

## **Lawrence Park Neighbourhood Investigation of Basement Flooding and Road Improvement Study**

### **Road Reconstruction**

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#### ***Why can't the City simply repave the roads and regrade the ditches?***

Many of the roads on the east side of St. Ives Crescent are at the end of their service life and need to be reconstructed. This involves excavating approximately 0.6 metres (m) to replace the road base which supports the asphalt driving surface. The recent and ongoing patchwork of repaving the asphalt driving surface of the roads in the neighbourhood is only a short-term measure. It also does not improve the underlying pavement structure or correct drainage problems. Reconstruction is the only long-term solution to improving the City's infrastructure.

Ditches along many streets have been filled in or re-landscaped affecting their ability to properly drain and resulting in water ponding on the street and flowing onto private property. We've considered reconstructing the ditches however this option has greater impact on trees than do other options.

#### ***Will reconstruction require roads to be widened?***

The City is not proposing to widen all roads in the Lawrence Park neighbourhood. In fact, many roads will remain the same. The City is only proposing to widen roads that do not meet current City standards by bringing them to 7.2 metres. This standard is set by the City to ensure adequate access for emergency and service vehicles, space for pedestrians and cyclists, safe two-way traffic flow, and to accommodate winter road maintenance.

#### ***Will the City consider narrower road widths?***

Yes, the City is recommending localized narrowing down to 6.6 m to avoid the physical removal of mature trees. Shifting the alignment of the road will also be considered, where possible, to preserve trees.

### **Tree Assessment and Protection**

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#### ***Can the City find ways to protect trees and limit the number that have to be removed during construction?***

The City will make every effort to minimize the removal of trees. At the detailed engineering design stage and ahead of any construction, the City can use the following measures to protect trees:

- shifting the road horizontally
- localized narrowing of the road
- using industry standard construction techniques (i.e. hand digging, air spade)
- using alternative materials to reduce tree loss
- applying various treatments to maintain tree health in advance of construction (i.e. root protection and post construction fertilization and irrigation).

***Why would the tree in front of my house need to be removed when it is located several feet from where the road is?***

At this early stage, we can only estimate the number of tree removals based on the area that would be excavated during construction for road, sidewalk, drainage or sewer work. For example, a 7.2 metre road would require an excavation width of 8.2 metres, providing a 0.5 metre working zone on each side of the pavement. If a tree's root system falls within the excavation width on a given road it was counted as potentially requiring removal in our evaluation. However, measures such as those mentioned earlier can be used to avoid impacting tree roots.

***As part of the work in Hoggs Hollow only a few trees had to be removed. Can the same be done in Lawrence Park?***

Yes, the same methods, along with any new methods to minimize the impact on street trees will used.

***Can the City plant larger diameter trees to replace any trees that are removed?***

The City will plant a new tree for every one tree that is removed. In addition, the City is interested in planting new trees ahead of construction. Generally, the City will plant a 2-3 inch diameter tree. Smaller trees have a higher percentage of their roots system intact when they are removed from the nursery and prepared for planting as compared to larger trees. As a result, smaller trees adapt and recover faster to transplanting, often catching up to or exceeding larger stock trees planted at the same time.

## **Sidewalks**

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***Why are sidewalks recommended?***

It is the City's practice to recommend that local roads have a sidewalk on at least one side. The City's Walking Strategy also strongly recommends that road reconstruction is the best time to add sidewalks as it is more cost-effective and less disruptive to area residents. Sidewalks are an important safety feature which define a safe path of travel for pedestrians. They are also particularly helpful for our most vulnerable citizens – children on their way to school and older citizens who may travel more slowly. In the winter, snow and ice and limited daylight hours can make sharing the road with cars more of a challenge.

This study has looked at providing a sidewalk on streets that connect to key destinations, such as schools and transit stops, and to develop connections between the west and east portions of the neighbourhood. Of the 26 streets being studied in the area, new sidewalks are proposed to be installed on five streets.

***Why is the City recommending two sidewalks on Mildenhall Road, south of Lawrence Avenue?***

Following the last round of public meetings, residents raised concerns that an 8.5 metre road would not address the problems with traffic speeding. The City reviewed these concerns and is now recommending a 7.2 metre road with a sidewalk on both sides. This option narrows the road to address concerns about traffic speeding and provides protection for pedestrians and allows for the safe passage across a narrower street. Given the traffic volume on Mildenhall Road, one-sidewalk with a narrower road is not an option.

## Basement Flooding

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### ***Why are sewer improvements needed?***

The recommended sewer improvements are based on computer simulation modelling that shows how the City's drainage system performs under extreme rainstorm events. From this analysis, we have identified that there are bottlenecks in the system and more capacity is needed to handle wet weather flows and help prevent sewer back-ups.

In addition, the study found that there are many issues on individual properties which also contribute to basement flooding. The City encourages homeowners to reduce the risk of basement flooding by disconnecting their downspouts, where feasible, ensuring proper lot grading, or installing a backwater valve and sump pump.

### ***Why are storm sewers recommended for streets to be reconstructed?***

We examined two options for managing water that falls on the road surface - a rural cross-section (ditches) and an urban cross-section (storm sewer with catchbasins). An urban cross-section is recommended as it has less impact on trees. The storm sewer will be placed underneath the road and will include perforated pipes to help recharge groundwater levels.

## Traffic Management

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### ***What is the City doing to address traffic problems in the neighbourhood?***

Our study looked at traffic problems including sight-line issues (lack of adequate sight distance at intersections) and traffic infiltration (cars which enter and exit the study area without stopping) for the area between Mt Pleasant Road, Lawrence Avenue, Bayview Avenue and Blythwood Road.

Recommendations include addressing issues with respect to lack of sight-lines at three locations (Blythwood Road/Strathgowan Crescent, Mount Pleasant Road/Lawrence Crescent and Mount Pleasant Road/St. Leonards Avenue). There are no recommendations to address traffic infiltration as the recorded traffic counts (the number of vehicles per day) for local roads and Mildenhall Road are below or within volumes designated for these road types.

### ***What can be done to address traffic concerns for the area north of Lawrence Avenue East?***

The City has met with the Toronto French School to review the measures they are taking to address the traffic congestion around the school during the drop-off and pick-up times. Any additional traffic concerns can be brought to the attention of Transportation Services. Please contact Shawn Dartsch, Supervisor, Traffic Engineering at 416-395-7466.

### ***Will the study address traffic calming measures?***

Traffic calming measures are reviewed under a separate process as outlined in the City's Traffic Calming Policy. The City is willing to work with residents to examine options.

### ***Why is Mildenhall Road, south of Lawrence Avenue classified as a collector road?***

Mildenhall Road is classified as a collector road based on a number of criteria, including the typical daily motor vehicle traffic volume as well as its function to collect and distribute traffic between local streets and arterial roads such as Bayview Avenue and Lawrence Avenue.

***Can a stop sign be added to the corner of Mildenhall Road and Dawlish Road?***

The City has performed a warrant analysis for an all-way stop at this location. Based on the analysis, a stop sign is not warranted at this intersection because traffic volumes on Dawlish Road are too low to warrant stopping traffic on Mildenhall Road. The analysis shows that a stop sign could decrease angle collisions but would lead to an increase in the number of rear end collisions. Transportation staff will review the sight-lines at the intersection to ensure there is adequate sight distance for all approaches.

***Will parking restrictions be changed after roads are reconstructed?***

Parking restrictions will largely remain unchanged on Mildenhall Road. Parking around Cheltenham Park will be examined at the detailed design stage and options will be reviewed with residents. For all other streets, parking will be limited to one side of the street and will not be permitted in areas where the road is narrowed below 7.2 m to protect trees.

***Is it possible to add angled parking on Mildenhall Road at Cheltenham Park?***

Angled parking is not an option as it does not allow drivers adequate site distance when exiting the parking spot. However, the City will look at other parking options during the detailed engineering design stage and consult with area residents and park users.

**Construction**

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***How much will the road, sidewalk and sewer work cost?***

The cost for all improvements is estimated at \$75 million and would be funded through the City's capital budget which covers all state of good repair work and investment in maintaining City assets.

***When will construction take place?***

The earliest that construction could begin is 2020 and would be phased in over a period of 10 years based on priority, construction, coordination and funding.

***What will happen to landscaping or property features such as interlocking, heated driveways or fencing located in the City's Right-of-Way?***

The City's Right-of-Way is the area that extends approximately 10 metres from the center of the road to the private property line. Features such as irrigation systems or fencing, heated driveways and landscaping that are located within the City's property will be reviewed at the detailed design stage. The City will work closely with homeowners to address any concerns.