



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

September 2016

Public Information Centre #4
Summary Report



Prepared by Lura Consulting
for the City of Toronto

This report was prepared by Lura Consulting. Lura is providing independent facilitation services as part of the Lawrence Park Neighbourhood Investigation of Basement Flooding and Road Improvement Study. The report presents the key discussion points and outcomes from Public Information Centre #4 held on May 26th 2016 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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Table of Contents

1.0	BACKGROUND	1
2.0	PUBLIC INFORMATION CENTRE #4	1
2.1	<i>Overview</i>	1
2.2	<i>Open House</i>	2
2.3	<i>Welcome and Introductions</i>	2
2.4	<i>Presentation</i>	3
2.5	<i>Remarks from Councillor Jaye Robinson, Ward 25</i>	4
2.6	<i>Remarks from Lawrence Park Ratepayers Association</i>	4
2.7	<i>Remarks from Mayor John Tory</i>	5
3.0	SUMMARY OF PARTICIPANT FEEDBACK.....	6
3.1	<i>Feedback on Revised Plan to Protect Street Trees</i>	6
3.2	<i>Feedback on the Revised Recommendation for Mildenhall Road</i>	6
3.3	<i>Other Feedback on Study Recommendations</i>	7
3.4	<i>Additional Feedback Received</i>	8
4.0	NEXT STEPS.....	11

Appendix A - PIC Agenda and Notice

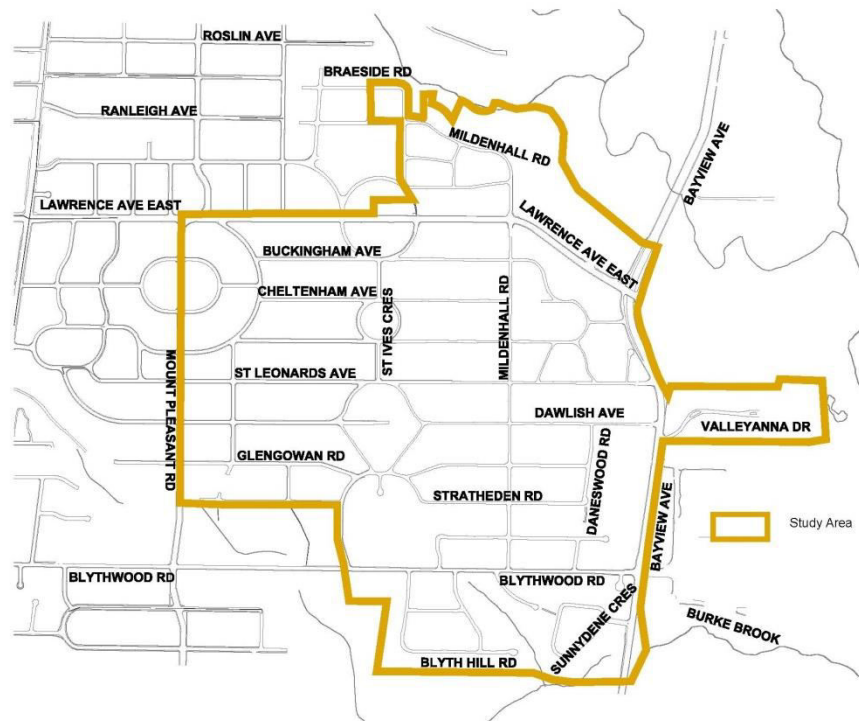
Appendix B - Feedback Form

Appendix C - PIC #4 Questions of Clarification

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 study 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 CENTRE #4

2.1 Overview

This public information centre (PIC) was the fourth in a series of PICs hosted by the City of Toronto as part of the Lawrence Park EA study. The PIC took place on May 26, 2016 from 6:30 - 9:30 pm at the Lawrence Park Community Church.

The PIC was designed to:

- Review the study purpose and process;
- Provide an update on the work completed since PIC #3 (May 2015);
- Obtain community feedback on the revised plan and recommendations to address deteriorating road conditions, traffic problems, pedestrian safety, road drainage problems and basement flooding issues in the Lawrence Park Neighbourhood; and
- Discuss next steps for the EA process.

The PIC format consisted of an open house from 6:30 - 7:00 pm, followed by a presentation from 7:00 - 7:50 pm. The presentation focused on recommendations for road reconstruction including an updated assessment of tree impacts, and a review of the recommendations for basement flooding and traffic safety. Following the presentation, remarks were made by City Councillor Jaye Robinson, Frank Morneau of the Lawrence Park Ratepayers Association, and Mayor John Tory. Questions of clarification were taken from 8:30 - 9:30 pm after the presentation and remarks. At the end of the meeting community members were given the opportunity to speak to project team members and City Staff, and complete feedback forms that were distributed at the outset of the meeting. Approximately 149 people signed in and participated in the PIC.

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

2.2 Open House

During the open house, participants had an opportunity to view displays that featured the revised tree assessments and study recommendations, which included illustrations of existing and proposed road dimensions. 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

Jim Faught, Lura Consulting, introduced himself as the independent facilitator who would be responsible for keeping the meeting on time and moderating the discussions. He stated that Lura would be preparing a report based on the meeting's proceedings and outcomes.

Mr. Faught noted that the purpose of the meeting was to provide an update on the work completed since PIC #3 in May 2015 and obtain community feedback on the revised plan and recommendations for the study area. He added that participants could provide feedback by filling out a feedback form (see Appendix B) that could be submitted any time before June 10, 2016.

The City and project team staff present at the meeting included:

- Senior Engineer, Engineering and Construction Services, and Project Manager, Jackie Kennedy
- Director, Engineering and Construction Services, John Kelly
- Senior Project Manager, Engineering and Construction Services, Grace Tesa
- 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
- Traffic Engineering Supervisor, Traffic Operations, Transportation Services, Shawn Dartsch
- Manager, Pedestrian Projects, Transportation Services, Fiona Chapman
- Manager, Public Consultation Unit, Tracy Manolakakis
- Manager, Stormwater Management, Toronto Water, David Kellershohn
- Senior Engineer, Stormwater Management, Toronto Water, Man-Kit Koo
- Supervisor, North York District, Urban Forestry, Tara Bobie
- Aquafor Beech, Dave Maunder
- Aquafor Beech, John Ho

Mayor John Tory and Councillor Jaye Robinson were also in attendance.

Mr. Faught recognized the efforts of the Community Advisory Group (local residents and community group representatives) that met prior to the PIC to preview and help refine the presentation materials.

2.4 Presentation

John Kelly, Director, Engineering and Construction Services, City of Toronto, provided opening remarks and clarification regarding the information provided to the community through the City's recent notices. He stated that in May 2015 the City estimated that approximately 349 City owned trees (referred to as street trees) may be removed due to the anticipated construction work. After the PIC in May 2015 the City conducted detailed assessments of the trees and the potential impacts, and has identified 247 trees that can be saved through various construction techniques. He noted that the total number of trees estimated to be removed is now 106, and the City will continue to reduce that number as much as possible through the design stage.

Mr. Kelly explained that at this point in the study, the infrastructure that is needed in the area is being identified as well as the associated costs, and that the prioritization of the work will be happening at a later date. He concluded by noting that construction would not begin for at least 3 years.

Jackie Kennedy, Project Manager and Senior Engineer, City of Toronto, presented an overview of the EA study purpose and process, and an overview of the study recommendations for road reconstruction, sidewalks, traffic management, and basement flooding.

Ms. Kennedy presented further detail on the assessment of tree impacts, including the current count of trees estimated to be removed and replaced, preserved, and not impacted based on a customized Tree Impact Zone. She noted that the revised and updated tree assessments are available online at the study website and for review in the open house that evening, for each street recommended for road reconstruction within the study area. The City will continue to find opportunities to reduce tree impacts and removals during the design and construction stages. The City is also committed to increasing the tree canopy by planting new street trees as early as this year, in consultation with affected property owners.

The presentation concluded with a review of next steps in the study process.

A copy of the presentation and tree assessments can be found on the City of Toronto website: www.toronto.ca/lawrencepark. For a summary of the questions of clarification and feedback following Ms. Kennedy's presentation see Appendix C.

2.5 Remarks from Councillor Jaye Robinson, Ward 25

Following the presentation Mr. Faught invited Councillor Jaye Robinson to make some remarks. Ms. Robinson thanked everyone for attending and being actively engaged in the EA process. She noted that the issues and priorities raised in Lawrence Park during the study have been divisive but she is hoping to work through them with the community and City staff.

Ms. Robinson expressed her commitment to tree protection and said she has initiated a review of the City's tree protection policies. She stated that 106 trees anticipated to be removed in Lawrence Park is still too many and she is committed to working with staff to reduce that number even further. She has requested that a Construction Liaison Committee be established consisting of residents from each street as the EA moves through the detailed design stage, as this was a successful approach during the reconstruction of roads in the Hoggs Hollow neighbourhood.

Ms. Robinson concluded by noting that she understands that trees are very important to the community and she will ensure that residents have a voice throughout the entire study process.

2.6 Remarks from Lawrence Park Ratepayers Association

Frank Morneau, Director of the Lawrence Park Ratepayers Association (LPRA), requested to make remarks during the meeting. Mr. Morneau stated that he was asked to speak on behalf of the LPRA membership and executive committee about their concerns. He stressed the importance of preserving and protecting the City's tree canopy. Mr. Morneau described the

LPRA's efforts to increase awareness of the study and he stated that a large number of residents do not agree with the City's recommendations.

After reviewing the LPRA's involvement in the study process, Mr. Morneau summarized the Board's recommendations that were unanimously put forward:

1. Any work necessary to correct basement flooding issues should be proceeded with.
2. A 7.2 m road width and one sidewalk on Mildenhall Road is supported. This may be more easily accomplished by designating Mildenhall Road as a local road.
3. A comprehensive survey of residents must be undertaken before the LPRA can accurately recommend the residents' position on the City's proposals.

Mr. Morneau further stated that the LPRA is planning to undertake a door-to-door poll and will advise the City of the outcomes. The LPRA requested that City staff defer presenting their final report to Council until after the LRPRA completes their survey of residents regarding the study recommendations. He also noted that the Mildenhall Ratepayers Association is in agreement with the LPRA Board recommendations.

Mr. Morneau concluded by asking whether the City has prepared an assessment of the environmental impact of the additional carbon dioxide that would be released into the atmosphere after the trees are removed. If so, the LPRA would like to be provided with the details. He also asked whether the City has assessed the effect of tree reduction on the overall canopy. He suggested that slide 17 of the presentation is a misleading report of the effect of the removal of trees on the canopy. He added that tree size should also be considered in the assessment of the tree canopy impacts.

2.7 Remarks from Mayor John Tory

Mayor John Tory was invited to make some remarks. He began by stating that he knows the neighbourhood very well and understands the issues at hand. He noted that he receives many complaints about basement flooding in Lawrence Park and across the City. He added that the character of the neighbourhood is highly valued, but it is important to address the basement flooding issue.

Mayor Tory acknowledged that sidewalks are a separate issue. He stated that there is legislation from the Ontario government regarding sidewalks. The City wants to find pragmatic ways to minimize the impact of sidewalks.

He concluded by urging residents to use the process in place to reach a solution. He stated that he would like to continue reducing the number of impacted trees. City staff and Council are committed to a process that works and there are signs of progress being made.

3.0 SUMMARY OF PARTICIPANT FEEDBACK

At the PIC, participants were able to provide feedback by completing a feedback form. A combined total of 27 feedback forms were received which were either handed in at the PIC or submitted after the meeting.

Sections 3.1, 3.2, and 3.3 include a summary of the feedback received in response to the revised plan to protect street trees, the revised recommendation for Mildenhall Road, and additional input on the study recommendations. Additional feedback received through letters, telephone calls, and emails following the PIC is summarized in Section 3.4.

3.1 *Feedback on Revised Plan to Protect Street Trees*

Participants were asked whether they agree with the revised plan to protect street trees. Key feedback is summarized below:

- Overall, there was no consensus on whether participants agree or disagree with the revised plan to protect street trees.
- In general, there was support for preserving as many trees as possible.
- Comments in agreement with the revised plan to protect street trees include:
 - The plan strikes the right balance of improving roadway conditions and adding sidewalks while saving trees.
 - The sidewalks proposed are the minimum number of sidewalks to help pedestrians navigate the streets safely.
 - There is support for meeting public safety needs while reducing the impact on trees.
 - Staff have listened and response is very progressive.
- Comments in disagreement with the revised plan to protect street trees include:
 - The number of trees to be removed or injured is too high.
 - No trees should be removed, especially when the City is trying to expand its overall tree canopy.
 - Removal of trees will have negative environmental and air quality impacts.
 - Sidewalks on St. Leonards Avenue are not required. The character of the street will be negatively altered. Safety has never been an issue in its current state without sidewalks.
 - This process should be taken as an opportunity to put a sidewalk on every street.

3.2 *Feedback on the Revised Recommendation for Mildenhall Road*

Participants were asked whether they agree with the revised recommendation for Mildenhall Road south of Lawrence Avenue (7.2 m road width, 2 sidewalks, urban cross section). Key feedback is summarized below:

- Overall, there was no consensus on whether participants agree or disagree with the revised recommendation for Mildenhall Road.

- Overall, there was concern that the speed of traffic along Mildenhall Road will increase with a newly paved road surface.
- Comments in agreement with the revised recommendation include:
 - Public safety is of paramount importance. Two sidewalks are required on Mildenhall Road.
 - Mildenhall Road needs two sidewalks as it is a high traffic street and is dangerous for pedestrians.
 - Sidewalks must be added to thoroughfare streets (Mildenhall Rd) and/or high traffic roads in the neighbourhood to allow for safe passage of pedestrians.
 - The measures proposed are a reasonable compromise to the infrastructure deficit and reflect the best interests of the greater good.
- Comments in disagreement with the revised recommendation include:
 - Mildenhall Road should be classified and calmed to be a local road with one sidewalk.
 - A 7.2m road width with one sidewalk is preferred as it would save more trees.
 - One sidewalk in addition to traffic calming measures (e.g., speed bumps, four-way stop signs, reduced speed limit) would be sufficient to provide for pedestrian safety.
 - There was concern about the removal of parking for Cheltenham Park users.
- There was concern that accessible parking may block traffic on Mildenhall Road with a narrower road width of 7.2 m.

3.3 Other Feedback on Study Recommendations

Participants were asked to share other feedback on any of the other study recommendations for basement flooding, study area streets, or traffic safety. Key feedback is provided below organized into recurring themes:

Sidewalks

- There are mixed views on the proposal to add sidewalks to certain study area streets. Some participants feel that sidewalks are needed to provide a safe route to destinations such as Blythwood Public School, Lawrence Park Community Church and the Toronto French School, while others feel that a sidewalk is only needed on Mildenhall Road.
- A more detailed impact study should be conducted to assess the need for sidewalks.
- Concern that a sidewalk on Glenallan Road is not necessary as it is not a connecting street through the neighbourhood and adding a sidewalk will encourage more vehicular traffic.
- Concern that a sidewalk on Dawlish Avenue is not necessary. Since parking is not permitted on the street and traffic volumes are low, there is sufficient space for pedestrians to walk safely.
- A sidewalk should be reconsidered on Cheltenham Avenue leading to Cheltenham Park to provide safe, direct access to the park.

Street Trees

- Consider the increased costs to homeowners of removing existing street trees (e.g., heating and cooling costs, new landscaping costs, new privacy screening costs, etc.).
- There needs to be a final, detailed plan that shows precisely what will be done to save every tree that is threatened to be both ‘preserved if possible’ and ‘removed and replaced’.

Traffic Safety

- There was concern with pedestrian safety at the intersection of Buckingham Avenue/St. Ives Avenue/Wanless Crescent. Parking should not be permitted near this intersection to improve visibility and a pedestrian path should be clearly marked. There were also concerns with cars speeding at this intersection.

Basement Flooding

- There were mixed views on the need to improve the sewer system in the neighbourhood. Some participants expressed support for upgrading the sewer systems to address basement flooding while others were concerned that improving the sewer system will not eliminate basement flooding issues as they are the result of individual homeowner actions.
- It was suggested that homeowners should be obligated to make grading improvements to prevent basement flooding.
- It was suggested that homeowners experiencing flooding should undertake an engineering assessment to address their drainage issues and repairs should be subsidized by the City or Province.

Stormwater Drainage

- There are issues with water ponding at Fidelia Avenue and Strathgowan Crescent.
- There was support for requiring more permeable surfaces on properties to increase drainage.
- It was raised that storm drains need to be properly maintained to prevent blockage by fallen leaves and debris.

Other

- Questions were raised regarding accommodating existing heated driveways during the construction process.
- Questions were raised regarding who is responsible for snow removal on proposed Mildenhall Road sidewalks.

3.4 Additional Feedback Received

Additional comments were received from participants through letters, telephone calls, and emails leading up to and after the PIC. Sixty five (65) additional comments were received. Key feedback is summarized below organized into recurring themes:

Sidewalks

- There was some concern that the study recommendations place a priority on preserving the natural environment over improving pedestrian safety and building walkable and accessible communities.
- Some community members expressed support for at least one sidewalk on every street in the neighbourhood so that pedestrians of all ages and abilities can walk safely while other community members would like to see no sidewalks (with the exception of Mildenhall Road) and no roads widened.
- There were mixed views on the number of sidewalks that should be recommended for Mildenhall Road. Some community members suggested that one sidewalk on Mildenhall Road is sufficient to balance the issues of safety, traffic calming and preserving the tree canopy while others noted that the current recommendation of two sidewalks is appropriate.
- It was suggested that the rationale for recommending two sidewalks on Mildenhall Road needs to be more clearly presented.
- There were mixed views on whether there should be a sidewalk on Rothmere Drive. Some community members noted that Rothmere Drive provides an important link between Wanless Park and the Toronto French School and should therefore be reconsidered for a sidewalk while others were opposed to a sidewalk.
- It was noted that sidewalks should be recommended on streets that provide connections to local parks (i.e. Cheltenham Avenue and Rothmere Drive).
- Some community members suggested a sidewalk on Dawlish Avenue is not necessary, especially given that there is no sidewalk proposed on Dawlish Avenue west of Mildenhall Road.
- A question was raised regarding whether the proposed sidewalk on Dawlish Avenue (1.7 m width) could be narrowed to accommodate restrictions such as trees, especially given that the width of the existing sidewalk on the west end of Dawlish Avenue is approximately 1.25 m.
- There was a request to understand why Glenallan Road is proposed to have a sidewalk.

Traffic Safety

- There were concerns expressed with vehicular traffic speeds throughout the neighbourhood. It was noted that the proposed recommendations may encourage more traffic and speeding.
- There was support for four-way stops as a traffic calming measure at every intersection on Mildenhall Road. There was a request to know how many rear end accidents occur on similar streets such as Duplex Avenue and Jedburgh Road which have four-way stops.
- Regardless of the number of sidewalks recommended for Mildenhall Road, there was a preference for the road width to be 7.2 m to reduce the potential for speeding and reduce the impact on trees.
- There was concern that there will continue to be tradespeople parking illegally on Mildenhall Road and the proposed recommendations should take this into

consideration. 'No stopping' signs and ticketing are currently not a deterrent for illegal parking on this street. Similarly, there was a general concern that there will not be parking available for users of Cheltenham Park with the addition of two sidewalks.

- It was suggested that a broader system of one-way streets be implemented on Dawlish Avenue, St. Leonards Avenue, Rochester Avenue, Cheltenham Avenue, and Buckingham Avenue to reduce cut-through traffic and increase pedestrian safety in the neighbourhood.
- There was concern that Mildenhall Road is classified as a collector road. It was suggested that alternative sidewalk materials and streetscape elements (e.g., flower pots, light posts, roundabouts) be introduced so the street does not take on the character other collector roads such as Blythwood Road.
- It was suggested that further study of vehicular traffic volumes as well as pedestrian traffic volumes is required in order to determine the most appropriate traffic calming and pedestrian safety solutions.
- There was interest in adopting 'shared roadway' strategies on the neighbourhood streets to increase pedestrian safety without the need for sidewalks (e.g., signage, road markings, improved lighting).
- There was support for localized road narrowing and shifting as a means to preserve trees and calm traffic.

Street Trees

- Strong concerns were raised about the potential tree canopy losses and change to the character of the neighbourhood. It was suggested that the City must look for ways to minimize the disruption and damage to the tree canopy when making the necessary changes to the streets.
- Many community members highlighted the various benefits provided by the tree canopy (e.g., improved air quality, shade, shielding noise, aesthetics, stormwater absorption, wildlife habitat, etc.). There was concern that these benefits are not being taken into account and should be studied further. It was also noted that the replacement of a mature tree with a young sapling does not provide the same benefits to the tree canopy.
- There was a concern raised regarding the tree assessment information presented. It was noted that no third-party arborist report is available and there was concern regarding the tree rating standards and Tree Impact Zone (TIZ) used in the assessment.

Road Reconstruction

- It was requested that City staff provide proposed road reconstruction drawings that include existing pavement and roadway width and trees as well as the proposed construction width. This information would better inform residents.
- Provide clarification on whether 'construction width' includes the outside edge of curbing and sidewalks where applicable.

- A question was raised regarding what form of excavation is assumed for the purposes of arriving at the estimated construction width.
- The uncertainty of the proposed plans is making it difficult for homeowners to make changes to their landscaping and driveways. Clarification should be provided regarding who is responsible for the costs of landscaping and driveway repairs associated with the road reconstruction work.

Basement Flooding and Stormwater Drainage

- Some community members expressed support for the proposed repair and upgrading of sewer infrastructure, including the urban drainage approach, while others felt that the existing ditches should not be replaced.
- It was noted that drainage and flooding issues are often a result of residential construction activities as the ditches are filled in and permeable surfaces are paved over.
- It was suggested that individual homeowners be given a rebate to undertake renovations to improve weeping tiles and other waterproofing elements of their homes. The view was expressed that the basement flooding issue is not a result of an inadequate sewer system.

Other

- It was expressed that the views of the LPRA are not reflective of the views of the entire Lawrence Park neighbourhood.
- There was concern that misinformation is being spread throughout the community (e.g., there is a need to clarify that trees tagged with ribbon have been tagged by residents and not the City; 'Save our Trees' signs are being placed on lawns without homeowners' permission).
- Some community members indicated that the \$75M budget should be allocated to more urgent projects in the City such as transit and affordable housing.
- A question was raised regarding whether each of the street-by-street assessments were recalibrated following the reassessment of the number of impacted trees as this may reveal additional sidewalks that could be proposed with minimal impact to trees.
- It was requested by the LPRA that the final study recommendations take into consideration their pending survey of all affected Lawrence Park residents.

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. City staff will present their final recommendations to Public Works & Infrastructure Committee of City Council in the Fall of 2016. Once the study is completed the final report will be made available for a 30-day public review period.

Appendix A - PIC Agenda and Notice

May 10, 2016

Dear Lawrence Park Residents:

Last year, the City presented recommendations for improvements to sewers, roads and road drainage in the Lawrence Park neighbourhood. Following a series of public meetings, we heard from a large number of residents who expressed concern over the impact the recommended improvements would have on the tree canopy. Residents also shared a variety of opinions on sidewalks and support for sewer upgrades to reduce basement flooding risks. After reviewing all of the comments, City staff reassessed the impacts of the recommended solutions. We will be holding a public meeting to present our findings on Thursday, May 26 at the Lawrence Park Community Church from 6:00 to 9:00 (presentation at 7:00 pm).

Impacts on the Tree Canopy

Working closely with staff from Urban Forestry, we have reduced the estimated number of trees that would require removal from 349 to 106. We were able to reduce the numbers of trees impacted by assessing each tree individually. However, there is still more that we can do at the next stage of detailed engineering design, to avoid tree removals, such as shift the alignment of the road and/or narrow the road in sections to 6.6 metres.

Road Widths and Sidewalk Locations

Within the neighbourhood, there are 26 streets that require full reconstruction due to deterioration of both the asphalt and subsurface and present opportunities to address pedestrian safety and road drainage improvements. While recent resurfacing work has been done, this is a short-term measure that is only expected to last for 10 years.

The City is recommending that all local streets be reconstructed to a width of 7.2 metres - close to their existing width. In addition, a curb will be added to each side of the road and storm sewers added under the road to capture water draining on the surface. Existing swales and culverts will be filled in and re-landscaped.

Based on resident concerns about safety along Mildenhall Road, south of Lawrence Avenue East, the City is now recommending that the road be narrowed to 7.2 metres, with the addition of sidewalks on both sides. We feel that this will help address concerns about safety by narrowing the road to reduce traffic speed and providing safer travel for pedestrians along the street.

Of the 26 streets requiring reconstruction, the City has identified 5 streets for sidewalks to be added. These streets have been chosen as they provide a priority connection for pedestrians between the western part of the neighbourhood, where sidewalks already exist, out to Bayview Avenue and to key sites within the neighbourhood (eg. school, church, TTC stop). The City has taken steps to reduce impacts by providing for a 1.5 metre sidewalk at the road edge and will take further steps in the design stage by minimizing impacts to tree roots.

Basement Flooding

Our study is also one of many areas within the City where ways to reduce basement flooding are under review. While flooding can happen for a number of reasons, the City is only addressing improvements that can be made within the City's sewer system. Reducing the volume of water entering the sewer system is also important and a function of the many by-laws and programs undertaken by the City in recent years. The sewer improvements being recommended are identified for only a handful of streets where computer simulation modelling has shown that there is additional capacity needed. These improvements will aid in protecting homes from sewage backing up into basements during heavy rainfall events.

Opportunity for Public Feedback

We invite you to attend a public meeting to find out more and see the results of our work. The meeting will take place on **Thursday, May 26 at Lawrence Park Community Church (2180 Bayview Avenue) from 6:00 to 9:00 (presentation at 7:00 pm).**

At the meeting, we will present an update on our work and our final study recommendations. You will have an opportunity to view drawings for all affected streets that showcase our tree assessments. A copy of the presentation material has been posted at www.toronto.ca/lawrencepark. I have also included a set of Frequently Asked Questions to help address some of the common questions we have been asked.

Lastly, each of the recommended projects will be funded and implemented over several years. At this time, the earliest start for any construction would be 2020. We remain committed to working with residents on a street by street basis during the next stages of work to develop final plans.

I can be reached at 416-392-2990 or tmanola@toronto.ca if you have any questions.

Sincerely,



Tracy Manolakakis
Manager, Public Consultation Unit
City of Toronto



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

Public Information Centre #4

May 26, 2016, 6:30 – 9:00 pm

Lawrence Park Community Church, 2180 Bayview Avenue

AGENDA

Meeting Purpose:

1. Provide an update on the work completed since Public Information Centre #3 (May 2015).
2. Obtain community feedback on the revised plan and recommendations to address deteriorating road conditions, traffic problems, pedestrian safety, road drainage problems and basement flooding issues in the Lawrence Park Neighbourhood.

6:30 pm Open House and Displays

7:00 pm Agenda Review and Councillor Welcome

7:05 pm Presentation – Jackie Kennedy, Project Manager, City of Toronto

7:50 pm Questions of Clarification

8:20 pm Open House Resumes and Completion of Feedback Forms

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 #4

May 26, 2016, 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

1. Do you agree with the revised plan to protect street trees? Why or why not?

2. Do you agree with the revised recommendation for Mildenhall Road south of Lawrence (7.2 metre road with 2 sidewalks)? Why or why not?

- 3. Do you have any further feedback on any of the other study recommendations for basement flooding, study area streets or traffic safety?**

Thank you for your comments!

**Please return completed forms to the Registration Table.
Or if you would like more time, please return by June 10, 2016 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 #4 Questions of Clarification

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

**Public Information Centre #4
May 26, 2016
6:30 pm - 9:00 pm
Lawrence Park Community Church, 2180 Bayview Avenue**

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 presentation 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.

C. I have participated in this Environmental Assessment (EA) process for more than three years. I have three concerns: (1) Regarding the process itself, there is a systemic bias in the street evaluation process undertaken by the City. The bias is towards the preservation of trees at the expense of pedestrian safety. Now that the number of trees impacted has been reduced, that bias is even more pronounced. (2) Regarding safety, one thing the EA process has done really well is allowed organizations like the Lawrence Park Ratepayers Association (LPRA) and individuals to document the concerns they have about pedestrian safety. These are now part of the public record. Along with the tragic death of a resident last summer, the dangers of walking around Lawrence Park are all too real. The City has a moral obligation to protect all of its citizens from preventable dangers. (3) Regarding accessibility, how difficult would it be for a blind or disabled person to walk around this part of Lawrence Park? Why is it okay to discriminate against one group of people but not another? Accessibility for Ontarians with Disabilities Act (AODA) legislation has been around for over a decade. Staff and Council need to support building sidewalks on all the streets in this part of Lawrence Park. We need to make this neighbourhood accessible and safe for all the families who make and want to make Lawrence Park their home.

Q. Thank you for working to reduce the number of impacted trees from 349 to 106. Have you looked at the shifting and narrowing of the streets and how much it would reduce the number of impacted trees even further?

A. We have not looked at that yet. It is part of the detailed design stage. We are committed to further reducing the number of impacted trees. The number of 106 trees has been determined through a desktop exercise. The trees are plotted on the maps which are available tonight. We identified tree size, species, and health in order to determine which trees were within the construction width to the extent where removal would be expected based on preliminary alignments. It will be looked at more closely to get a more accurate number.

C. The City's messaging has not been clear. Basement flooding is one of the projects we are dealing with. I learned that 100% of basement flooding would be prevented by a pipe on Bayview Avenue and few other minor streets with some minimal tree damage. The other project is about sidewalks and storm sewers on all the other streets in lower

Lawrence Park. That is where the majority of the trees are coming down and where the majority of the budget is being spent. Why are we doing this project to begin with? I don't see the need to spend the money when we could simply repave the roads.

A. The basement flooding solutions are not throughout the entire study area but the road reconstruction is throughout the entire area. It is not the sidewalks that are impacting trees per se. It is the fact that the roads are in a deteriorated state down to the road base (2 feet or more below the surface). While we could continue to do shave and pave to temporarily improve the surface condition, it does nothing to improve the condition underneath. Over a period of time, that minor maintenance will be far more expensive than reconstructing the road where it will last for decades.

Q. I would like to know who authorized City staff to order the ratepayers' association and individuals to remove the lawn signs. The process is important, as is peoples' right to express themselves freely.

A. The City's Municipal Licensing & Standards staff received a complaint from a resident in the neighbourhood about the proliferation of signs. A bylaw enforcement officer was called out to investigate. When they are called out to investigate it is their duty to enforce the sign bylaw. The bylaw officer has clarified that where there are signs of a temporary nature in a local area advertising a community event they can be posted for up to one week in advance of the event and must be removed 48 hours after the event.

C. I would like to know who did the assessment of the trees in the area. From what I read, not many trees are considered in good condition. Was the assessment done by the City or by a third party? If many of the trees are in moderate to poor condition they will not survive. You need to conduct a risk assessment.

A. The assessment was carried out by the consulting engineer's certified arborist in conjunction with the City's Urban Forestry staff.

Q. I and few others met with City staff and engineers on March 21st to talk about the issue of basement flooding and look at the plans. There is something like 19 houses that have been affected over the last 20 years. If one of those houses had any flooding it gets represented as one of the dots on the plan. We asked at the time if there was any idea how many of the floods were from window wells or cracks in the foundation compared to floods through the drains and we did not get an answer. We also proposed that the City should be looking at downspouts connected into the sewer. We know there are still many downspouts that have not been disconnected. The plan for basement flooding on the east side of the neighbourhood talks about upgrading sanitary sewers at the north corner of Bayview Avenue and Lawrence Avenue. It does not address any of the areas further away. How will this solution alleviate any of the basement flooding that we know about today?

A. The basement flooding that was reported gave us the focus to look at this area. We put flow monitors in the sewers so we could observe how those sewers respond during rainfall. Based on that information, we used computer models to confirm what we observed and identify where there are real bottlenecks in the sewer systems. We used this data to build the solutions. The modelling speaks to what we know about the sanitary system and the bottlenecks. With respect to downspout disconnection and surface drainage, a lot of the roads do not have storm sewers for us to monitor today. With the reconfigurations, there will be storm sewers included and there will be criteria for the amount of water we let pond on the road. There are also design elements to how big that storm sewer should be.

Regarding the dots representing flooding events on the drawings, there is sensitivity about disclosing which homes experienced flooding. The consultants doing the analysis understand those hotspots.

Q. Walk Toronto would like to bring attention to the various benefits that trees bring that have not yet been raised. Air quality has been stressed, but we haven't heard about benefits such as shade, the elimination of high winds, creating a sense of place, and aesthetics. The term tree canopy has been used a lot. Street trees are publically owned. I am aware that private residences have magnificent trees in their backyards. We need to compare the canopy of the trees slated to be removed to the total tree canopy including private trees. From our perspective, 62 trees isn't a large amount considering the various safety benefits they bring. In Leaside there are other types of signs on lawns indicating there are children at play, drive slow. Where I live, the priority is on saving lives of children and seniors.

My question for Mr. Morneau of the LPRA is do you have an accurate count for the total number of trees in the area, both public and private?

A. City staff indicated that the tree assessment done by the City refers to the street trees only and 1201 is the total tree count within the study area.

Q. Regarding the 'Save our Trees' lawn signs, you indicated earlier that because this is considered an event, we have up to 48 hours to remove the signs after the event. The LPRA has committed to undertaking a survey with residents to find out their views on the EA assessment. The way I look at it, the event has not ended yet. If anyone wishes to maintain the signs on their lawns, are they allowed to do so?

A. The information I provided is what we were told by the municipal bylaw officer. They are interpreting the event as the meeting tonight (May 26, 2016). You are welcome to contact the City if you would like to discuss the interpretation of the bylaw.

Q. I would like to know how many comments were received about sidewalks and the breakdown of how many people are in favour and opposed to sidewalks. That is information that the community should have.

A. The comments that are received will be summarized into a public consultation report, as we have done with the previous rounds of consultation. These are available online and we have been transparent about this. We have not tallied it the up the results like you mentioned as it is not part of the EA process.

Q. I have some concerns regarding safety. There are construction trucks that come through the area on Mildenhall Road and cars are weaving around trying to pass them. Cars are also running stop signs. If you pave the road, cars will go even faster. I believe that adding a sidewalk doesn't fix the problem. Has a proper assessment of the safety risks been taken into account?

A. A sidewalk is the safest place to walk. It is a defined space where we expect to see pedestrians and there is the protection of a slight grade change. It is there for people of all ages and abilities. We try to add sidewalks because when visibility is limited and the roads are slippery (in the winter, at night time), and walking is more of a challenge. The City standard is to put at least one sidewalk on local roads and two sidewalks on collector roads.

C. The City needs to pay more attention to what people want. I agree that a sidewalk creates a defined space, but in the winter people often have to walk on the road because the sidewalks are not plowed. I think you should distinguish how many trees would be

affected by the roadbed work, compared to the sewer work, and compared to the sidewalk construction.

C. The number of trees that should come down is zero. We just lost millions of hectares of trees in Alberta. We cannot afford to lose more in the City. We already have a water shortage. You have to find a way of repairing roads without digging down two feet. There is something wrong the system in the City that allows construction to go on that way. We need a new system to make this work without impacting any trees.

Q. I've been told that I need a sidewalk on my street because of safety issues. I have two young boys who walk to Blythwood Public School every day and we have never had a safety concern. I am of the view that a rural landscape street is safer than an urban street with a sidewalk. It is a natural traffic calming street with soft shoulders, the rugged nature of street, and the enveloping tree canopy that keeps traffic out psychologically. Drivers are also more cognizant of the irregularity of the street and therefore reduce their speeds. Has the City considered any studies that look at the issue of a rural street being safer for pedestrians? In addition, is there any indication of the number of residents that want sidewalks? Numerous surveys were conducted last summer. 93% of people that responded to the survey on Dawlish Avenue between Bayview Avenue and Mildenhall Road signed a petition that they do not want a sidewalk.

A. We did analyze both rural and urban cross sections as alternatives for rebuilding the streets. The primary reason for recommending an urban cross section is because it has a smaller construction impact zone and would therefore impact fewer trees. We are happy to look at the studies you have found regarding the safety of rural streets compared to urban streets.

C. Mayor Tory addressed flooding as an issue. A lot of residents feel that there is a lack of personal responsibility in terms of how homeowners manage rainfall on their properties. Very little flooding is a result of water coming from the City roadway onto a homeowners property. With respect to the trees, there is a loss of credibility for the City based on the materials they have shared. The City has to act more responsibly in giving out the tree estimates. They have to do more work and also share the information from Hoggs Hollow.

A. We feel it would be irresponsible of City staff to say that no trees would be impacted and then come back later and say that we were wrong. We are trying to do our best to let people know what may happen and we are going to do our best to reduce the number of impacted trees.

Q. The construction width does not include a tracing of the current road dimensions. Could you provide that information?

A. At the detailed design stage, we will have that information.

Q. There is a lack of trust between the community and City staff. Can you extend the 30-day review period to 90 days? Who makes that decision?

A. After tonight, the City will prepare a report to the Public Works and Infrastructure Committee (PWIC) in the fall. If they approve the recommendations, the report goes on to City Council. If Council approves the recommendations, the City will issue a Notice of Completion which is a requirement of the EA process. There is a minimum 30-day review period. At the time that we are reporting to PWIC the public can put forth a request to extend the comment period.

C. The LPRA has asked tonight for the City and Councillor to defer any further action until after October 1, 2016 in order to give the LPRA sufficient time to poll every resident in the neighbourhood and to share that information with the City.

A. We are willing to accept all input, including the information the LPRA provides, and report on it to the PWIC. The timeframe of October 1, 2016 is in line with our schedule to report to PWIC.

C. Why is Mildenhall Road considered a collector road when your data shows that it has 2000 cars travelling on it per day? If we redefine it as a local road, there will be different planning parameters.

A. To clarify, it was stated that Mildenhall Road has 3000 vehicles per day which is within the limit for a collector road. All local roads feed out onto Mildenhall Road which empties out onto Lawrence Avenue. It is the only north-south street connecting Blythwood Road to Lawrence Avenue. It has double the volume of any other street in the neighbourhood and is fulfilling the function of a collector road.

C. I have two children who walk to school every day. I would like to ask the same question my child has been asking me for the last four years which is why can't we have sidewalks and trees? My challenge to the City and my neighbours is to believe that there is a way to provide a safe pedestrian infrastructure while preserving our tree canopy. I am in favour of saving trees and I also want my children to walk freely in the neighbourhood and not be scared of being struck by a car. The study recommendations do not provide a coherent sidewalk network. We need to find a creative solution that will work for our growing City and neighbourhood.