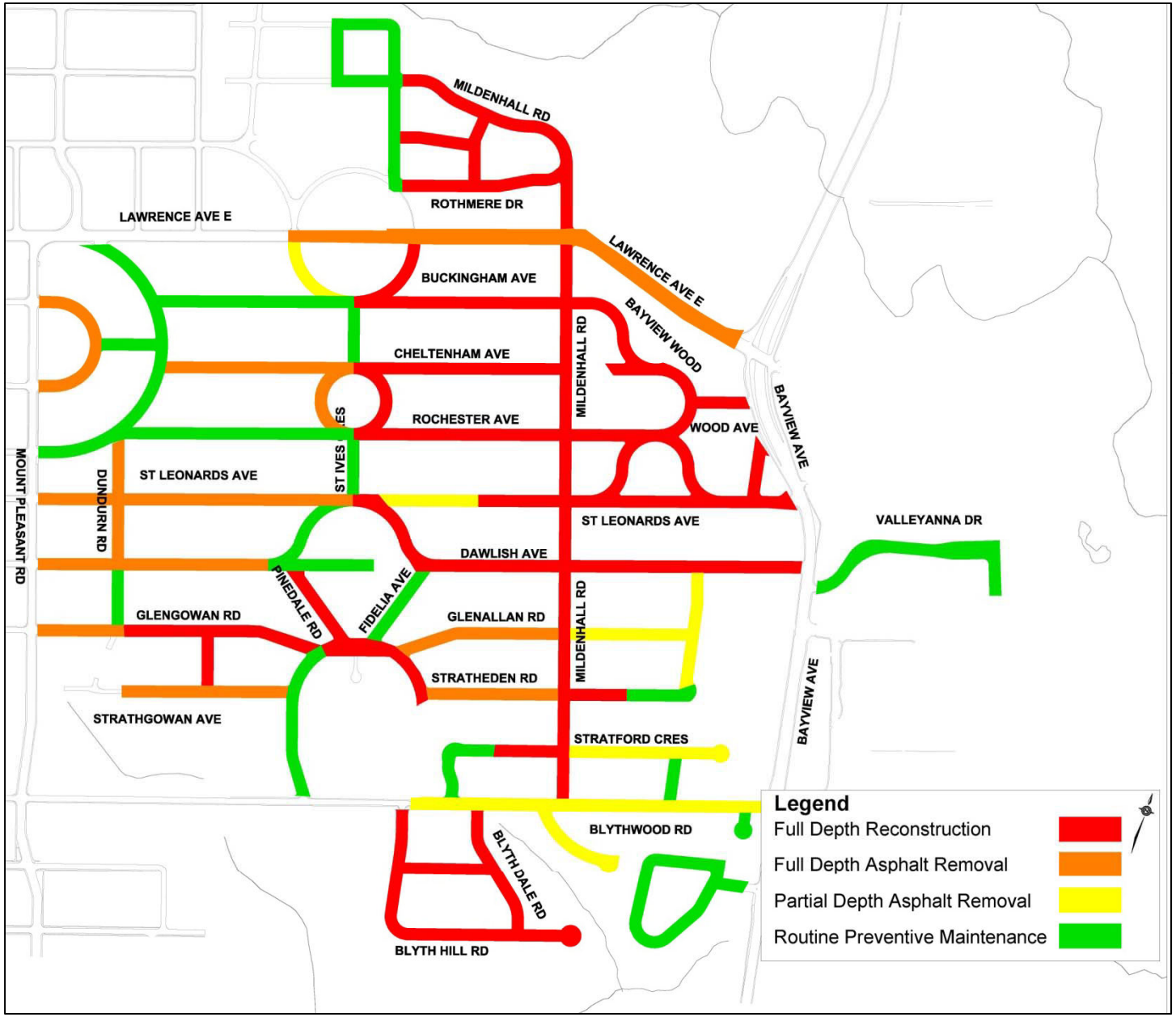
- A relatively high number of traffic collisions (10 between the years of 2007 to 2011) were recorded at the Mildenhall Road / Dawlish Avenue intersection. Consideration of an all-way stop for this intersection should be given.

PEDESTRIAN LINKAGES

Priority is on creating pedestrian linkages to key destinations in the neighbourhood and connecting existing sidewalks



EXISTING CONDITIONS:
STATE OF GOOD REPAIR ON ROADS



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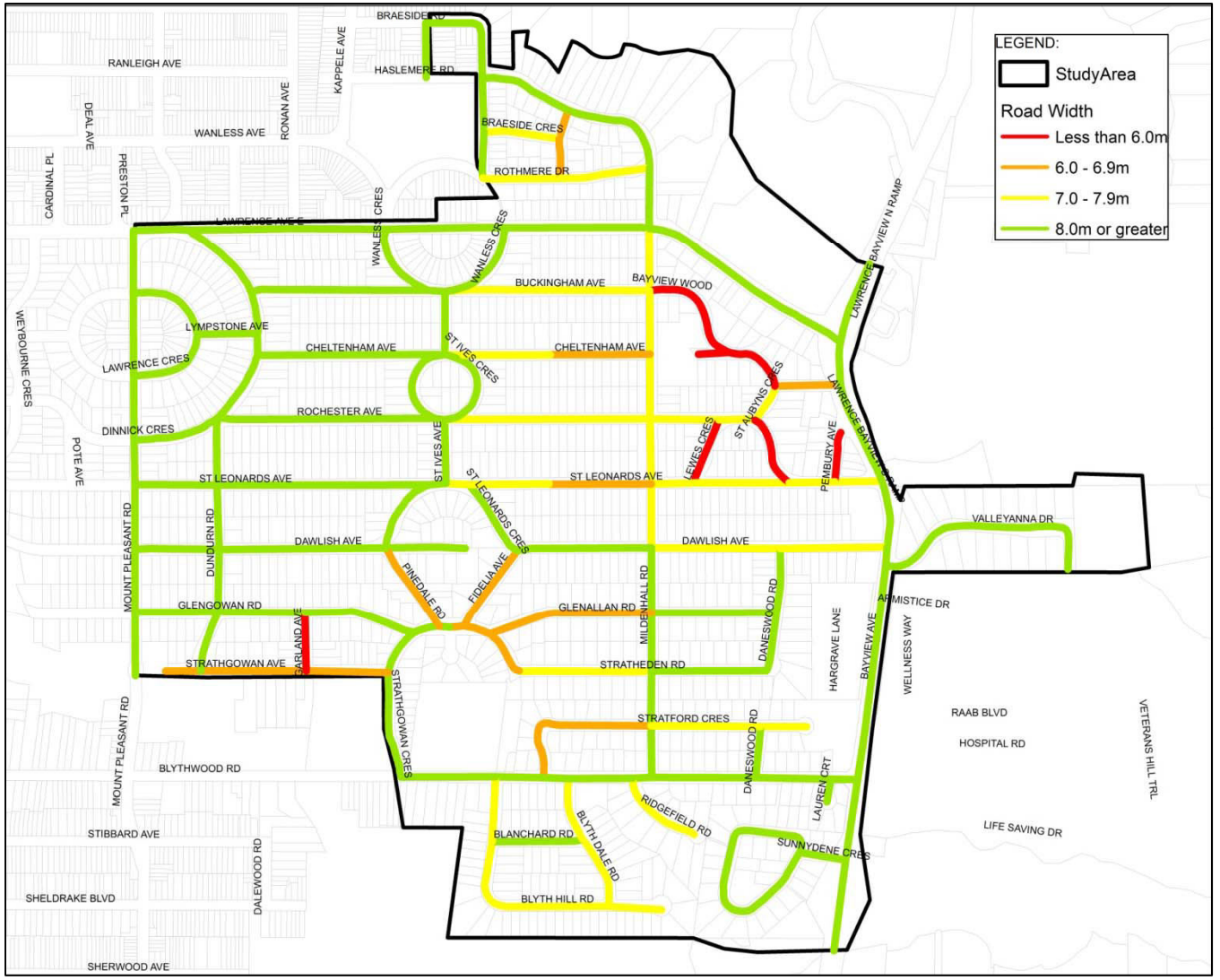
Width of the Paved Road Surface

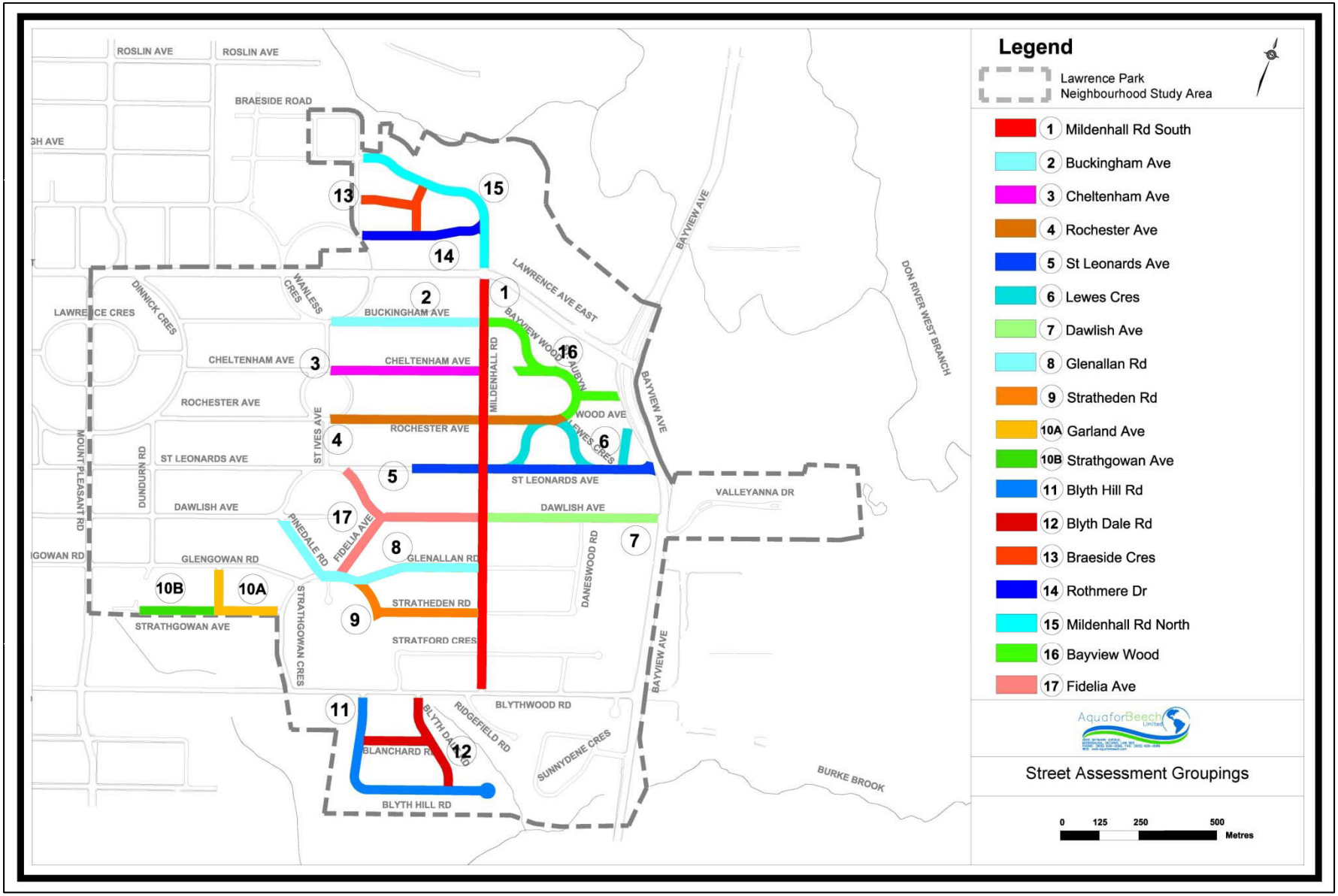


The City property set aside to provide amenities to private properties such as paved road, curbs, sidewalks, above and underground utilities (i.e., water supply, sewage, hydro, gas, telecommunications), boulevards, street trees and signage. The typical Right-of-way is 20m (66') on local roads in the City.

TORONTO

Provided above is a summary of the average paved road widths for streets in the study area.

KEY MAP: ROADS EVALUATED



Roadway Cross Section Alternatives

Alternative 1 – Do Nothing

Urban Cross Section Alternatives

Alternative No.	Road Width (m)	No. of Sidewalk	Construction Width (m)
3	8.5	1	11.2
5	7.2	1	9.9
7	8.5	0	9.5
9	7.2	0	8.2

Rural Cross Section Alternatives

Alternative No.	Road Width (m)	No. of Sidewalk	Construction Width (m)
2	8.5	1	14.2
4	7.2	1	12.9
6	8.5	0	12.5
8	7.2	0	11.2

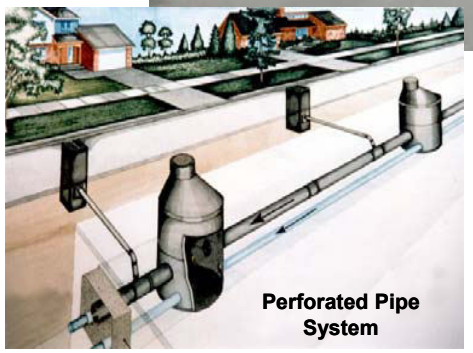
Notes:

1. Sidewalk is 1.7m in width
2. Boulevards for rural cross sections (2x1.5m = 3m)
3. An additional 1m (2x0.5m for each side) has been added for construction access

Recommended Drainage Alternative Solutions

The details of the drainage system will be defined at the preliminary design and detail design stages. Representative urban and rural cross sections which incorporate water quality improvements are illustrated on this board.

Urban Cross Section



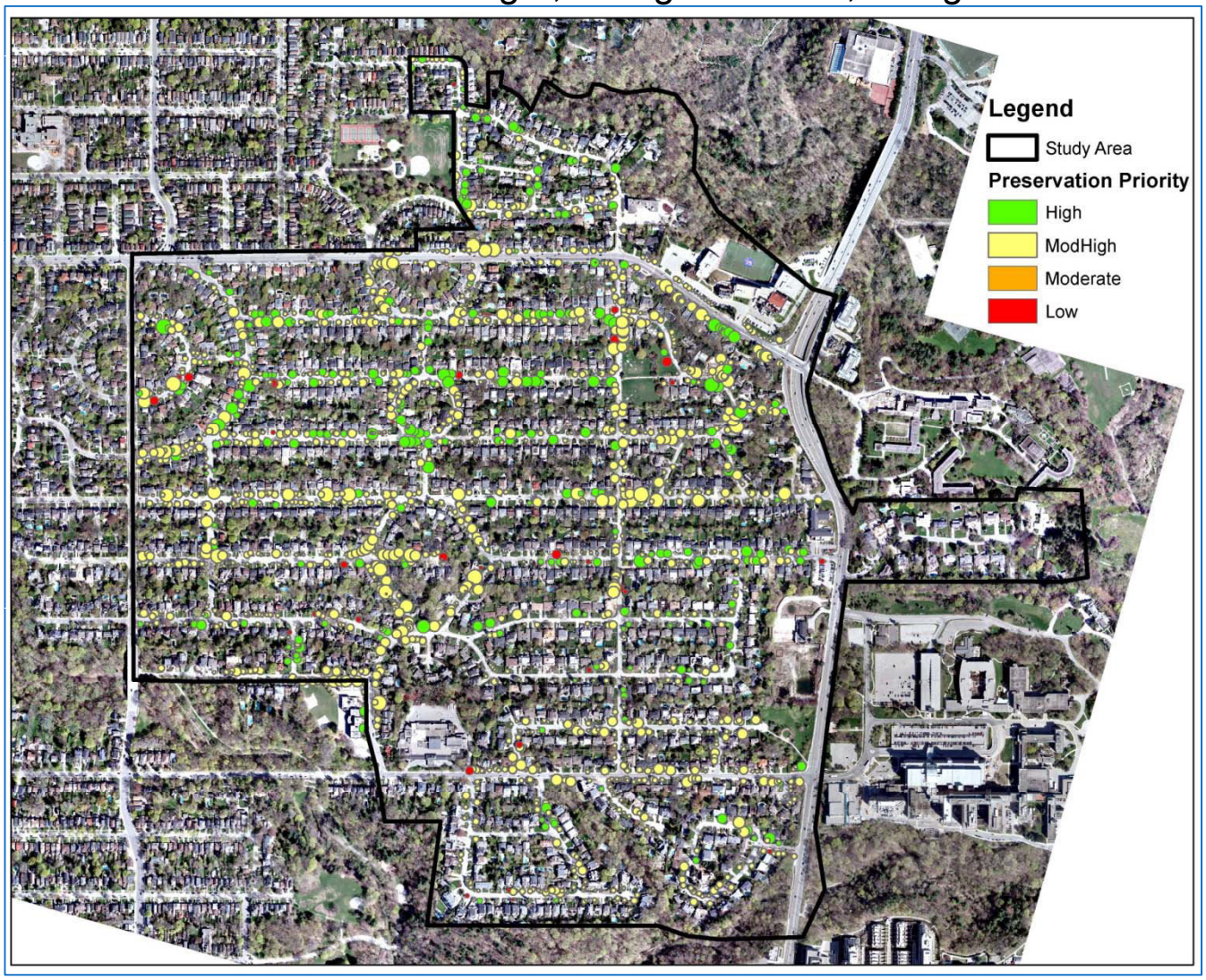
Stormwater is initially directed to a perforated pipe system located under the road. Excess flows are then directed to a conventional storm sewer.

Rural Cross Section

Stormwater is directed to catch basins and a perforated pipe system located in the boulevard.

Tree Inventory

A tree inventory of the study area was undertaken. All trees that may be impacted by construction work within the right of way were inventoried and assessed for preservation priority. A preservation priority level of either “High”, “ModHigh”, “Moderate” or “Low” was assigned by a certified arborist to each tree based on its diameter at breast height, biological health, and general condition.



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EVALUATION PROCESS: CRITERIA

Socio-Cultural

- ❖ **Pedestrian Safety**
- ❖ **Impact on Urban Greenspace / Recreational Use (Trees, Parks, Open Spaces)**

Technical

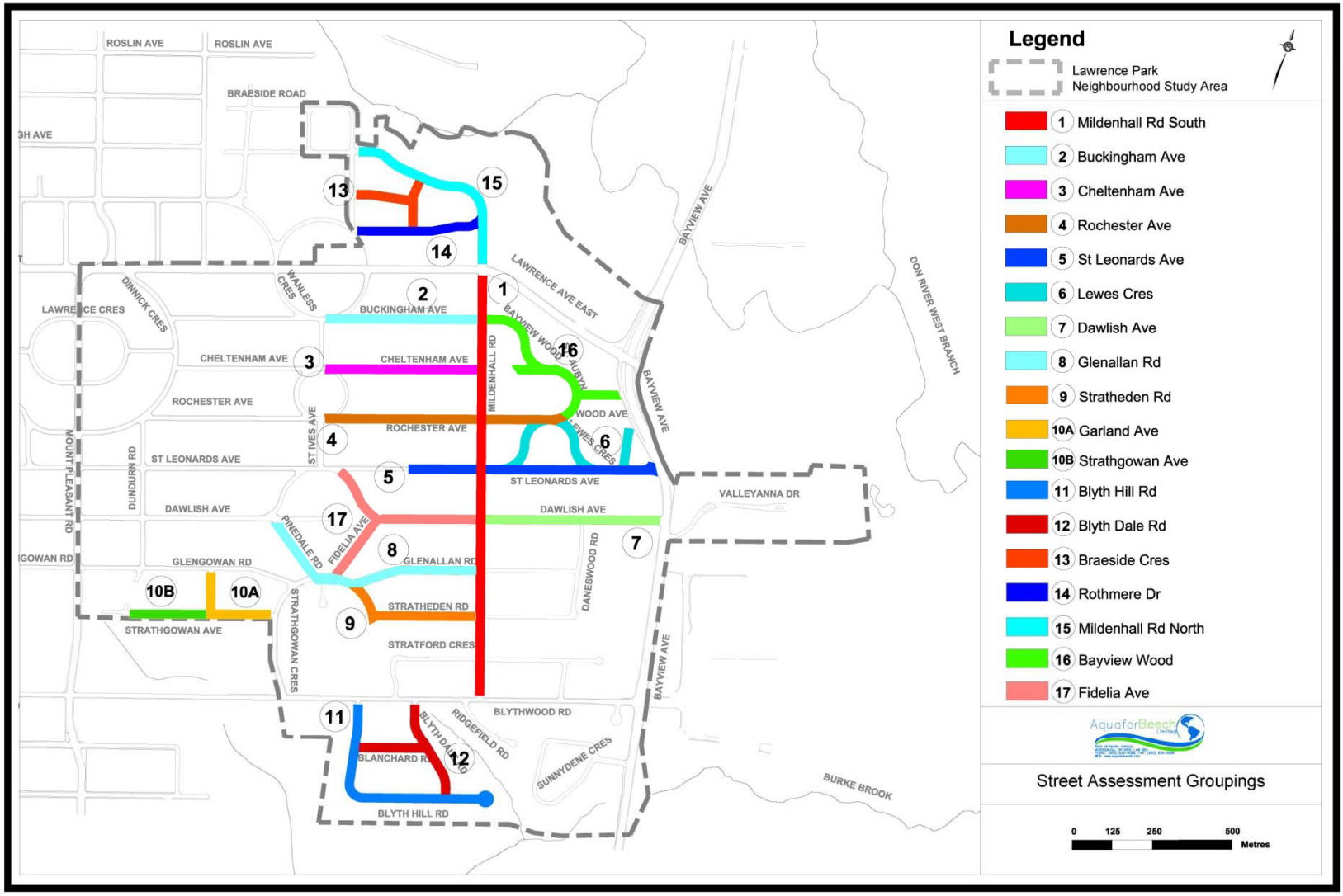
- Technical Effectiveness
  - ❖ **Surface and Basement Flooding**
  - Stormwater Quality Improvement
  - Pavement Structural Conditions
  - Pedestrian Connectivity
  - Accessibility for Maintenance & Emergency Vehicle

Economic

- Capital Costs

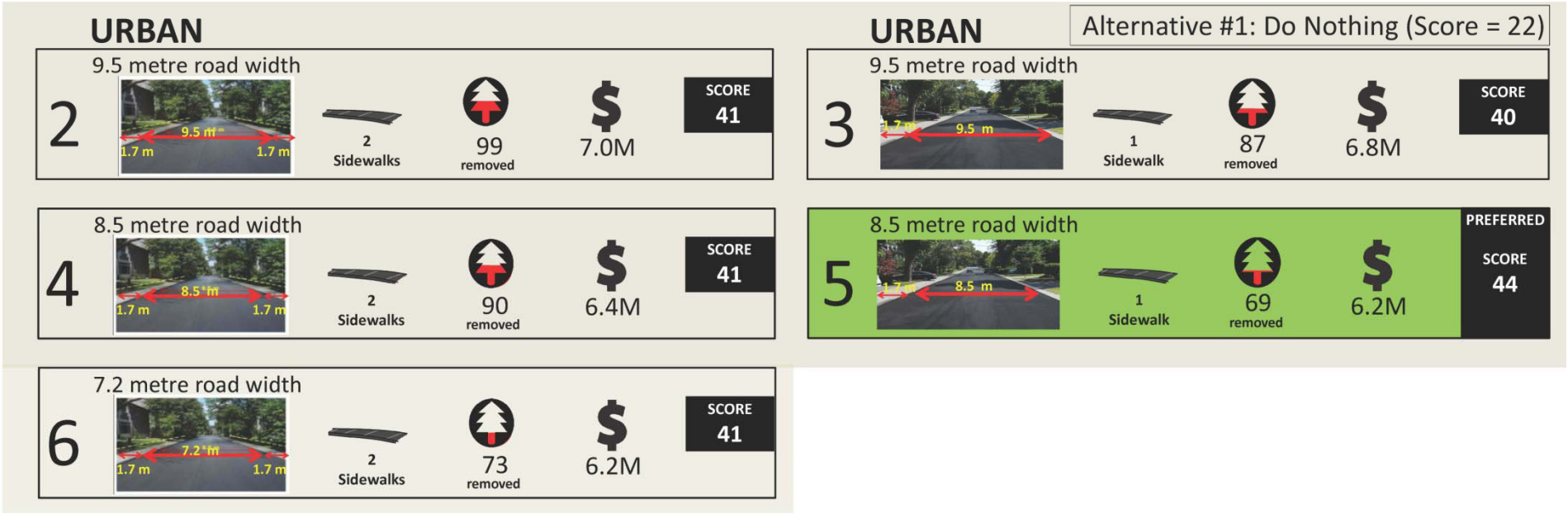
❖ *Pedestrian Safety, Impact on Urban Greenspace and Surface/Basement Flooding assigned higher scoring factor based on community input*

Selection of Streets



The area was broken down into18 groups for evaluation. Boards 20 - 37 show the scoring for each alternative for a given group. Handouts are available which summarize existing conditions and provide the detailed evaluations.

1 MILDENHALL ROAD - From Lawrence Avenue East to Blythwood Road



Alternative 5 has been identified as the Preliminary Preferred Alternative for following reasons:

- Results in the least impact to street trees
- A sidewalk is included because this is a collector road. It will provide a priority pedestrian linkage to key destinations in the neighbourhood
- Surface flooding is addressed by providing a storm drainage system to prevent ponding
- Meets the requirements for an improvement of roadway structure, improvement in stormwater quality and ability to provide safe conditions for emergency and operational vehicles

2 BUCKINGHAM AVENUE - From Wanless Crescent to Mildenhall Road

RURAL

URBAN

Alternative #1: Do Nothing (Score = 22)

2	8.5 metre road width 	1 Sidewalk	46 removed	$ 3.0M	SCORE 21
3	8.5 metre road width 	1 Sidewalk	37 removed	$ 3.0M	SCORE 19
4	7.2 metre road width 	1 Sidewalk	41 removed	$ 2.65M	SCORE 20
5	7.2 metre road width 	1 Sidewalk	31 removed	$ 2.65M	SCORE 18
6	8.5 metre road width 	No Sidewalk	41 removed	$ 2.9M	SCORE 13
7	8.5 metre road width 	No Sidewalk	26 removed	$ 2.9M	SCORE 17
8	7.2 metre road width 	No Sidewalk	37 removed	$ 2.6M	SCORE 13
9	7.2 metre road width 	No Sidewalk	15 removed	$ 2.6M	PREFERRED SCORE 25

Alternative 9 has been identified as the Preliminary Preferred Alternative for following reasons:

- Results in the least impact to street trees
- Meets the requirements for an improvement of roadway structure, improvement in stormwater quality and ability to provide safe conditions for emergency and operational vehicles

3 CHELTENHAM AVENUE - East of St. Ives Avenue

RURAL

URBAN

Alternative #1: Do Nothing (Score = 20)

2	8.5 metre road width 	1 Sidewalk	37 removed	$ 2.8M	SCORE 21	
3	8.5 metre road width 	1 Sidewalk	29 removed	$ 2.8M	SCORE 19	
4	7.2 metre road width 	1 Sidewalk	35 removed	$ 2.4M	SCORE 20	
5	7.2 metre road width 	1 Sidewalk	20 removed	$ 2.4M	SCORE 18	
6	8.5 metre road width 	No Sidewalk	34 removed	$ 2.7M	SCORE 13	
7	8.5 metre road width 	No Sidewalk	15 removed	$ 2.7M	SCORE 17	
8	7.2 metre road width 	No Sidewalk	29 removed	$ 2.3M	SCORE 13	
9	7.2 metre road width 	No Sidewalk	8 removed	$ 2.3M	PREFERRED SCORE 25	

Alternative 9 has been identified as the Preliminary Preferred Alternative for following reasons:

- Results in the least impact to street trees
- Meets the requirements for an improvement of roadway structure, improvement in stormwater quality and ability to provide safe conditions for emergency and operational vehicles

4 ROCHESTER AVENUE - From St. Ives Avenue to Lewes Crescent

RURAL

URBAN

Alternative #1: Do Nothing (Score = 22)

2	8.5 metre road width 	1 Sidewalk	61 removed	$ 4.0M	SCORE 29	
3	8.5 metre road width 	1 Sidewalk	38 removed	$ 4.0M	SCORE 27	
4	7.2 metre road width 	1 Sidewalk	45 removed	$ 3.5M	SCORE 28	
5	7.2 metre road width 	1 Sidewalk	30 removed	$ 3.5M	SCORE 30	
6	8.5 metre road width 	No Sidewalk	43 removed	$ 3.9M	SCORE 21	
7	8.5 metre road width 	No Sidewalk	27 removed	$ 3.9M	SCORE 25	
8	7.2 metre road width 	No Sidewalk	38 removed	$ 3.4M	SCORE 21	
9	7.2 metre road width 	No Sidewalk	17 removed	$ 3.4M	PREFERRED SCORE 33	

Alternative 9 has been identified as the Preliminary Preferred Alternative for following reasons:

- Results in the least impact to street trees
- Meets the requirements for an improvement of roadway structure, improvement in stormwater quality and ability to provide safe conditions for emergency and operational vehicles

5 ST. LEONARD'S AVENUE - East of St. Ives Avenue

RURAL

URBAN

Alternative #1: Do Nothing (Score = 22)

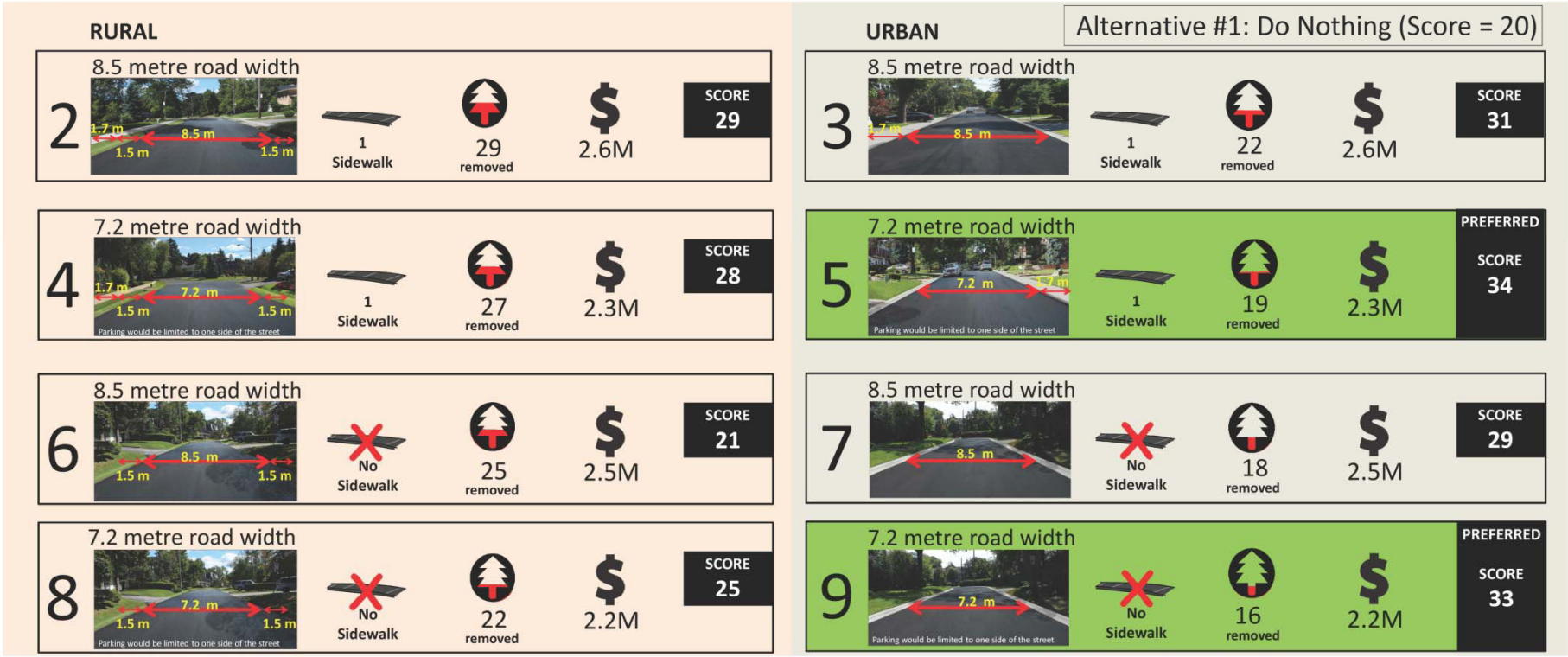
2	8.5 metre road width 	1 Sidewalk	68 removed	$ 3.6M	SCORE 32	
3	8.5 metre road width 	1 Sidewalk	40 removed	$ 3.6M	SCORE 30	
4	7.2 metre road width 	1 Sidewalk	61 removed	$ 3.1M	SCORE 32	
5	7.2 metre road width 	1 Sidewalk	30 removed	$ 3.1M	PREFERRED SCORE 34	
6	8.5 metre road width 	No Sidewalk	56 removed	$ 3.4M	SCORE 21	
7	8.5 metre road width 	No Sidewalk	24 removed	$ 3.4M	SCORE 29	
8	7.2 metre road width 	No Sidewalk	40 removed	$ 3.0M	SCORE 21	
9	7.2 metre road width 	No Sidewalk	17 removed	$ 3.0M	SCORE 33	

The scores for Alternative 5 and Alternative 9 are closely matched and were further compared.

Alternative 5 has been identified as the Preliminary Preferred Alternative for following reasons:

- Results in the moderate impact to street trees
- A sidewalk is included as this will provide a priority pedestrian linkage to key destinations in the neighbourhood
- Surface flooding is addressed by providing a storm drainage system to prevent ponding
- Meets the requirements for an improvement of roadway structure, improvement in stormwater quality and ability to provide safe conditions for emergency and operational vehicles

6 LEWES CRESCENT

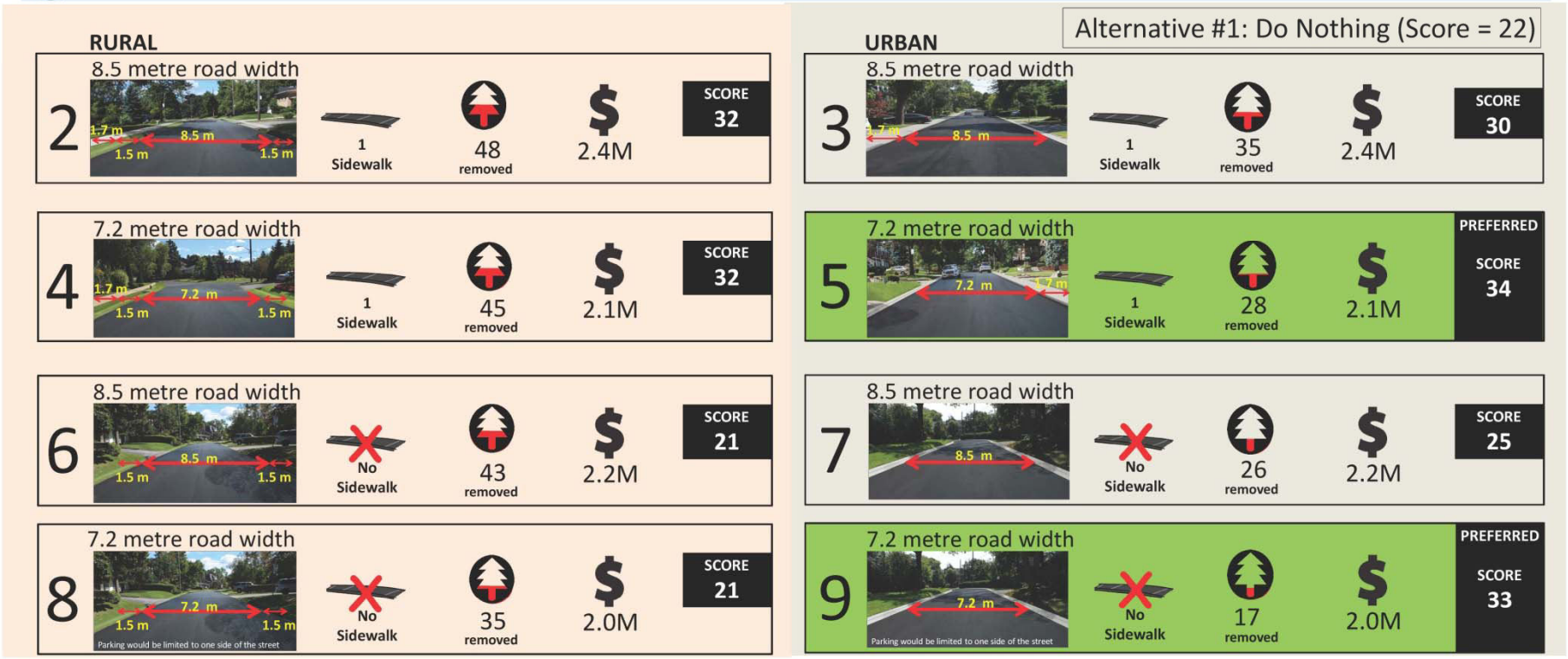


The scores for Alternative 5 and Alternative 9 are closely matched and were further compared.

Alternative 9 has been identified as the Preliminary Preferred Alternative for following reasons:

- Results in the least impact to street trees
- A sidewalk is not included as it does not provide a priority linkage
- Surface flooding is addressed by providing a storm drainage system to prevent ponding
- Meets the requirements for an improvement of roadway structure, improvement in stormwater quality and ability to provide safe conditions for emergency and operational vehicles

7 DAWLISH AVENUE - East of Mildenhall Road



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- Surface flooding is addressed by providing a storm drainage system to prevent ponding
- Meets the requirements for an improvement of roadway structure, improvement in stormwater quality and ability to provide safe conditions for emergency and operational vehicles

8 GLENALLAN ROAD AND PINEDALE ROAD - West of Mildenhall Road

Alternative #1: Do Nothing (Score = 20)

RURAL

2	8.5 metre road width	1 Sidewalk	43 removed	$4.1M	SCORE 25	
4	7.2 metre road width	1 Sidewalk	37 removed	$3.6M	SCORE 24	
6	8.5 metre road width	No Sidewalk	33 removed	$4.0M	SCORE 13	
8	7.2 metre road width	No Sidewalk	25 removed	$3.5M	SCORE 13	

URBAN

3	8.5 metre road width	1 Sidewalk	25 removed	$4.1M	SCORE 23	
5	7.2 metre road width	1 Sidewalk	16 removed	$3.6M	SCORE 26	PREFERRED
7	8.5 metre road width	No Sidewalk	14 removed	$4.0M	SCORE 21	
9	7.2 metre road width	No Sidewalk	8 removed	$3.5M	SCORE 25	PREFERRED

The scores for Alternative 5 and Alternative 9 are closely matched and were further compared.

Alternative 5 has been identified as the Preliminary Preferred Alternative for following reasons:

- Results in the moderate impact to street trees
- A sidewalk is included as this will provide a priority pedestrian linkage to key destinations in the neighbourhood
- Meets the requirements for an improvement of roadway structure, improvement in stormwater quality and ability to provide safe conditions for emergency and operational vehicles

9 STRATHEDEN ROAD - West of Mildenhall Road

Alternative #1: Do Nothing (Score = 20)

RURAL

2	8.5 metre road width 	1 Sidewalk	41 removed	$ 2.5M	SCORE 21	
4	7.2 metre road width 	1 Sidewalk	37 removed	$ 2.2M	SCORE 20	
6	8.5 metre road width 	No Sidewalk	34 removed	$ 2.4M	SCORE 13	
8	7.2 metre road width 	No Sidewalk	24 removed	$ 2.1M	SCORE 17	

URBAN

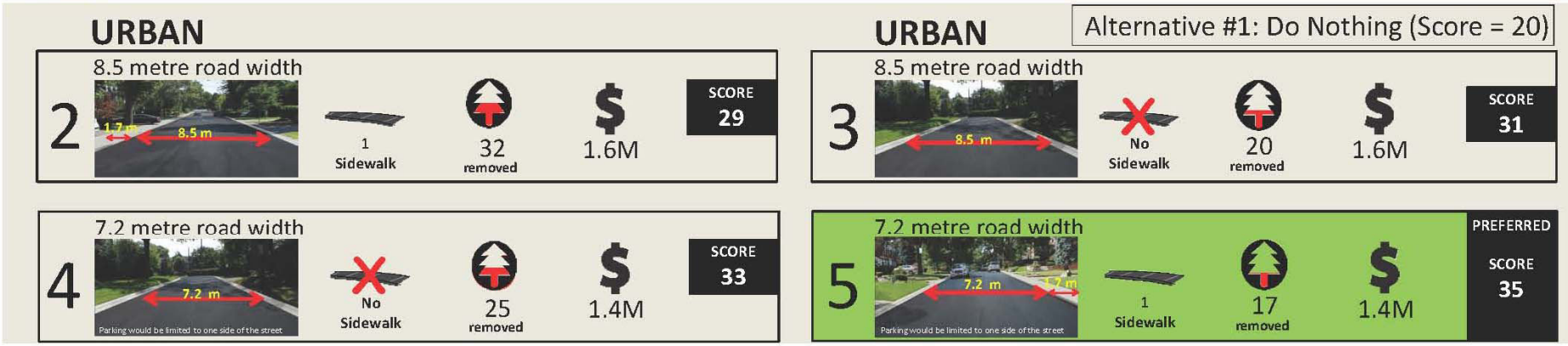
3	8.5 metre road width 	1 Sidewalk	24 removed	$ 2.5M	SCORE 23	
5	7.2 metre road width 	1 Sidewalk	18 removed	$ 2.2M	PREFERRED SCORE 26	
7	8.5 metre road width 	No Sidewalk	15 removed	$ 2.4M	SCORE 21	
9	7.2 metre road width 	No Sidewalk	14 removed	$ 2.1M	PREFERRED SCORE 25	

The scores for Alternative 5 and Alternative 9 are closely matched and were further compared.

Alternative 9 has been identified as the Preliminary Preferred Alternative for following reasons:

- Results in the least impact to street trees
- A sidewalk is not included as it does not provide a priority linkage
- Meets the requirements for an improvement of roadway structure, improvement in stormwater quality and ability to provide safe conditions for emergency and operational vehicles

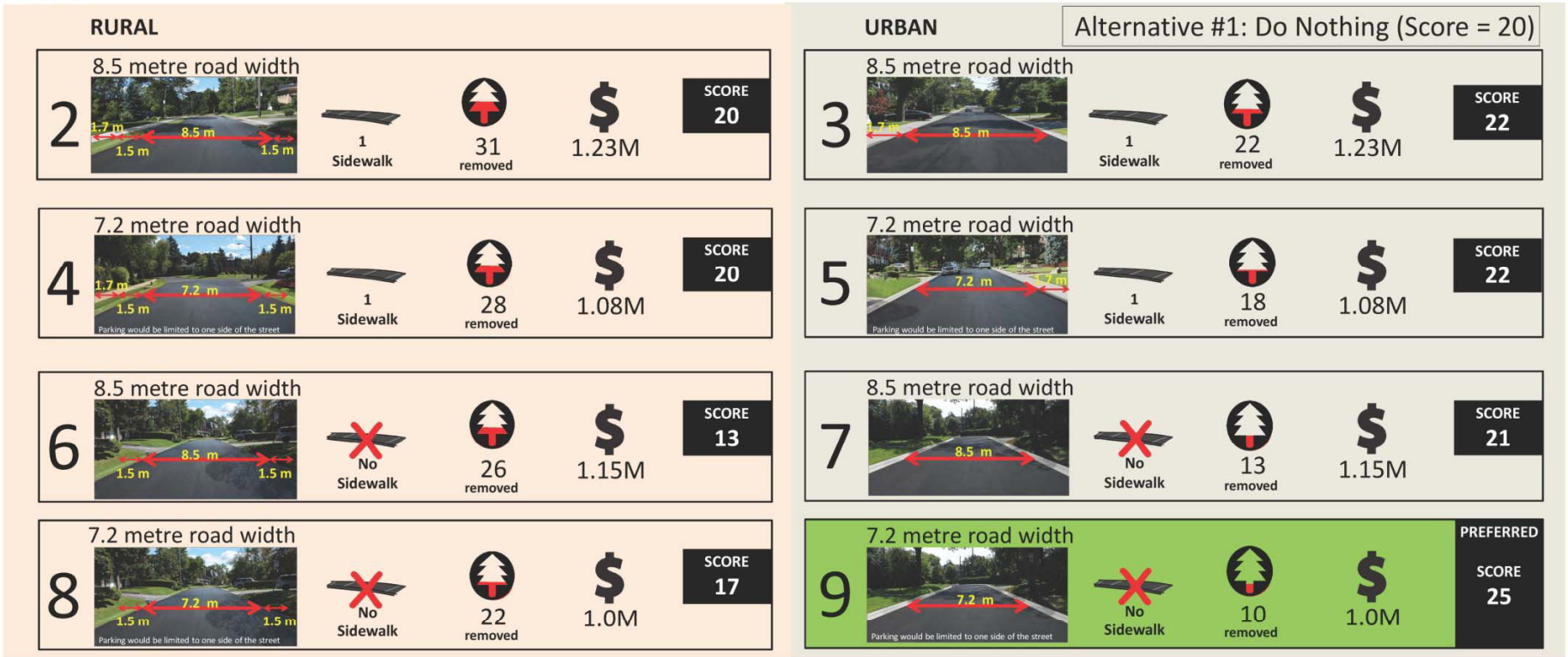
10A GARLAND AVE & STRATHGOWAN AVE - From Garland Ave to Strathgowan Cres



Alternative 5 has been identified as the Preliminary Preferred Alternative for following reasons:

- Results in the least impact to street trees
- Retains existing sidewalk with least impact on existing street trees
- Meets the requirements for an improvement of roadway structure, improvement in stormwater quality and ability to provide safe conditions for emergency and operational vehicles

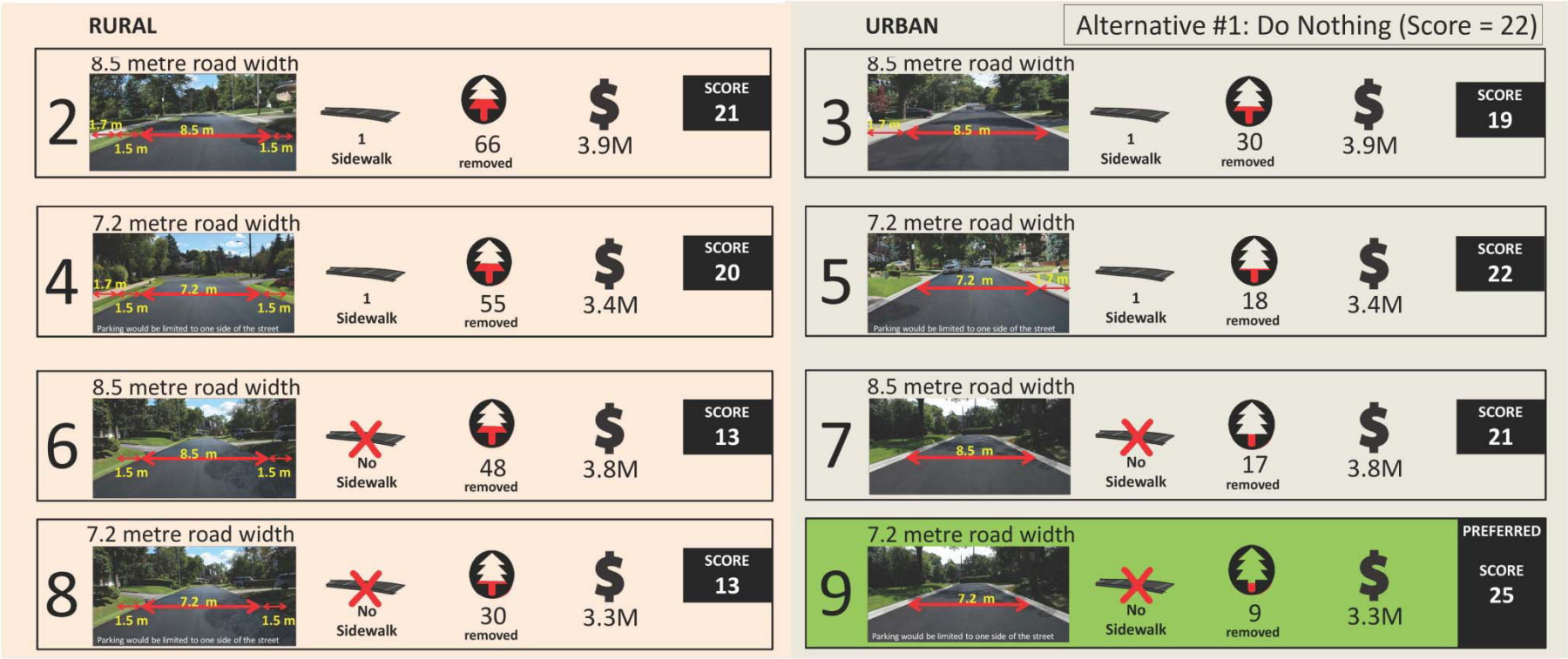
10B STRATHGOWAN AVE - From Garland Ave to Dundurn Rd



Alternative 9 has been identified as the Preliminary Preferred Alternative for following reasons:

- Results in the least impact to street trees
- Meets the requirements for an improvement of roadway structure, improvement in stormwater quality and ability to provide safe conditions for emergency and operational vehicles

11 BLYTH HILL ROAD



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- Results in the least impact to street trees
- Meets the requirements for an improvement of roadway structure, improvement in stormwater quality and ability to provide safe conditions for emergency and operational vehicles

12 BLYTH DALE ROAD AND BLANCHARD ROAD

RURAL

URBAN

Alternative #1: Do Nothing (Score = 22)

2	8.5 metre road width 	1 Sidewalk	34 removed	$ 2.9M	SCORE 21	
3	8.5 metre road width 	1 Sidewalk	20 removed	$ 2.9M	SCORE 19	
4	7.2 metre road width 	1 Sidewalk	29 removed	$ 2.6M	SCORE 20	
5	7.2 metre road width 	1 Sidewalk	16 removed	$ 2.6M	SCORE 18	
6	8.5 metre road width 	No Sidewalk	26 removed	$ 2.8M	SCORE 13	
7	8.5 metre road width 	No Sidewalk	11 removed	$ 2.8M	SCORE 17	
8	7.2 metre road width 	No Sidewalk	20 removed	$ 2.5M	SCORE 13	
9	7.2 metre road width 	No Sidewalk	7 removed	$ 2.5M	PREFERRED SCORE 25	

Alternative 9 has been identified as the Preliminary Preferred Alternative for following reasons:

- Results in the least impact to street trees
- Meets the requirements for an improvement of roadway structure, improvement in stormwater quality and ability to provide safe conditions for emergency and operational vehicles

13 BRAESIDE CRESCENT AND PROCTOR CRESCENT

RURAL

URBAN

Alternative #1: Do Nothing (Score = 20)

2	8.5 metre road width (1.7 m, 8.5 m, 1.5 m, 1.5 m)	1 Sidewalk	25 removed	$ 1.9M	SCORE 20	
3	8.5 metre road width (1.7 m, 8.5 m)	1 Sidewalk	22 removed	$ 1.9M	SCORE 18	
4	7.2 metre road width (1.7 m, 7.2 m, 1.5 m, 1.5 m; Parking would be limited to one side of the street)	1 Sidewalk	24 removed	$ 1.63M	SCORE 20	
5	7.2 metre road width (7.2 m, 1.7 m; Parking would be limited to one side of the street)	1 Sidewalk	16 removed	$ 1.63M	SCORE 18	
6	8.5 metre road width (8.5 m, 1.5 m, 1.5 m)	No Sidewalk	23 removed	$ 1.8M	SCORE 13	
7	8.5 metre road width (8.5 m)	No Sidewalk	14 removed	$ 1.8M	SCORE 13	
8	7.2 metre road width (7.2 m, 1.5 m, 1.5 m; Parking would be limited to one side of the street)	No Sidewalk	22 removed	$ 1.6M	SCORE 13	
9	7.2 metre road width (7.2 m; Parking would be limited to one side of the street)	No Sidewalk	8 removed	$ 1.6M	PREFERRED SCORE 25	

Alternative 9 has been identified as the Preliminary Preferred Alternative for following reasons:

- Results in the least impact to street trees
- Meets the requirements for an improvement of roadway structure, improvement in stormwater quality and ability to provide safe conditions for emergency and operational vehicles

14 ROTHMERE DRIVE

RURAL

URBAN

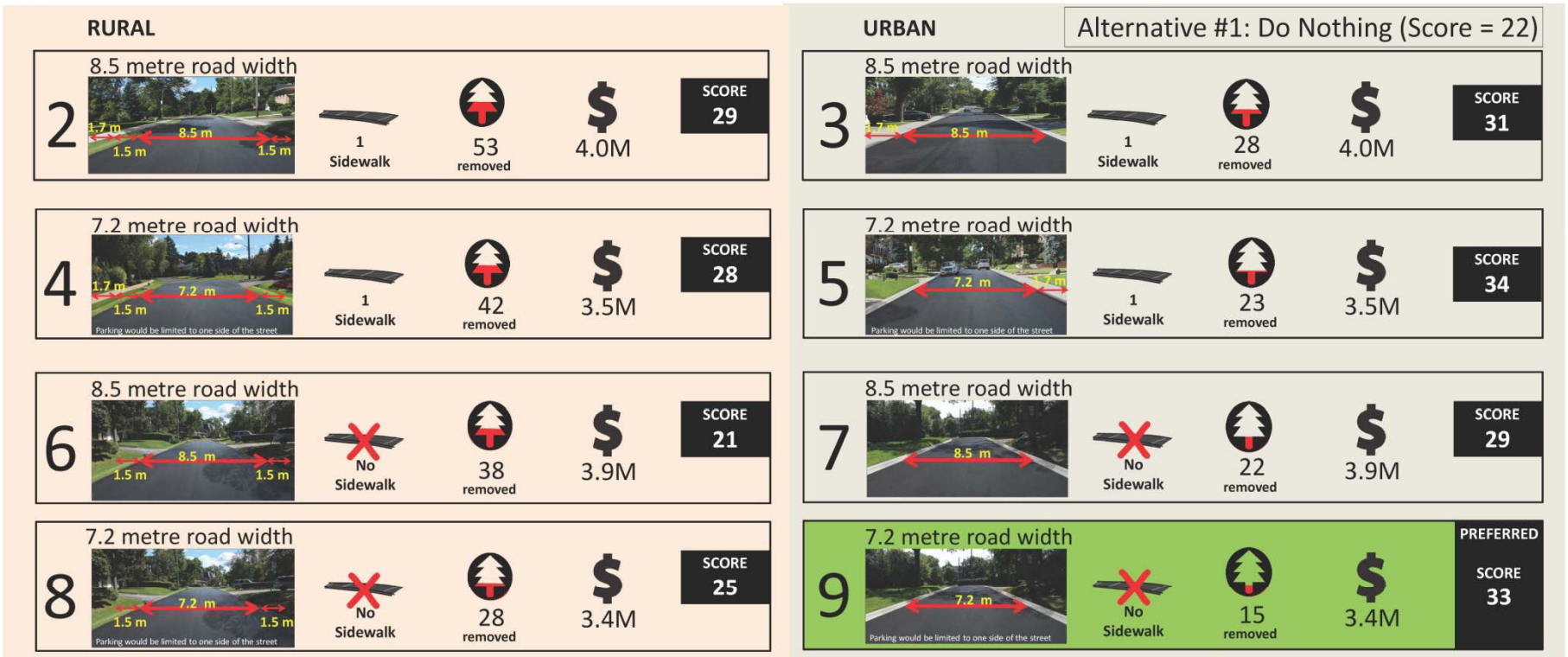
Alternative #1: Do Nothing (Score = 22)

2	8.5 metre road width 	1 Sidewalk	42 removed	$ 2.6M	SCORE 21
3	8.5 metre road width 	1 Sidewalk	28 removed	$ 2.6M	SCORE 19
4	7.2 metre road width 	1 Sidewalk	39 removed	$ 2.3M	SCORE 20
5	7.2 metre road width 	1 Sidewalk	19 removed	$ 2.3M	SCORE 22
6	8.5 metre road width 	No Sidewalk	36 removed	$ 2.5M	SCORE 13
7	8.5 metre road width 	No Sidewalk	19 removed	$ 2.5M	SCORE 17
8	7.2 metre road width 	No Sidewalk	28 removed	$ 2.2M	SCORE 13
9	7.2 metre road width 	No Sidewalk	10 removed	$ 2.2M	PREFERRED SCORE 25

Alternative 9 has been identified as the Preliminary Preferred Alternative for following reasons:

- Results in the least impact to street trees
- Meets the requirements for an improvement of roadway structure, improvement in stormwater quality and ability to provide safe conditions for emergency and operational vehicles

15 MILDENHALL ROAD NORTH - From Lawrence Avenue East to Braeside Road



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- Results in the least impact to street trees
- Retains existing sidewalk with least impact on existing street trees
- Surface flooding is addressed by providing a storm drainage system to prevent ponding
- Meets the requirements for an improvement of roadway structure, improvement in stormwater quality and ability to provide safe conditions for emergency and operational vehicles

16 BAYVIEW WOOD

RURAL

URBAN

Alternative #1: Do Nothing (Score = 20)

2	8.5 metre road width 	1 Sidewalk	73 removed	$ 3.8M	SCORE 29	RURAL
3	8.5 metre road width 	1 Sidewalk	54 removed	$ 3.8M	SCORE 31	URBAN
4	7.2 metre road width 	1 Sidewalk	66 removed	$ 3.3M	SCORE 28	RURAL
5	7.2 metre road width 	1 Sidewalk	46 removed	$ 3.3M	SCORE 30	URBAN
6	8.5 metre road width 	No Sidewalk	64 removed	$ 3.7M	SCORE 21	RURAL
7	8.5 metre road width 	No Sidewalk	43 removed	$ 3.7M	SCORE 29	URBAN
8	7.2 metre road width 	No Sidewalk	53 removed	$ 3.2M	SCORE 25	RURAL
9	7.2 metre road width 	No Sidewalk	34 removed	$ 3.2M	PREFERRED SCORE 33	URBAN

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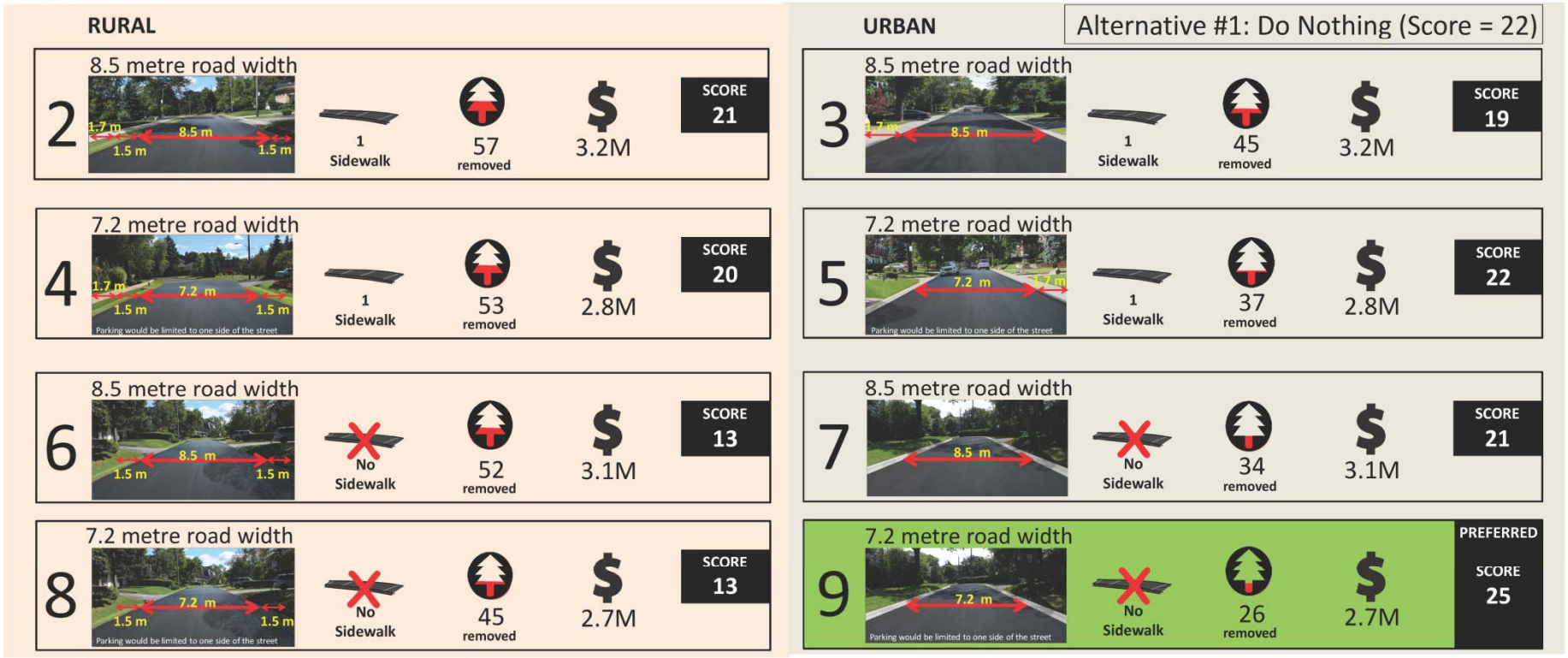
- Results in the least impact to street trees
- Meets the requirements for an improvement of roadway structure, improvement in stormwater quality and ability to provide safe conditions for emergency and operational vehicles

17 FIDELIA AVE, DAWLISH AVE, ST. LEONARDS CRES – West of Mildenhall Rd



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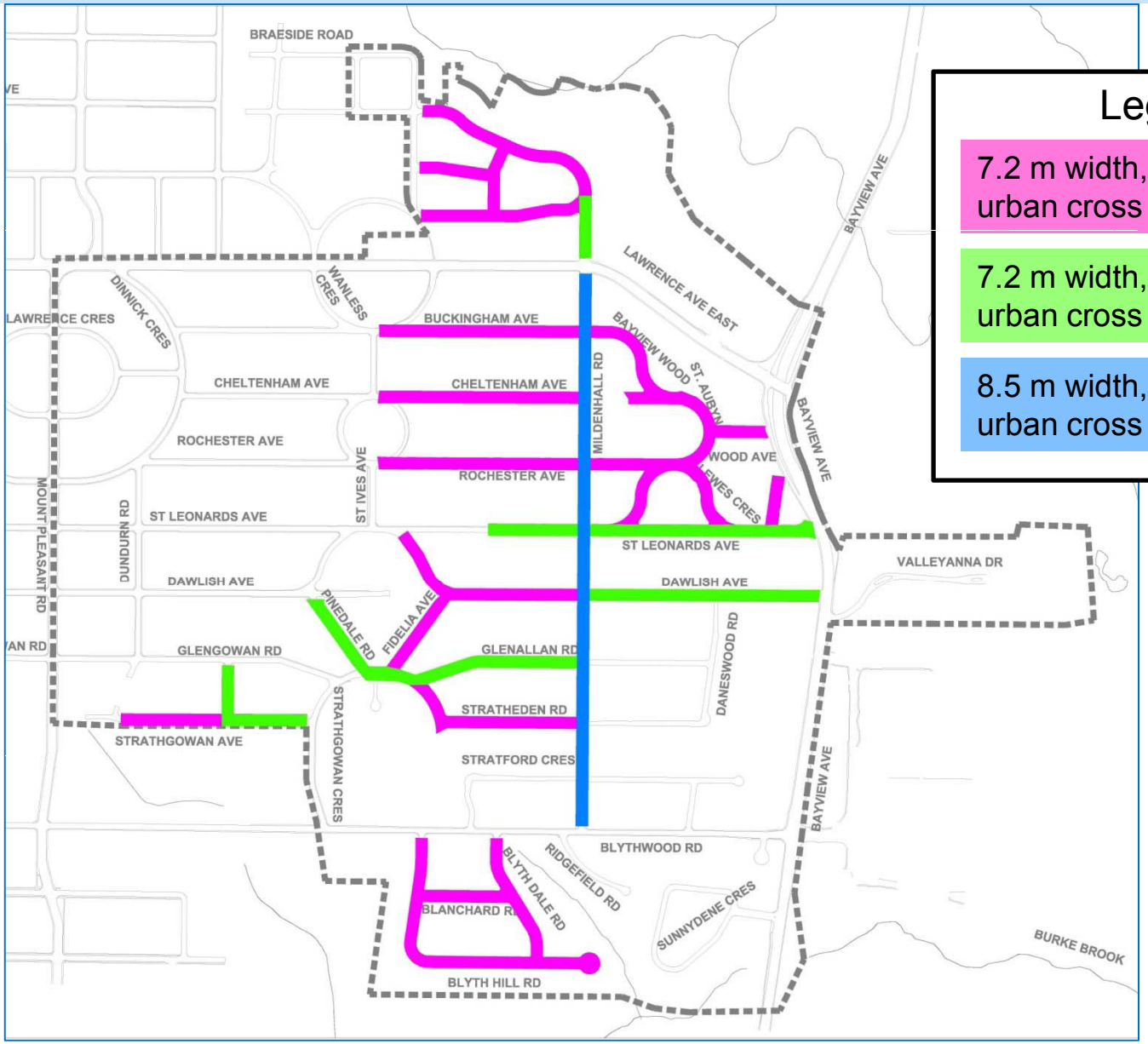
RECOMMENDED ALTERNATIVE SOLUTIONS



Legend

- 7.2 m width, no sidewalk, urban cross section
- 7.2 m width, 1 sidewalk, urban cross section
- 8.5 m width, 1 sidewalk, urban cross section

Next Steps

Following this Public Information Centre, the study team will gather and review your comments related to the recommended solutions that were presented and select the preferred solution. The study will be completed with final report made available for 30-day public review period

For more information on this study, or to provide your comments, please contact:

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Email: tmanola@toronto.ca