



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

May 2013

Public Information Center #1
Summary Report



Prepared by Lura Consulting
for the City of Toronto

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

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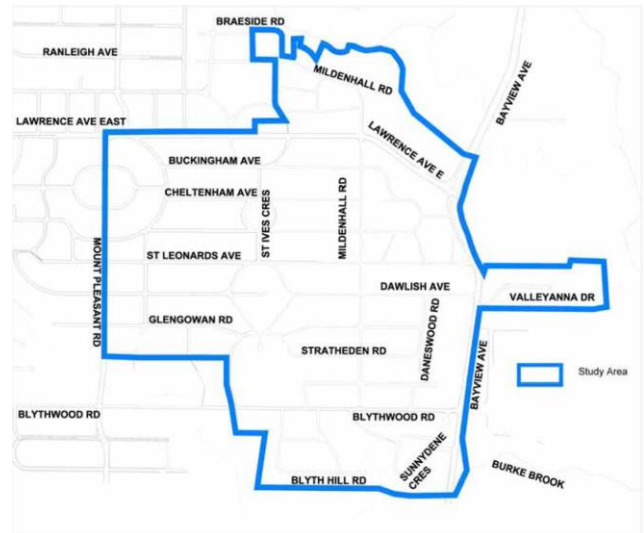
Appendix B - Feedback Form

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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.

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



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

2.0 PIC #1

2.1 Overview

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

The PIC was designed to:

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

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

2.2 Open House

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

http://www.toronto.ca/involved/projects/basement_flooding/sa_20.htm

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

2.3 Welcome and Introductions

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

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

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

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

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

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

2.4 Presentation

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

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

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

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

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

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

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

http://www.toronto.ca/involved/projects/basement_flooding/sa_20.htm

3.0 SUMMARY OF PARTICIPANT FEEDBACK

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

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

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

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

3.1 Key Issues and Opportunities

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

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

3.2 *What's Missing*

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

3.3 *Key Factors to Consider when Developing Alternatives*

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

3.4 *Question and Answer Period*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Q - Will the storm sewers be done first?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Q - There are many examples of alternative paving. In the Netherlands they are looking at working with neighbours to build sidewalks around trees and creating woonerfs¹. Can you look at things like that here?

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

Q -If you are paving will there be sidewalks?

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

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

A - We could do a survey like that.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4.0 NEXT STEPS

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

Appendix A - PIC Agenda and Notice



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

Public Information Centre #1

Monday, April 22, 6:30 – 8:30 pm

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

AGENDA

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

Questions for Feedback

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

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

Call **3 1 1**

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

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

Municipal Class Environmental Assessment Notice of Public Information Centre #1

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

Date: Monday, April 22, 2013

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



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

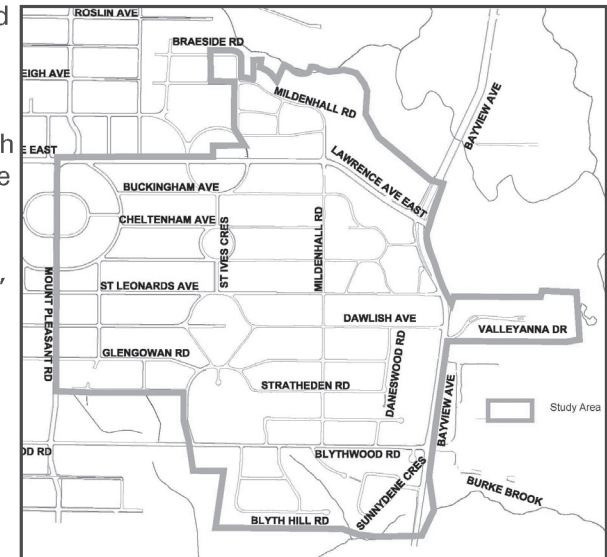
The Study

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

The Process

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

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



We would like to hear from you

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

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

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

email: kkusiak@toronto.ca

Project website: toronto.ca/involved/projects

Issue Date: April 8, 2013

Appendix B - Feedback Form



**Lawrence Park Neighbourhood Investigation of
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Public Information Centre #1
Monday, April 22, 6:30 – 8:30 pm

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

FEEDBACK FORM

Contact Information (optional):

Name: _____

Address: _____

Telephone Number: _____

Email: _____

☐ Add my Email Address to the Project Notification List

We invite and appreciate your feedback...

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

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

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

Thank you for your comments!

Please return completed forms to the Registration Table

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

**Kate Kusiak, Public Consultation Unit
55 John Street, Metro Hall, 19th Floor
Toronto, ON M5V 3C6
E-mail: kkusiak@toronto.ca
Fax: 416-392-2974**

Appendix C - Verbatim Feedback

Comments on Feedback Forms			
	Considering the questionnaire results and issues the Project Team has identified to date, what are the key issues, problems or opportunities (within the parameters of the study) that we should be aware of? Have we missed anything?	The next step in the study process is the development of alternative solutions to address the problems and issues identified, as well as criteria to evaluate those alternatives. As the Project Team begins to think about developing evaluation criteria, what are the key factors they should keep in mind?	Do you have any other feedback on any aspect of the project?
1.	<ul style="list-style-type: none"> Non-residential traffic on St. Leonard's Ave. Cutting through Lawrence Park. Traffic flowing to the French School, Crescent school, Granite Club, Glendon and Sunnybrooke Hospital adds to excessive traffic flow Key concern is the corner of St. Leonard's (west side) and St. Lawrence Ave. when children are coming and going to Blythwood School. Concern is that a child will be hit by a car because of heavy traffic and the number of children. 	<ul style="list-style-type: none"> Put in bumps or a traffic calming at the corner of St. Lawrence Ave. and St. Leonard's Cres. 	<ul style="list-style-type: none"> Snow removal is a big issue. With each snow storm the City plows the streets and then the paid residential snow removal contractors plow the snow from driveways back onto the road, partially blocking the road.
2.	<ul style="list-style-type: none"> Traffic Condition of roads Sidewalks Please consider making some streets one way - to improve safety (e.g. Rothenmere Dr. one way westbound) 		
3.	<ul style="list-style-type: none"> Missed any discussion on the environment, trees, bushes. Who will protect the treescape that make area unique 	<ul style="list-style-type: none"> Identify the volume during the school year The volume of traffic infiltration on Mildenhall Focus on the infiltration from the new condos on bay view north of Eglinton 	<ul style="list-style-type: none"> Less than 5% of the time was spent on the environment! What are the rights of residents would have to protect trees in the neighbourhood
4.	<ul style="list-style-type: none"> There are no problems Don't want curbs and sidewalks Just repave the roads and go away 	<ul style="list-style-type: none"> There are no problems Tell the mayor that we have too much staff and too many dollars Budgeted towards roads 	

		<ul style="list-style-type: none"> Build more subways instead 	
5.	<ul style="list-style-type: none"> We are located on Mildenhall rd., north Lawrence. Our key issue is pedestrian safety. Our potholed, narrow road has no safe area to walk (or run or cycle). It's an accident waiting to happen, and serious injury or death will occur. The quality of life is decreased when residents cannot safely walk in their own neighbourhood. We believe sidewalks are necessary. The issue is compounded by French School traffic 		
6.	<ul style="list-style-type: none"> Are you looking at the effect of pools, patios and other non-porous landscaping materials on flooring issues? We have lived here for 5 years and hear from other neighbours who have lived here longer that our yard did not use to flood at all, until a massive pool and concrete deck was built near northeast of us. Will new coverage regulations and enforcement plans be a part of this report? Some yards around us were altered so that there is no place for water to go but our yard. I hope can we stop this from happening to other people's yards? 	Look at what's already in place rather than what we can build new (e.g. make stop signs more visible with lights (at Glengowen and Garland) enlargements, etc).	
7.	<ul style="list-style-type: none"> Traffic is the biggest concern to me and I see that you have correctly identified the problem 	<ul style="list-style-type: none"> The character of the area The safety of pedestrians 	<ul style="list-style-type: none"> I do feel a sense of urgency because conditions are so unsafe on residential roads - it is only a matter of time until a tragedy
8.			<p>Are you checking homeowners in compliance with drainage of their homes</p> <ul style="list-style-type: none"> Please advise me on how the bylaw will be upheld for #47 by #51 so #4 is not saturated by #5 water at northwest property (see map). 2008 hearing rants - water drainage from garage eaves to south of 47 Bayview - 7

			feet from property line - no response from city <ul style="list-style-type: none"> • 2010 city notified by #47 - met with the bylaw person #51 in offense of some bylaws nothing done by #51 as requested by City • 2012 - found file closed • In heavy downpours - water gives to #47 - east and south Request for the city to do something See map
9.	<ul style="list-style-type: none"> • Sidewalks for pedestrian safety - especially along Mildenhall • Slowing down traffic in neighbourhood 	<ul style="list-style-type: none"> • Pedestrian safety 	
10.	<ul style="list-style-type: none"> • We are located on Mildenhall road, north of Lawrence. Our key issue is pedestrian safety, our potholed narrowed road has no safe area to walk (or run or cycle). It's an accident waiting to happen, and serious injury or death will occur. The quality of life is decreased when residents cannot safely walk in their own neighbourhood. Residents cannot safely walk in their own neighbourhood. We believe sidewalks are necessary. 		
11.	<ul style="list-style-type: none"> • Traffic/parking/speeding are all problems • Southbound on Bayview 9-0am no right hand turns allowed makes it very difficult to come home • Somehow we must try and keep outsiders out especially from Sunnybrook Hospital and French school • Some short time parking should be allowed • TTC scheduling should be reviewed • Current sidewalks - clean overhanging branches, dirt, etc. 		
12.	<ul style="list-style-type: none"> • Sewer Back-up • During heavy rainfall my street floods at the bottom of Glengowen Road and adjacent to my driveway. The storm sewer is not adequate to handle large flows. The 	<ul style="list-style-type: none"> • Evaluation criteria for roads should be consistent with standards in other part of the City. • We should not embark on a strategy where 	<ul style="list-style-type: none"> • Don't let special interest groups that are for the most part self-serving, high jack your EA such

	<p>pictures in the presentation of a flooded streets like Glengowen Road</p> <ul style="list-style-type: none"> Roads - the roads in my area of Lawrence Park are in very poor condition and almost looks like dirt roads in the spring thaw season. Potholes are tough on cars even at low speeds and are unsafe and annoying as pedestrians are often sprayed by water. The lack of sidewalks is a hazard for school children as well as pedestrians walking to/from the subway/bus on Yonge Street. 	<p>on e street or group of residents dictate quaint standards but out of conformity with other similar area</p> <ul style="list-style-type: none"> There are many streets in Toronto that have good asphalt surface, sidewalks, and at the same time feel safe for children and residents. Too much traffic calming is also potentially a hazard. 	<p>that the end result is a fragmented and irregular approach to roads, sewers and access.</p>
13	<ul style="list-style-type: none"> Key issue for me are the road conditions this includes water issues and curbs, Our road becomes a river during rain or winter melting. This leads to potholes and flooding. I also believe that traffic should be assessed (i.e. if you are southbound on Bayview between 7-9am you cannot enter Lawrence Park). I have to go on Lawrence and enter Wanless Cres. Then Buckingham to Mildenhall to Dawlish. I believe the Mildenhall and Blythwood should be accessible as the main feeders into the community. 	<ul style="list-style-type: none"> Pedestrian safety is a big one for me. Sidewalks should be installed on Mildenhall. The drainage moats along the various streets should be covered and curbs should be established on all roads. Having a visual end/sides on the roads gives both drivers and pedestrians a sense of what is safe. 	<ul style="list-style-type: none"> I am very happy that this is being done on a street by street basis. I also believe that things have to change in the neighbourhood curbs, sidewalks, paving) we have to move forward. I would be happy to be on you panel if you still need people.
14.	<ul style="list-style-type: none"> Key issue is balance between safety for children and maintaining rural atmosphere. Ideally through traffic would be restricted. If not 1 sidewalk on Mildenhall and perhaps Dawlish but not on streets with little traffic Consider bussing to TFS to a central location - like a mall. 	<ul style="list-style-type: none"> Restrict traffic Routes to schools Monitor actual traffic volumes Don't send money on sidewalks where not needed Look at bicycle routes other than Lawrence - as main artery needed to avoid infiltration People know what they were buying in Lawrence park, so don't ruin aesthetics in desire for safety 	
15	<ul style="list-style-type: none"> You have not missed anything. However given the long timeline and the diverse views, it would be helpful and motivating to show some early positive action/results. I urge you to consider traffic enforcement (speed limit, stop signs, traffic lights) via policing and or photo radar/red light camera. On the single road between 		<ul style="list-style-type: none"> Please disregard the bullying and unpopular views expressed by xxxxx who does not speak for the community.

	Lawrence and Blythwood linking Mt. Pleasant with Bayview (i.e. St. Leonard's Ave. Please consider installation of speed bumps.		
16.	<ul style="list-style-type: none"> The Building permit process does not seem to require proper water drainage plan. A new home was built next to us and all the downspouts drain onto our property. We have had to take the problem to, municipal licensing and standards - no resolved yet. With all the new construction and renovation in this area plus the downspout disconnection requirements. This should be a priority for the building departments. Mention was made of parking problems on the Mildenhall caused by people working at tor visiting Sunnybrooke hospital. This is also because on Blythwood road west on Strathgowan Crescent (southside study area) on weekdays all street parking is full all day. 		
17.	<ul style="list-style-type: none"> Sidewalk or separate walkways are required on all roads in Lawrence Park. Not safe or pleasant for pedestrians. Currently roads are in bad shape, full of potholes and water pooling everywhere. Awful for all motorists, cyclists and pedestrians. Sightlines are blocked by overgrown shrubs at many intersections including on to Lawrence Avenue. Please also use the opportunity to slow traffic. 30km/hours throughout the neighbourhood is a good idea. Also would be helpful is a good idea. Also would be helpful is drainage was in all lowers spots i.e. in front of my house! 	<ul style="list-style-type: none"> Work around all the lovely trees and especially mature or larger ones when rethinking streets and walkways, use the city portion of people's front gardens in making plans, expropriate them for safety and enjoyment of pedestrians. The idea of keeping roads in bad shape to deter and slow traffic is just ridiculous make it beautiful. 	<ul style="list-style-type: none"> To slow traffic put up 30km/hour signs everywhere. Then set up radar traps all over the neighbourhood for a month. This is a cheap and cheerful solution to speeding and shortcutting through the neighbourhood. Very dangerous right now. When roads are safety and in good shape they are pleasant and enjoyable for all. Right now my idea is to scrape all the dirt and debris in the roads back into the pot holes!
18.	<ul style="list-style-type: none"> Most of the issues have been raised: <ul style="list-style-type: none"> Safety of pedestrians (sidewalks etc...) Walkability around the neighborhood 	<ul style="list-style-type: none"> a) Safety trumps esthetic - Particularly when children are involved b) Do the solutions we're considering address 	<ul style="list-style-type: none"> It's great to have consultation, but at the end of process someone

	<ul style="list-style-type: none"> - Traffic throughout the area (Volume & Speeding) - Drainage (culverts or buried drains) - Flooding (of basements, lawns & roads) - Impact on trees and opportunity to improve the canopy <ul style="list-style-type: none"> • Our children and the caregivers who work in our community have a right to safe passage throughout this community. We have an opportunity to address this issue by simply installing 3 feet of concrete at the sides of our street. We also have the opportunity to do this before someone gets seriously injured. • What is clear is that we have an opportunity to make Lawrence Park a safer and more livable neighborhood for generations to come. We only get one chance to do this kind of construction every 100 years or so. So let's not blow by pining for a Lawrence Park of old and failing to look at the current realities of and the future needs of the community 	<p>the current and future needs of the community?</p> <p>c) Lawrence Park is now a community in the heart of a major city. It is no longer a suburb on the outskirts of that city. The "park-like setting" needs to be considered in the context of today not in some idealized view of the past.</p> <p>d) Culverts are not an effective means of draining our neighborhood (we know this because we see their lack of efficacy every time it rains here)</p>	<p>has to make a decision and the status quo is not an option.</p> <ul style="list-style-type: none"> • Budget is an issue but \$20-40M is a relatively small amount (it's the price of 5-10 new houses in LP) to overhaul and build proper infrastructure for the next 100 years.
19.	<ul style="list-style-type: none"> • Flooding risk from many blocked and jammed drainage ditches, lack of safe places and safe footing for pedestrians, unpleasant and poor road conditions. We are curious about how many people drive thru the neighbourhood to avoid both Lawrence and Bayview. • Safety measures around TFS are also a huge consideration. It has a population of over 1000 students so contributes to traffic congestion and increased pedestrian traffic, although there have been no infrastructure improvements to accommodate and protect all the children who walk. • The speed of traffic as it travels on Lawrence Ave from Bayview to Mt Pleasant is high as there are no lights between. I find this causes a lot of cars to run the light at Mildenhall Rd. 	<ul style="list-style-type: none"> • Walkability and safety for all users of the road is paramount. Walking safely at night and winter, in particular, needs to be considered. Pedestrians feel much more anxious walking on these streets at night and in winter. We have a very peaceful nice neighbourhood that is bisected by a very dangerous high-traffic road, Mildenhall, which is designated a collector but has no sidewalks. • I believe very strongly that complete and progressive road and sewer design and reconstruction is the right thing to do. Here are the criteria I humbly submit for your 	<p>I hope that it will not be possible for a small group of residents to stall road reconstruction by appealing it. I understand this may be the case. Given the thoroughness of this process, it should not be permitted by the government, especially when there are public safety issues involved.</p>

	<ul style="list-style-type: none"> • Safe access for children from Lawrence park neighbourhood to Wanless park (playground, tennis courts, etc). For my family to use this park, one of the closest to our home, we must either go on Rothmere or Mildenhall with no sidewalks, or jay walk across Lawrence near Wanless Crescent. Perhaps a cross walk across Lawrence Avenue linking Lawrence Park and Wanless Park Crescent. • Also the tree canopy is very old and this needs to be considered in any reconstruction. We need to invest in some new trees. 	<p>consideration:</p> <ul style="list-style-type: none"> • Does this plan provide a safe place for all users of the roads, including people with different modes of travel mobility, i.e. strollers, wheelchairs, scooters, bikes? Does it consider the worst weather and light conditions? • Does this plan take into consideration the needs of non-residents, such as caregivers who work in our neighbourhood and others who use our roads daily? • Does this plan serve the needs of this neighbourhood in 50 years? For instance, when there is even greater traffic pressure, an expanded TFS population, more larger multi-vehicle homes, and increased density along Bayview? • Does this plan take into account the park-like heritage of Lawrence Park? • I do not believe that neighbourhood consensus or a poll should be used to make this decision. It is a decision that will impact the next three or four generations of residents, and the needs of current residents should not be the sole decision criteria. I wish my neighbours had asked for these improvements 30 years ago! 	
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		Please find the political leadership to ensure a safe trip to work, school and play for everyone.	
20.	<ul style="list-style-type: none"> • Our priorities: <ul style="list-style-type: none"> ○ Flooding - basement and surface drainage on St. Leonard's Ave. ○ Improve roads ○ Improve safety for pedestrians 	<ul style="list-style-type: none"> • The proposed solutions should be good for the next 25 years. 	
21	<ul style="list-style-type: none"> • We see a significant opportunity to develop a road and pedestrian solution that involved sidewalks while also retaining the rural feel of the neighbourhood • One interesting area to note, especially as it has to do with the number and speed of vehicles, is that we don't believe you can draw the conclusion that better roads will lead to more and faster vehicle traffic. With an increase in pedestrian and cycle traffic it is likely that road traffic will be reduced as well as slow down as drivers become more cautious with the increase in pedestrians. 	<ul style="list-style-type: none"> • The number one area of concern for our family is that the major road in the area of study Mildenhall, be prioritized include the addition of a pedestrian traffic solution (aka Sidewalks. • If in order to have sidewalks on Mildenhall we also have to have them on our street Stratheden we are more than prepared to do that. 	<ul style="list-style-type: none"> • Thank you for asking for our input.
22.	<ul style="list-style-type: none"> • My main focus is on the roads and traffic side. Starting with the key issues, problems and opportunities, I think that traffic speeds and safety issues along Lawrence Ave E need to be addressed. Living just east of Wanless on Lawrence Ave E, I am very conscious of the speed of traffic and potential safety implications. This is highlighted when my wife or I walk our children to Bedford Park School along Lawrence Ave E to Mount Pleasant. It certainly feels that traffic travelling eastbound exceeds the speed limit and the recent lane reconfiguration has not helped, since the traffic is now that much closer to the sidewalk. This has also made 	<ul style="list-style-type: none"> • Finally, evaluation criteria should include safety (separated by pedestrian, cyclist and general traffic), traffic speed reduction (if this is an explicit objective) and reduction in traffic infiltration. 	<ul style="list-style-type: none"> • Please keep me informed of the study progress and the timing of the next PIC.

	<p>my daily cycle to work that much more uncomfortable, since the narrower kerbside lane forces passing traffic that much closer. I do not believe that the recent lane reconfiguration has reduced traffic speeds as intended.</p> <ul style="list-style-type: none"> • I understand that a project was developed for Lawrence Ave E by the city of Toronto that added cycle lanes and presumably narrowed lanes, without any central median. I strongly request that this be added to the list of options for this EA, as I believe it would address many of the issues I highlight above. • In terms of the wider EA objective of considering options for roadway reconstruction in the Lawrence Park area and how this might be configured, I strongly urge the inclusion of sidewalks on any reconstructed roadway for safety reasons and the associated encouragement to walking. I often walk along Mildenhall and Pinedale with the children and find the lack of sidewalks unnerving. Certainly along Mildenhall, traffic speeds can be high, and is a prime example of where sidewalks should be implemented. In general, I think that for such reasons, addition of sidewalks should be City policy when reconstructing any roadway within the city. 		
23.	<ul style="list-style-type: none"> • You did a good job. Apparently there are residents opposed to change, even when needed for safety and community (as opposed to their individual) well-being. I hope we can work out a compromise that keeps the neighbourhood "feel" while improving the roads, bicycle infrastructure and sidewalks as is necessary and/or desirable from a community perspective. I am a believer in the concept of "complete streets" is important and should be implemented. it is supported by the Ontario Coroner and many at City Hall (I expect Councillor Minnan-Wong's motion to get support from most Councillors) and is an easy way to think about where we need to go. • I suggest that the "miss" was inadequate focus on bicycling in and through Lawrence Park as well as from and to Lawrence Park. There are a whole set of 	<ul style="list-style-type: none"> • Complete streets; safety for all (particularly the children, the elderly and others who are particularly at risk) through efforts to improve infrastructure; a lower speed limit on residential streets; community cohesiveness as a whole (not just a prestige sanctuary/place to go home to but a community in which to live together); the future of Toronto (low-carbon and very "urban") and Lawrence Park's "keystone" role in that future. 	<ul style="list-style-type: none"> • I would like to see (name removed) and (name removed) on the Advisory Committee. I would also like to see a representative of Cycle 25 on the committee.

	environmental (greenhouse gas and other pollutant) issues there as well as safety and convenience and community cohesiveness there that need separate study as well as study integrated with the rest of the issues.		
24.	<ul style="list-style-type: none"> The main issue/problem is that it is simply unsafe, particularly on Mildenhall, for pedestrians and especially for children. As I drive this stretch multiple times a day, I am reminded of the 5 year old girl in the Scarborough area who was recently killed by a garbage truck while making her way home from school. That neighbourhood did not have sidewalks either. In my mind, it is not a matter of 'if' but rather a matter of 'when' we will have an accident involving a pedestrian on Mildenhall. 	<ul style="list-style-type: none"> Keeping the aesthetic of the neighbourhood is important, however, I firmly believe that safety has to trump other considerations. Surely there is an attractive solution that can be found that is respectful of beauty and history of the neighbourhood, but still provides safe passage for pedestrians. I don't think anyone wants to see huge, ugly 'subdivision' sidewalks throughout the area, but the current situation is not acceptable. 	<ul style="list-style-type: none"> I walk my children from my house on Glenallan to Cheltenham Park and to Blythwood public school regularly. I also walk our dog. To be honest, I feel nervous anytime we are on Mildenhall. My preference is to avoid it at all costs as a pedestrian, but since it cuts our neighbourhood in half, there is no choice. I do not feel as passionate about sidewalks in other areas of the neighbourhood, but on the busy through streets (Mildenhall and St. Leonard's specifically) I think it is of vital importance.
25.	<ul style="list-style-type: none"> I was unable to attend the recent community meeting, 	<ul style="list-style-type: none"> If you asked me what solution I would 	<ul style="list-style-type: none"> Thank you for the

	<p>so my comments should be considered in that context. That said, I would submit that what seems to be missing from the identified scope of analysis is a prioritization that, in my view, the City and City Planners should put on basic public safety in the context of addressing the myriad of issues in Lawrence Park. Yes, storm runoff and basement flooding are issues to be dealt with, but as someone who regularly has to run up onto driveways and lawns to avoid speeding cars or the spray from speeding cars, I am dumbfounded at that the City would allow these potentially hazardous conditions continue.</p> <ul style="list-style-type: none"> • I live at the eastern end of Dawlish close to Bayview. On most nights and all day on the weekends, the visitors to the Lawrence Park Community Church park on the north side of Dawlish up to Daneswood. As a result, Dawlish which is full of pot holes, is barely wide enough to accommodate cars going east and west. There is no room for pedestrians or bikers. As there are no sidewalks and really no effective water runoff system, anyone who needs to walk on this stretch of Dawlish (either to walk their dog or go between the Church and their parked car) is forced into the road where they must avoid oncoming traffic or the spray from oncoming traffic. • The condition of the road on this stretch of Dawlish is such that my kids can't easily bike or play on it and my elderly parents can't walk on it. Sadly, the road has deteriorated to the point where it's perfect for big SUVs, but everything and everyone that is a non-SUV gets bounced around. Is this what the City wants to promote, a situation where only those in an SUV can travel safely on its streets? 	<p>propose for this stretch of Dawlish, it would be a pedestrian sidewalk on one side of the road, curbs and drainage on the other, repaved roadways and speed bumps to ensure that children and others who might want to bike or use the streets can do so without the threat of being injured by cars moving through the neighborhood at excessive speeds.</p> <ul style="list-style-type: none"> • The result would be a much safer environment for pedestrians and bikers (which should be the priority in residential neighborhoods) and a better water runoff system, which has ecological benefits. 	<p>opportunity to share my thoughts and concerns.</p>
26.	<ul style="list-style-type: none"> • Listening to the Q&A I was struck by the divide within the community. On the one hand we have older residents who like it the way it is, including potholes and flooding. This group seemed very concerned that improving the streets will make things worse. Traffic moving through the community would increase and 	<ul style="list-style-type: none"> • The degree to which the interests of all forms of transportation are addressed seems to be fundamental to a successful outcome. It seems that this is the intuitive approach that will be taken by those speaking at the open house, but the notion 	

	<p>move faster. The other group is younger with children and they want a community that is friendlier for those not in cars. These competing interests provide an opportunity to introduce the notion of 'Complete Streets'.</p> <ul style="list-style-type: none"> • Complete streets means that all forms of transportation are valued equally and protected through appropriate measures, whether those forms involve walking, public transit, bicycling, disability-related transportation devices or use of a vehicle. A Complete Street is designed for all ages, abilities, and modes of travel. The City has already adopted versions of this concept in a couple of places in the City - e.g. Moore Ave. in Moore Park and St. George St. in U of T. It seems to be a very good fit for Lawrence Park. 	of Complete Streets provides a framework to evaluate the success.	
27.	<ul style="list-style-type: none"> • The key issue for a non-flooder is the traffic problem! As the photos in your package show, • Lawrence Park is a "pokey" neighbourhood. Everything must be done to not destroy this condition and feeling. • It should not be forgotten that the aim is not to facilitate transient traffic, but to make the neighbourhood safer. A few seconds saved for a Lawrence Park resident by removing a tree which is "too close" to the road bed is not important when measured against the damage that can and would be done. • Some specific thoughts: <ul style="list-style-type: none"> - do not widen roads and/or remove trees - do not make Mildenhall a race track (by constructing sidewalks) - make using the neighbourhood as a "through fare" a traffic offence. Many countries (and Canada, to some extent) have solved this problem by posting signs along the lines of "No Left (or Right) Turn - Local Traffic Only". Such signs should exist, for example, along Lawrence at Wanless, Dinnick, etc. on to Yonge, Mt. Pleasant at Dawlish, St. Leonard's, and so on. • But, and most importantly, we need our traffic laws 		

	<p>enforced. Over the 35 + years that I have lived here, drivers have certainly become more brash, ignoring stop signs, speed limits, no-parking, etc. In my opinion, this is attributable in large part to the fact that our police are barely visible.</p> <ul style="list-style-type: none"> • Therefore, I think the City should have a policeman patrol a whole neighbourhood on foot/bike/ca. This would, no doubt, be cheaper than equipping the department with helicopters which would move enforcement into the sky rather than on the roads and into the neighbourhoods where it belongs. Such dedicated policemen could be new recruits, etc. Even a lower cost special force. 		
28.	<ul style="list-style-type: none"> • In my opinion the number one issue is safety. Secondary issues include flooding (since that is annoying but not dangerous), the look/feel of the neighbourhood, and tree retention. With respect to opportunities, I know that traffic calming measures were discussed at length. I would hope that this would include ways to reduce traffic flowing through the neighbourhood in general. While it would be nice to slow drivers down, it would be even better if they weren't cutting through Lawrence Park to begin with. The one item that was not discussed was Parks. We are very lucky to have Cheltenham Park in our neighbourhood, as well as the ravine at the end of Dundurn and Sherwood Park. Is there anything we can/should be doing to maintain/improve our parklands? Other opportunities might include a review of street lighting. I am not frequently out at night, but when I do walk to a friend's house - or more importantly when my kids are old enough to be out after dark - I would hope that all streets are well lit and safe. 	<ul style="list-style-type: none"> • Alternatives - I gather there are many traffic calming options, but I am far from an expert in this area. With respect to the high traffic streets, Mildenhall in particular, I see no alternative to sidewalks. Alternatives may work on other streets, but there are far too many cars driving in both directions along Mildenhall for anyone to be able to walk safely. (I currently drive my children to school as I do not see walking along Mildenhall to be a viable option.) • Criteria - Effectiveness, Aesthetics, Cost. 	<ul style="list-style-type: none"> • It would be nice to have a close-knit, friendly community and a walkable neighbourhood.
29	<ul style="list-style-type: none"> • I've lived on Blyth Hill during which I've had repeated conversations, emails, meetings with city officials (current and past counselor, plus others involved with sewers and roads) about the state of our roads on Blyth Hill, Blyth Dale and Blanchard. For the amount of 	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • On another note, Former Counselor first told me about the environmental study in 2010. Since that time, Blyth Hill, Blythdale

	<p>money we pay in taxes, it's shameful (approximately 2.5 million for our little enclave).</p> <ul style="list-style-type: none"> We live only 1 kilometre from Toronto French School, yet my children can't bike to their school (they are 6 and 9 years of age) because Mildenhall is dangerous. This past fall, my son (9) was almost hit by a car, and then the driver had the nerve to yell at us (we were travelling at the side of the road, and he didn't see us as there was a parked car). This winter, the city did install a pseudo-sidewalk on Mildenhall, but more improvements need to be made to slow down traffic and improve pedestrian/bike safety - bike lanes, speed bumps or more stop signs would be ideal. We also need sidewalks on BOTH sides of the street. 		<p>and Blanchard have paid 7.5 million in taxes. Oh, and we received notice that the our property taxes were increasing.</p>
30	<p>1) I live on Mildenhall and have no problem with sidewalks BUT in terms of safety it will not be enough. There are too many cut-through drivers going too fast, likely to increase with paved roads.</p>		<p>2) Hospital parking is an increasing problem. Since no stopping signs have been installed on Stratford and Daneswood, Handicapped parking has now moved to Mildenhall road (mostly near Blythwood Road/Stratford Ave) on BOTH sides of the street, impeding pedestrian/cyclist safety. I have watched the "handicapped" drivers get out and start the 5 - 10 minute walk to the hospital. Note these cars are parking over the "sidewalk" forcing pedestrians to walk up the middle of Mildenhall Road.</p> <p>3) Hospital parking - weekend. Mildenhall is also a preferred free parking alternative for non-handicapped hospital visitors on the weekend. In fact,</p>

			<p>several drivers have said the hospital parking attendants are directing the traffic here! Weekend hospital parking on Mildenhall Road began approximately two years ago and appears to be increasing every week!.</p> <p>Since the hospital addition, there has been a notable increase in hospital traffic on our residential streets - idling, illegal parking, obstructing driveways, causing congestion, adding noise, fumes, litter, and now forcing pedestrians to walk up the middle of our streets - specifically Mildenhall Road! While I feel for the visitors and patients who cannot afford the exorbitant hospital parking fees, it simply is not our responsibility to provide additional parking the hospital failed to account for when it expanded a few years back.</p>
31	<ul style="list-style-type: none"> St. Leonard's Avenue as you are probably aware is formally listed by the City as a secondary road. Over the past two decades it has developed strong traffic patterns around school commencement and finishing hours, and during rush hours as a cut-through route among major arteries and primary roads (Yonge, Mount Pleasant, Blythwood and Lawrence). This plus the in-fill construction activities of housing development has probably led to increasing cut-through traffic, more roadway deterioration and possibly stress for the stormwater drainage systems. 		

	<ul style="list-style-type: none"> • There is a secondary and quite serious traffic integration problem at the intersection of St. Leonard's Avenue and Bayview Avenue where two competing and traffic streams enter the unsignalled Bayview arterial system : the southbound ramp traffic from Lawrence Avenue and the traffic entering from St. Leonard's. At that intersection there is also a large day care nursery centre on St. Leonard's with children coming and going either by car or in strollers. A short distance down Bayview there is another stream of entering and exiting traffic at Dawlish. • Can I suggest that this particular set of traffic system interactions be examined for their impact on driver and pedestrian safety, and for their impact on the traffic flow within Lawrence Park.. 		
32	<ul style="list-style-type: none"> • I attended the meeting last Monday, April 22. Obviously, the passionate topic is road conditions and the safety of children on those roads. While there is seemingly a large group of vocal supporters for safer streets, which for them means sidewalks, these are the same five or so that attend every meeting. • I reside at 137 Mildenhall and find this part of the Wanless/Lawrence Park area as safe as any other. We are north of Lawrence on presumably the most dangerous stretch. My kids are now 17 and 15 and we have lived there for 12 years. I have never been concerned over their safety on Mildenhall. For this reason most residents on our street do not want Mildenhall widened with sidewalks. Also, smoother roads means faster cars. • is safe? The fact that one or two people that live on a street answered the survey and said that their street is unsafe, does not necessarily make it so. 		<ul style="list-style-type: none"> • I think any decision for how our street is or is not changed should primarily rest with those that live on it. I do not want someone on Rochester Avenue, or anywhere else in our area, deciding how my street should be changed. • Also, I was amused when the one map of Lawrence Park was shown that identified unsafe streets. It included both Cheltenham and Buckingham. Both are lightly travelled and have sidewalks on one side. If these

			streets are unsafe, then what street in Toronto
33	<p>First of all, let me begin by thanking you, City staff and the team of Environment Assessment consultants for convening the first (of several) public information meetings yesterday evening. I was encouraged by the turn out and the discussion as it showed how equally interested and passionate my fellow neighbours are about the future of our community and its evolution over the next several years.</p> <p>My family and I have been Lawrence Park residents for the last 6 years. Admittedly, we were first drawn to this community because of its rural character and 'country-like' setting. Our assumption was that we would be able to walk the streets safely with our children and our dogs every day, all year round. Yet, since our move here, walking the neighborhood has not always been an enjoyable experience. Realistically, our rural-like community is situated in a very active, urban environment. And without the proper pedestrian infrastructure in place, my choices have tended towards the car versus travelling by foot! My family and I are big supporters of the right to safe passage for all users, so we are thrilled that this road improvement study is taking place and we commend you!</p> <p>Of course, as with past meetings, there were the usual suspects in attendance last night: those voices staunchly in favour of preserving our neighborhood look and feel, calling for no change and critical of (what they consider to be) the City's needless spending. And there were those ardently defending the rights of daily users to safe passage within our neighborhood, which inevitably would call for some form of change and the commitment of dollars in order to adapt and progress. There were also, however, those participants who came last night simply to listen, learn and understand the process....not to debate or to interrogate. And there were also many others who could not attend for</p>		

<p>various reasons (family commitments, evening obligations, lack of childcare, etc) but who would have had their own opinions to share. I trust that you and your team will not mistake any form of 'silence' for indifference or compliance as you move forward in your investigation? From my understanding, there will be more opportunities along the way to provide feedback and input to the process so that all stakeholders will have a voice. And that is comforting.</p> <p>Although it is certainly important to encourage discussion so that we understand our history as a community and preserve our uniqueness, how we move ahead over the next few years to repair and redesign our infrastructure will be critical to how we continue to successfully evolve as a community. I like the idea of formulating an Advisory Committee and would like to put forth my own name as a possible future participant in these discussions. I support the mandate to preserve our greenspace while promoting mobility for pedestrians and cyclists....and, as well, I believe that we must find ways to effectively manage the volume, flow and speed of traffic within and throughout our neighborhood. I suggest that the call for Advisory participants not only considers diverse representation of opinion and ideas, but also ensures participants have the ability to remain open-minded and committed to looking for positive, long-term solutions that will meet the needs of most.</p> <p>In closing, I wanted to address a couple of points that were touched on during the course of yesterday's meeting that struck me as concerning:</p> <p>I envision that over the next few years, the Environmental Assessment process will develop a list of defined, prioritized and objective criteria for analysing, addressing and achieving the fundamental goals of our community; and that these criteria will be used as the foundation for future decision making. However, from last night's discussion, my impression is that historically in certain</p>		
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	<p>scenarios where a compromise cannot be reached on the introduction of sidewalks, that the status quo remains and typically no sidewalks would be installed. Would you or your team be able to comment on this? Does an impasse eventually come down to a political decision being made versus a policy decision? And if so, would you be able to articulate what the City's position would be in a situation where Lawrence Park residents cannot reach a compromise in the end, and a final decision will need to be made?</p> <p>Secondly, I think it will not only be important to consider the feedback of our community residents in the determination of sidewalks but also the experiences and input of the non-resident users of our roadways - for instance caregivers, cyclists and joggers. I'm interested to know how their feedback will be captured and utilized as part of the study and the decision-making process?</p> <p>Again thank you, Jaye, for your continued support. We look forward to finally one day achieving our goal for safer travel in our neighborhood!</p>		
34	<p>At the local meeting on Monday April 22 a Cycling Organization proposed changes to our neighbourhood which included their proposal for a 30km limit within Lawrence Park.</p> <p>We are OPPOSED to this proposed speed limit change. We also oppose any traffic amelioration such as speed bumps. The neighbourhood is well served by current traffic limits and is not a "throughway" for high volume traffic. We do not support such changes.</p>		
35		<p>1. pedestrian safety is paramount - In keeping with City policy and values around walkable neighbourhoods, criteria evaluating any alternatives and recommendations should place pedestrian safety at the centre. It makes no sense offering alternatives that go against City policies and programs around missing sidewalks, and sidewalks according to road</p>	<p>I would also like to express my deep disappointment in hearing that if a consensus is not reached on plans, the neighbourhood will remain as is, or status quo. Does that mean if some residents do not want the roads reconstructed</p>

		<p>designations.</p> <p>2. human rights and accessibility - The current state of the roads without a separate walkway for pedestrians in Lawrence Park is dangerous for people in wheelchairs or who are otherwise mobility-impaired. This is an accessibility issue, and a serious one considering Sunny View, a local school, serves physically disabled children.</p> <p>3. a long-term vision and sustainability - Alternatives should account for the fact that residents will change over time (particularly in terms of life cycle stage) and should account for increasing traffic trends.</p> <p>4. continuity of safe passage for all users of the roads - Lawrence Park has sidewalks - we need continuity in the rest of it.</p>	<p>or the drainage system to be corrected, this won't happen??? If this is not the case for the roads or the drainage system, then it should not be the case for sidewalks. I would like to think that, in the end, our progressive City protects the public interest. And safe passage for pedestrians is in the public interest now and in the future.</p>
36	<p>1. I am a senior and have lived all my life at the above address. Bayview (St Leonards to Blythwood) used to be a marsh and hence wet, so this could be the cause of many water issues (low lying marshy area): south of St Leonards was a woods and as you noted shady area.</p> <p>2. St Leonards Ave had a good sidewalk on the north side from St Ives to Mildenhall however when the house at Mildenhall and St Leonards (NW corner) was torn down and replaced the contractor was allowed to sod over the sidewalk and hence the loss of the sidewalk.</p> <p>3. Poor pavement is not entirely a bad situation as it keeps a lot of traffic out of the area.</p> <p>4. Lawrence Avenue Mildenhall to Bayview is currently congested area particularly at rush hour and there isn't</p>		

	room for bicycle lanes.		
37	<p>As a resident of St Leonards for over 40 years, I can say without hesitation that traffic on the street has increased dramatically from year to year. The cause is clear. It is the only through street from Mt Pleasant to Bayview and to exacerbate this, a traffic light was put at the Mt Pleasant intersection presumably to attract more traffic. One of the major causes is the traffic light at Lawrence and Mt Pleasant. Drivers avoid that intersection and turn at St Leonards. Can more be done at the Lawrence intersection to speed up traffic? The lights do not seem to be timed to accommodate different traffic patterns or times. The intersection of St Leonards and Bayview is potentially dangerous because of the ramp from Lawrence. You have southbound Bayview cars, cars coming into Bayview from Lawrence and finally cars from St Leonards entering Bayview. Would it be worth considering dead ending St Leonards at Bayview?</p>	<p>The former North York part desperately needs new road widening/paving and sidewalks. Let's not wait for a fatality.</p>	
Other Written Comments			
38	<p>Some time back a group of residents on St. Leonard's east of Mildenhall, and supported by residents on Dawlish, surveyed residents' views on traffic flows on those two streets.</p> <p>There was considerable support for the options of sealing off those two streets at their intersections with Bayview. Area protection has been a routine practice in many downtown areas. The traffic flows were, and still are, getting heavier by the year and not appropriate for secondary unsurfaced roads. Now that has a rationale for municipal departmental claims for larger capital budget appropriations. There are other options : in the Eastern portion of Lawrence Park there is a strong public preference for maintaining a "rural" atmosphere with unpaved roads and restricted cut-through traffic supported by planning limitations on outsized home developments of the kind which put pressure on all aspects of the existing infra-structure. The North York Traffic Department doesn't care for this option at all and has never developed other options or examined the public cost of the lack of well-defined planning provisions for the area. But the community's preference goes back many years to the original urban design vision of Lawrence Park as a "Garden City".</p> <p>Unfortunately, the political timidity of the previous councillor and the commanding position of the residents of Blythwood on the Lawrence Park Ratepayer's Association, and on the Lawrence Park Traffic Committee put to rest a reasonable attempt to preserve the inner workings of an historically distinctive community design. Secondary roads have been opened up to traffic and unplanned luxury-home development, and, as a result of those two factors, the expansion of municipal infra-structure spending to counter flooding and road use, has become a self-</p>		

	<p>fulfilling prophesy.</p> <p>Community planning does not enjoy a reputation of distinction in the eastern section of Lawrence Park. The predatory grip of the development community on in-fill construction and its ability to override the by-laws of elected officials is not among the best of democratic practices -- the arbitrary execution of administrative law has made by-laws unreliable instruments of community planning and community governance. The performance of the Committee of Adjustment, the Ontario Municipal Board, the Transportation Department and quite frankly the Planning Department itself, have all but eroded public trust in Lawrence Park East's role and place in the Official Plan.</p> <p>It is also quite remarkable that there are no tertiary plans for unique community areas which have predominantly 50' x150' lots, such as Lawrence Park and Lytton Park. Residents live with the political insistence that they plant more trees, preserve green space, protect the environment; and yet they have no protection from the absorption of valuable green space and garden-space by over-sized residential in-fill housing. It is of interest that there appear to be no overall limitations on the number and size of swimming pools in what is a flood-prone area, and only in very recent times has there been any by-law protection of trees (which can be subject to override by the OMB) or municipal guidance on optimum tree species for the area.</p> <p>If there are to be measures to control waste waters, the environment and traffic, they have to be reflected in something more cohesive than departmental plans for more infra-structure spending. The first priority had to be a credible tertiary-level Official Plan with administrative teeth and provisions which cannot be set aside, without right of appeal, by the Ontario Municipal Board.</p>
39	<p>I suppose, as a former senior civil servant much involved in budgetary controls and program analysis, my thoughts head for the answers to three issues : 1) the options; 2) the cost and performance of each option; and, 3) interconnections between programs and their options.</p> <p>In the case of East Lawrence Park I would say that sealing off the two intersections where St. Leonard's and Dawlish meet Bayview (let's say it is a "community traffic protection option") is a perfectly valid option to go into the final recommendations. It will have benefits and costs which depend upon an assessment of at least two possible deliverables : 1) improved pedestrian and traffic safety; and, 2) reduced traffic wear on the road surface and less stress on the storm and waste water sewer system. If these benefits are valid and the costs are acceptable, then the "community traffic protection option" might result in a consideration of a reduced need for hard surface paving and speed bumps.</p> <p>The interconnected program options are those you might develop for reducing ground water run-off -- which I take to be one of the study's primary intentions. It would be useful both for both the municipality and residents to have an assessment of how much of the basement and surface flooding in Lawrence Park has followed the construction of new housing. A survey of Lawrence Park households might be useful in that respect. All of which might feed back into the matter of the adequacy of the building by-laws and their enforcement and maintenance by the municipality and various administrative tribunals. It might also involve a consideration of stricter household requirements for waste water run-off -- not all homes have well maintained rainwater collection and disposal systems and it is not improbably that surface water run-off from one property to another (which is a frequent problem in Lawrence Park) could be reduced with relatively lower cost options (with municipal) enforcement, rather than with a full-scale expensive public works solution.</p>
40	<p>Just to reiterate my letter dated March 15, 2013, regarding paving of Mildenhall Rd., I canvassed the homeowners from Rothmere to Braeside</p>

	<p>Rd with the question: "would you like the street width to remain the same or widened" and "would you like to have sidewalks". There are 29 houses, five people were away. Of the 24 respondents,</p> <ul style="list-style-type: none"> - No one wants: the road to be widened beyond its current width, see attached sketch - All would like to have gutters or curbs to facilitate storm water management - Only one person wanted a sidewalk <p>The attached sketch shows the proposed dimensions for repaving Mildenhall Rd - they are based on as-built dimensions of roads that have been recently paved: Joicy Blvd., running north from Brooke Ave, Harley Ave., west of Joicy Blvd., and Felbrigg Ave., east of Yonge Blvd., to name a few. None of the roads that connect with Mildenhall have sidewalks - in fact there are no sidewalks around Wanless Park or on the streets in the surrounding area. Regarding safety issues, I have lived on Mildenhall for over 30 years. To the best of my knowledge there has never been an accident involving a pedestrian, cyclist or automobile accident during that time. Regarding Cycle 25's safety concerns in the Lawrence park area, is the area less safe than other areas of Toronto?</p>
41	<p>Unfortunately, I was unable to attend last week's information meeting on Monday April 22nd at Sunnyview Public School. In my absence, I understand there was much debate and discussion about the upcoming road improvement study and Environmental Assessment process. So at this point, I would like to submit our own comments for your consideration as the process moves forward. My family and I are Lawrence Park residents. I am writing you today in absolute support of making our roadways safer for all users, namely pedestrians. In the short term, it is our hope that our children will one day soon feel safe walking or biking to their school, to their friends' homes in the neighborhood or a nearby park. In the long term, it is our expectation that safe passage will be the right of anyone who uses our neighborhood roads along their daily travels. Thank you for your continued support of pedestrian safety and we look forward to the changes to come!</p>
42.	<p>Having reviewed the presentation and the information provided, I think the Cycle 25 submission (made by people in and around Lawrence Park) is important and should be take into account as a guiding document as the discussions proceed.</p>
43.	<p>Unfortunately, we were unable to attend last week's information meeting on Monday April 22nd at Sunny View Public School. In our absence, we understand there was much debate and discussion about the upcoming road improvement study and Environmental Assessment process. So at this point, we would like to submit our own comments for your consideration as the process moves forward.</p> <p>We are Lawrence Park residents. I am writing to you today in absolute support of making our roadways safer for all users, namely pedestrians. In the short term, it is our hope that our children will one day soon feel safe walking or biking to their school, to their friends' homes in the neighbourhood or to a nearby park. In the long term, it is our expectation that safe passage will be the right of anyone who uses our neighbourhood roads along their daily travels.</p> <p>Thank you for your continued support of pedestrian safety and we look forward to the changes to come!</p>
44.	<p>Unfortunately, we were unable to attend the information meeting on Monday April 22nd at Sunny View Public School. In our absence, we understand there was much debate and discussion about the upcoming road improvement study and Environmental Assessment process. So at this point, we would like to submit our own comments for your consideration as the process moves forward.</p> <p>We are Lawrence Park residents. I am writing to you today in absolute support of making our roadways safer for all users, namely pedestrians. In the short term, it is our hope that our children will one day soon feel safe walking or biking to their school, to their friends' homes in the neighbourhood or to a nearby park. In the long term, it is our expectation that safe passage will be the right of anyone who uses our neighbourhood roads along their daily travels.</p> <p>Thank you for your continued support of pedestrian safety and we look forward to the changes to come!</p>

45.	<p>Unfortunately, we were unable to attend last week's information meeting on Monday April 22nd at Sunny View Public School. In our absence, we understand there was much debate and discussion about the upcoming road improvement study and Environmental Assessment process. So at this point, we would like to submit our own comments for your consideration as the process moves forward.</p> <p>We are Lawrence Park residents. I am writing to you today in absolute support of making our roadways safer for all users, namely pedestrians. In the short term, it is our hope that our children will one day soon feel safe walking or biking to their school, to their friends' homes in the neighbourhood or to a nearby park. In the long term, it is our expectation that safe passage will be the right of anyone who uses our neighbourhood roads along their daily travels.</p> <p>Thank you for your continued support of pedestrian safety and we look forward to the changes to come!</p>
46.	<p>I am aware that consultations are currently taking place to discuss the road and drainage conditions in Lawrence Park. I heard about the information meeting on Monday April 22nd at Sunny View Public School but I was not able to attend. I would like to submit my own comments for your consideration as the process moves forward.</p> <p>I used to walk in Lawrence Park nearly every day with children, with or without a stroller. And I would also walk on my own to and from work in snow, on slippery roads and when it was dark outside. I would feel very nervous while walking on Lawrence Park streets, and I would worry about my safety and that of the children. I had no choice but to walk.</p> <p>I am writing to you in absolute support of making the roadways safer for all users, namely pedestrians. It is my hope that the children and I will one day soon feel safe. Please ensure the safe passage of everyone who uses the local roads to live and to work.</p> <p>Thank you for your continued support for pedestrian safety and I look forward to the changes to come!</p>
47.	<p>Unfortunately, we were unable to attend last week's information meeting on Monday April 22nd at Sunny View Public School. In our absence, we understand there was much debate and discussion about the upcoming road improvement study and Environmental Assessment process. So at this point, we would like to submit our own comments for your consideration as the process moves forward.</p> <p>We are Lawrence Park residents. I am writing to you today in absolute support of making our roadways safer for all users, namely pedestrians. In the short term, it is our hope that our children will one day soon feel safe walking or biking to their school, to their friends' homes in the neighbourhood or to a nearby park. In the long term, it is our expectation that safe passage will be the right of anyone who uses our neighbourhood roads along their daily travels.</p> <p>Thank you for your continued support of pedestrian safety and we look forward to the changes to come!</p>
48.	<p>I was unable to attend last week's information meeting on Monday April 22nd at Sunnyview Public School. It is my understanding that there was much debate and discussion about the upcoming road improvement study and Environmental Assessment process. I would like to submit my own comments for your consideration as the process moves forward.</p> <p>My family and I are Lawrence Park residents (92 Lawrence Crescent) and enjoy walking our children to school everyday. For this reason, I am writing you today in absolute support of making our roadways safer for all users, namely pedestrians. In the short term, it is our hope that our children will one day soon feel safe walking or biking to their school, to their friends' homes in the neighborhood or to one of our nearby parks. In the long term, it is our expectation that safe passage will be the right of anyone who uses our neighborhood roads along their daily travels.</p>

	Thank you for your continued support of pedestrian safety and we look forward to the changes to come!
49.	<p>Unfortunately, we were unable to attend last week's information meeting on Monday April 22nd at Sunny View Public School. In our absence, we understand there was much debate and discussion about the upcoming road improvement study and Environmental Assessment process. So at this point, we would like to submit our own comments for your consideration as the process moves forward.</p> <p>We are Lawrence Park residents. I am writing to you today in absolute support of making our roadways safer for all users, namely pedestrians. In the short term, it is our hope that our children will one day soon feel safe walking or biking to their school, to their friends' homes in the neighbourhood or to a nearby park. In the long term, it is our expectation that safe passage will be the right of anyone who uses our neighbourhood roads along their daily travels.</p> <p>Thank you for your continued support of pedestrian safety and we look forward to the changes to come! Ps. I'd like to add an additional concern and question. We are fairly new to LP (8 years ▯) and don't understand at all why we don't have decent paved streets. We hear all sorts of folklore, like the residents like the roads all torn up because it minimizes traffic. Can you tell me why our roads are literally third-world? And is this by choice by the residents??</p>
50.	<p>I was sorry to miss the recent information meeting held on Monday April 22nd at Sunnyview Public School. I understand there was much debate and discussion about the upcoming road improvement study and Environmental Assessment process. I would like to submit my own comments for your consideration as the process moves forward.</p> <p>I live on Wanless Avenue with my three young boys. We regularly walk along Mildenhall to participate in LPAA activities and to bring my youngest to The Lawrence Park School at the Lawrence Park Community Church.</p> <p>There is substantial traffic along Mildenhall, particularly at school drop-off and pick-up times. I am often frightened for my children's safety as cars pass by very closely with no curb or other barrier to divide car traffic from my 3, 6, and 9yo kids.</p> <p>The recent addition of a paved strip is a good start - but I am in strong support of further measures to protect pedestrians, cyclists, scooter users, and strollers.</p> <p>Non-motorized means of transport benefit our bodies, our environment, and our traffic congestion. Please continue to support your constituents by advocating for pedestrian safety!</p>
51.	<p>Unfortunately, my husband and I were unable to attend the information meeting held on April 22nd at Sunny View Public School. In our absence, we understand there was much debate and discussion about the upcoming road improvement study and Environmental Assessment process. So at this point, we would like to submit our own comments for your consideration as the process moves forward.</p> <p>We live on St. Leonard's Avenue, which becomes a very busy street during morning and afternoon rush hours. In addition to the volume, cars and trucks frequently travel over the posted 40 km/hr and drivers often appear distracted. There is no stop sign at which my children can safely cross the street to attend Blythwood Public School (at least, not without walking for a long block in the wrong direction). Walking to school with my children, I have watched cars drive through the stop sign at the Dawlish Ave/ Pinedale/ St. Leonard's Crescent intersection many times, and through the cross walk / stop sign at the foot of Pinedale at Glengowan. Dozens of children walk to school each day and</p>

	<p>have to negotiate these hazards; I know of several parents who drive their children to school to avoid exposure to this risk.</p> <p>We give our absolute support of any plan that will make Lawrence Park roadways safer for all users - especially pedestrians and cyclists. In particular, I would ask that any improvements to commonly travelled roadways, like St. Leonard's and Mildenhall Avenues, include some form of traffic calming. In one sense, the battered up condition of some of our streets is the only thing that keeps traffic moving at a slow and safe speed - I am concerned that if these roads become easier to drive on, the speeds and volume of traffic will increase.</p> <p>Thank you for your continued support of pedestrian safety and we look forward to the changes to come!</p>
52.	<p>Unfortunately, I was unable to attend the information meeting on Monday April 22nd at Sunny View Public School. In my absence, I understand there was much debate and discussion about the upcoming road improvement study and Environmental Assessment process. At this point, I would like to submit my own comments for your consideration as the process moves forward.</p> <p>I am writing to you today in absolute support of making our roadways safer for all users, namely pedestrians, and in particular, children who walk to and from school. In the short term, it is my hope that our children will one day soon feel safe walking or biking to their school, to their friends' homes in the neighbourhood or to a nearby park. In the long term, it is our expectation that safe passage will be the right of anyone who uses our neighbourhood roads along their daily travels.</p> <p>It is my understanding, based on the results of the Lawrence Park Traffic Survey that was done a few years ago (which the Lawrence Park Ratepayers funded), that the majority of Lawrence Park residents are in favour of sidewalks (66%, according to the survey). I have lived in Lawrence Park for 16 years. It is my impression that there seems to be a small but vocal minority that are opposed to sidewalks.</p> <p>Thank you for your continued support of pedestrian safety and we look forward to the changes to come!</p>
53.	<p>Unfortunately, I was unable to attend the recent information meeting held on Monday April 22nd at Sunnyview Public School. In my absence, I understand there was much debate and discussion about the upcoming road improvement study and Environmental Assessment process. So at this point, I would like to submit my own comments for your consideration as the process moves forward.</p> <p>My family and I are Lawrence Park residents. I am writing you today in absolute support of making our roadways safer for all users, namely pedestrians. In the short term, it is our hope that our children will one day soon feel safe walking or biking to their school, to their friends' homes in the neighborhood or to one of our nearby parks. In the long term, it is our expectation that safe passage will be the right of anyone who uses our neighborhood roads along their daily travels.</p> <p>Thank you for your continued support of pedestrian safety and we look forward to the changes to come!</p>
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	<p>Major issues that many of us residents face include the following:</p> <ul style="list-style-type: none"> -speeding, we need to reduce the speed limit to 30km. -drivers use our streets as a cut through to avoid traffic on Bayview, Mt. pleasant and Lawrence, we need to restrict access during rush hour -sidewalks are desperately needed in areas that do not have them. Our pedestrians, particularly our children are a risk in these areas where there are no sidewalks. <p>In the short term, it is our hope that our children will one day soon feel safe walking or biking to their school, to their friends' homes in the neighbourhood or to a nearby park. In the long term, it is our expectation that safe passage will be the right of anyone who uses our neighbourhood roads along their daily travels.</p> <p>Thank you for your continued support of pedestrian safety and we look forward to the changes to come!</p>
Comments sent to Councillor	
55.	<p>We attended the Environmental Assessment Public Information Centre meeting last Monday evening at Sunnyview Public School regarding the "Lawrence Park Neighbourhood Road & Storm Water Management Study - Class Environmental Assessment" and were dismayed at the obvious attempt by the Lawrence Park Ratepayers Association (LRPA), yourself and the City to expand sidewalks throughout Lawrence Park without proper notification and consultation and an open independent survey of the residents whose streets would be affected. Virtually all of the Lawrence Park residents that we know did not realize that this was part of the EA and were very upset that this was not made clear to them!</p> <p>The notice that was sent out for the meeting begins with "Join us at the first Public Information Centre (PIC) to learn more about the study, view the study findings of road and drainage issues, and provide your feedback." There is no mention of sidewalks and Lawrence Park residents who don't have issues with flooding or drainage and just expect the roads to be fixed don't bother reading on! This appears to us to be an obvious attempt to bury the issue of construction of more sidewalks in with the reconstruction of sewers and roads.</p> <p>We have now learned that a group that is pushing for more sidewalks has been mobilized for some time and appears to have the strong support of the LRPA. The LRPA claims to have done a survey but we now learn that it is over five years old. We and our friends do not recall being asked to participate in a survey nor were we even aware of it and as a result we do not believe that such a survey has any current validity. It is also now very clear to us that the LRPA does not represent all the residents of our neighbourhood and certainly not those of us that would like to retain the current country-like feel of our areas of Lawrence Park. We have only recently become aware of this and believe we have the right to be consulted.</p> <p>Recently, the construction of additional sidewalks has been buried under the "Flooding" heading in the communication we have received by the City, yourself and the Lawrence Park Ratepayers Association. In fact, in your most recent Newsletter, which was sent out prior to the meeting at Sunnyview, you don't even mention sidewalks at all! We and our friends are adamant that we should retain the country-like atmosphere we moved into over twenty years ago and currently enjoy in our part of Lawrence Park. We also feel that Toronto has enough of a budget problem! Why are more sidewalks in Lawrence Park more important than funds for transit and fixing roads in other areas which as you</p>

	<p>know are huge problems for the city!</p> <p>Below is the support that we have so far against more sidewalks after sending out just one email to a short list of friends. I have asked each of them to email their friends and neighbours to let them know what's going on. Jaye, I would hope that as the Councillor you will represent ALL of us in Lawrence Park and would want to seek to get EVERYONE'S opinion on this matter, NOT just that of the vocal minority. When a similar EA was conducted a few years ago for Hogg's Hollow, the City conducted an independent survey on the sidewalk question that was sent to ALL the residents of Hogg's Hollow to participate in. Almost 90% of the Hogg's Hollow residents who participated in the survey were against sidewalks. As a result, the City did not proceed with more sidewalks there. We would like you to confirm that the City will conduct an independent survey on SIDEWALKS that will go out to each owner of a house in Lawrence Park whose street would be affected for their input into this proposed community changing construction.</p> <p>"I am quite concerned about the move to have sidewalks in our neighbourhood. Hoggs hollow was able to defeat sidewalks by having a survey done of residents. I think sidewalks will detract from the rural feeling of our neighbourhood."</p> <p>"I fall into the preservationist group, happy to keep the rural feel to the neighborhood."</p> <p>"We support retaining the current country-like setting of no sidewalks in Lawrence Park."</p> <p>"Anything I can sign to support the no sidewalk side."</p> <p>"I am very happy to sign a petition against sidewalks if one is circulated."</p> <p>"I am also NOT in favour of sidewalks."</p> <p>"Support your views."</p> <p>"100% support you."</p> <p>"I am not against road repair and a sidewalk on Mildenhall but would not like to see sidewalks throughout Lawrence Park. Aside from the aesthetic, I definitely think the money to do so can be better used elsewhere."</p> <p>"Arlene and I are opposed to the sidewalks. One of the many advantages of living in Lawrence Park is the fact that it does NOT have sidewalks and is able to maintain its "rural setting" in an urban environment setting."</p>
56.	<p>Unfortunately, we were unable to attend last week's information meeting on Monday April 22nd at Sunnyview Public School. In our absence, we understand there was much debate and discussion about the upcoming road improvement study and Environmental Assessment process. So at this point, we would like to submit our own comments for your consideration as the process moves forward. My family and I are Lawrence Park residents. I am writing you today in absolute support of making our roadways safer for all users, namely pedestrians. In the short term, it is our hope that our children will one day soon feel safe walking or biking to their school, to their friends' homes in the neighborhood or a nearby park. In the long term, it is our expectation that safe passage will be the right of anyone who uses our neighborhood roads along their daily travels. Thank you for your continued support of pedestrian safety and we look forward to the changes to come!</p>
57.	<p>This letter is sent as a followup to your community information evening. Unfortunately, we were unable to attend last week's information meeting on Monday April 22nd at Sunnyview Public School. With 3 small children, we have a very hectic schedule and, although the meeting was VERY important to us, we were unfortunately unable to attend. In our absence, we understand there was much debate and discussion about the upcoming road improvement study, and the Environmental Assessment process. We would like to submit our own comments for your consideration as the process moves forward. We are Lawrence Park residents. The roads, condition, and lack of safety for our children has been a HUGE concern for us since moving into this neighbourhood. I am writing to you today in absolute support of making our roadways</p>

	<p>safer for all users, namely pedestrians. In the short term, it is our hope that our children will very soon feel safe walking or biking in the neighbourhood. Presently, it is absolutely DANGEROUS for them to walk or bike to their school, to their friends' homes in the neighbourhood, or to a nearby park. In the long term, it is our fervent expectation that safe passage will be the right of anyone who uses our neighborhood roads on a daily basis. Thank you for your continued support of pedestrian safety and we look forward to the changes to come! Please let me know if we can provide you with any further or more detailed information that may assist you in pursuing safety through change.</p>
58.	<p>Unfortunately, we were unable to attend last week's information meeting on Monday April 22nd at Sunny View Public School. In our absence, we understand there was much debate and discussion about the upcoming road improvement study and Environmental Assessment process. So at this point, we would like to submit our own comments for your consideration as the process moves forward. We are Lawrence Park residents. We are writing to you today in absolute support of making our roadways safer for all users, namely pedestrians. In the short term, it is our hope that our children will one day soon feel safe walking or biking to their school, to their friends' homes in the neighbourhood or to a nearby park. Thank you for your continued support of pedestrian safety and we look forward to the changes to come!</p>
59.	<p>Unfortunately, we were unable to attend last week's information meeting on Monday April 22nd at Sunny View Public School. In our absence, we understand there was much debate and discussion about the upcoming road improvement study and Environmental Assessment process. So at this point, we would like to submit our own comments for your consideration as the process moves forward. We are Lawrence Park residents. I am writing to you today in absolute support of making our roadways safer for all users, namely pedestrians. The lack of sidewalks and poor condition of many of the streets in the area is a major concern to us. We have two daughters, aged 2.5 yrs and 4 months, and in the short term, it is our hope that our children will one day soon feel safe walking or biking to their school, to their friends' homes in the neighbourhood or to a nearby park. In the long term, it is our expectation that safe passage will be the right of anyone who uses our neighbourhood roads along their daily travels. Thank you for your continued support of pedestrian safety and we look forward to the changes to come!</p>
60.	<p>Unfortunately, we were unable to attend last week's information meeting on Monday April 22nd at Sunny View Public School. In our absence, we understand there was much debate and discussion about the upcoming road improvement study and Environmental Assessment process. So at this point, we would like to submit our own comments for your consideration as the process moves forward. We are Lawrence Park residents. I am writing to you today in absolute support of making our roadways safer for all users, namely pedestrians. In the short term, it is our hope that our children will one day soon feel safe walking or biking to their school, to their friends' homes in the neighbourhood or to a nearby park. In the long term, it is our expectation that safe passage will be the right of anyone who uses our neighbourhood roads along their daily travels. Thank you for your continued support of pedestrian safety and we look forward to the changes to come!</p>
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62.	<p>Unfortunately, we were unable to attend last week's information meeting on Monday April 22nd at Sunny View Public School. In our absence, we understand there was much debate and discussion about the upcoming road improvement study and Environmental Assessment process. So at this point, we would like to submit our own comments for your consideration as the process moves forward. We are Lawrence Park residents and our children attend Toronto French School. We are writing to you today in absolute support of making our roadways safer for all users, but especially pedestrians. In the short term, it is our hope that our children will one day soon feel safe walking or biking to their</p>

	<p>school, to their friends' homes in the neighbourhood or to a nearby park. In the long term, it is our expectation that safe passage will be the right of anyone who uses our neighbourhood roads along their daily travels. Thank you for your continued support of pedestrian safety and we look forward to the changes to come!</p>
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