

We Are One

Presentation to Jan 22, 09
Community Meeting
By Working Group Team Members

OBJECTIVE

- The Finch/ Warden Area Revitalization group Team Members would like to share their views and observations so far

YES WE CAN P 1

- Can we rally the community interest, overcome lack of knowledge, provide access to information about the planning process and reduce the feelings of marginalization?

YES WE CAN P 2

- Can we create community review boards with decision rights, to review development applications and recommend changes to the secondary plan as neighbourhoods evolve?

YES WE CAN P 3

- Can we abolish the OMB's planning authority over the City of Toronto?

YES WE CAN P 4

- Can we demand that all levels of government be accountable to the people and work together in the best interests of the citizens they promised to serve?

YES WE CAN P 5

- Can the Community working together with owners, developers, planners and elected officials create a better society?

OUR DREAM VISION P 1

- Our Team does not oppose change
- Development must not distort the physical attributes of the area nor should it ever threaten existing residents' quality of life
- Current proposal gives rise to fears of crowding in the limited ground area at the bottom of these 8 proposed new buildings

OUR DREAM VISION P 2

- community is entitled to its dream vision of a pleasant environment and quality of life.
- students at the Ryerson University School of Urban & Regional Planning and their professor Mitchell Kosny will help us to come up with a **doable dream vision for the community.**
- 9 graduating students are assisting us to define our dream vision of a sensible and manageable revitalization of the Bridlewood premises.

Seniors Needs

- Affordable housing of the project should be dedicated to seniors
- Space required for seniors health and wellness programs
- Need wider and well drained sidewalks
- Need safer Finch/Warden crossing for seniors with walkers, wheelchairs or for those walking slower

SCHOOLS P 1

- Concern of influx of added students on the quality of education for area schools
- most primary schools operating at or above capacity
- secondary schools are well beyond 100% capacity
- density of existing area is stretching our educational institutions beyond capacity to provide viable results.

SCHOOLS P 2

- How 500 or more students could be accommodated in overcrowded schools?
 - Building New Schools ?
 - Redefining Boundaries ?
 - Bussing?
 - Placing Restrictions on New Homeowners ?

SCHOOLS P 3

- We want schools that are not overcrowded so that our children can receive the quality of education they deserve
- We want growth to be controlled so that the TDSB can effectively plan and deal with present population density without excessive increases that will result in future educational disasters

SCHOOLS P 4

- We want future development in this area to be sensitive to the educational needs and limitations of the area.
- Above all, we want what is best for our children because they represent our future.

HOSPITAL

- TSH Grace site is over capacity and under serviced.
- Long wait times for emergency and operations
- 4000 new residents will overburden an already under serviced health system
- Hospital services must be expanded before they move to the Community

Community Services P 1

- Library at Bridlewood Mall in need of major expansion
- Need more accessible public swimming pools for swimming classes
- Leacock arena now closed. We need an ice rink for the Community

Community Services P 2

- Need additional soccer fields and baseball fields for our youth
- Need to expand our Community Centers at Leacock and L'Amoreaux

Community Services P 3

- Need more access to Parks and Gymnasiums for youth population to enroll in sport activities rather than gang activities
- United Way identified Steeles L'Amoreaux Community as a Priority Community in need of a Community Hub. \$1M is earmarked to help our community with other partners yet to come forward.

Community Services P 4

- development bringing 4 to 5000 people in our area must contribute significantly to improving Community services available for the present and future residents.
- Developer, City Planning ,City councillors and Mayor must make sure that Bridlewood Mall development costs be assigned to improving Community services for local taxpayers.

Hydro Reliability P 1

- numerous power failures
- Jan 13 lasted 3 hours: caused by failure of porcelain insulator on a large 27,600 volts feeder (502M22)
- Dec 8 lasted 1.5 hour: caused by failure of a Flame Arrester.
- 2 other power failures affecting a smaller area within Heathwood Community went undetected (afternoon Nov 18 and evening Dec 8)
- residents have also witnessed Bridlewood Mall closed due Power failures_

Hydro Reliability P 2

- Toronto Hydro to increase the reliability of our electrical system to the level that we experienced in Scarborough in the 80's and 90's where we could go several years in a row without a power failure
- Power failures are threats to our safety and they should be eliminated for current residents and future development residents.

Water/Sewers

- Our area has severe sewer problems which must be addressed
- Sanitary sewers are backing into residence homes during heavy rain falls
- Underground parking is often flooded
- Water pressure in our area is sub standard and must be upgraded

TTC Transportation/Traffic P 1

City of Toronto's Official Plan states that:

- growth will be directed to facilitate social interaction, public safety and cultural and economic activity
- such growth will be directed to concentrate jobs and people in areas well served by surface transit and rapid transit stations.

TTC Transportation/Traffic P 2

- High density developments like the proposed Bridlewood Mall project should be aligned with highly serviced transit routes (ie. subway lines) not in a neighbourhood serviced by only 2 bus routes - the Warden bus and the Finch bus
- Communities need to grow at "transit supportive" densities.
- Need to further study the optimal increase in density with the type of public transit being considered to accommodate the proposed growth.

TTC Transportation/Traffic P 3

- Traffic and TTC data are out of date or irrelevant as readings show ONE day in the year and at an intersection several kilometers away from this site.
- TTC staff have yet to inform us whether current demographic and growth data have been considered in the decision to build an LRT along Sheppard versus a subway line which would be more supportive of high density developments.

TTC Transportation/Traffic P 4

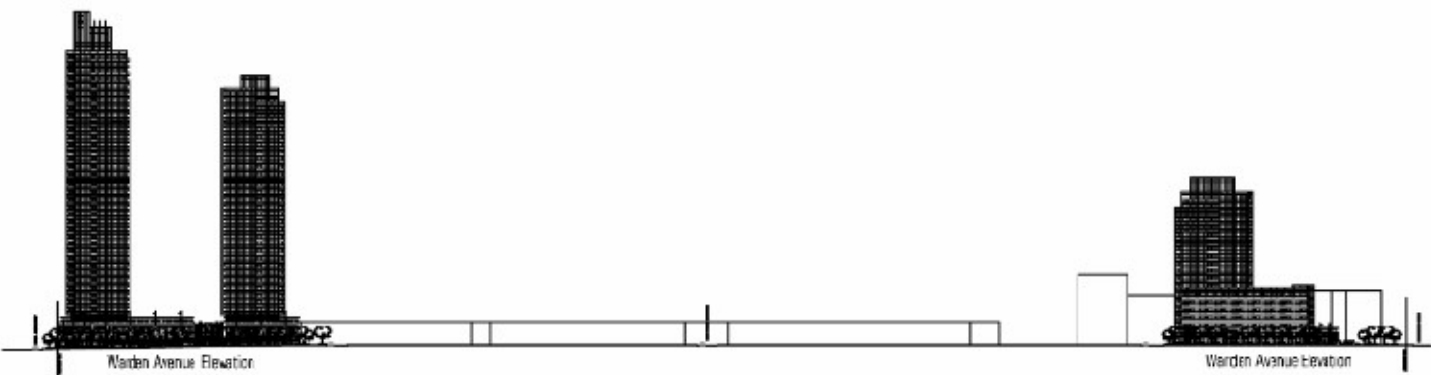
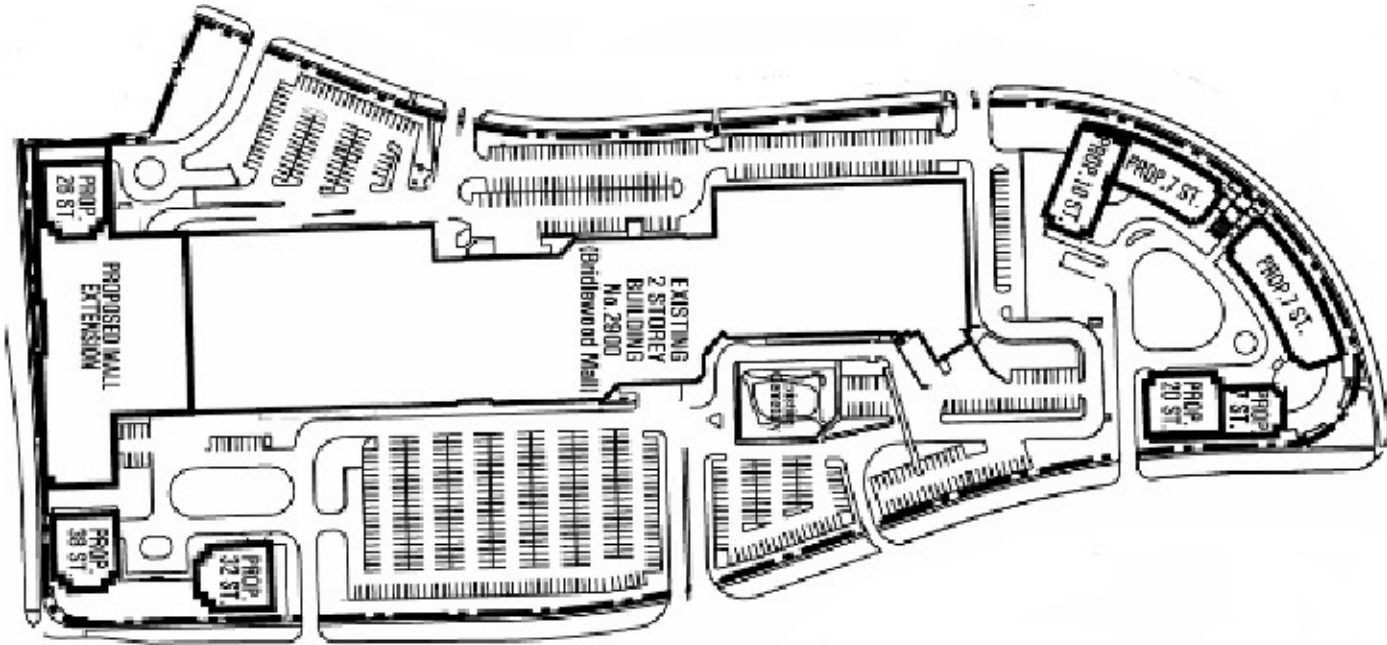
- If 1/4 or 1200 of the 4000 to 5000 residents in this development were to take public transit to reach the subway lines during rush hours, there would be a need to add 25 more buses along Finch and Warden. Finch currently carries 2200 people at peak hours.
- There are other high density projects being considered if not already approved along the Sheppard corridor.

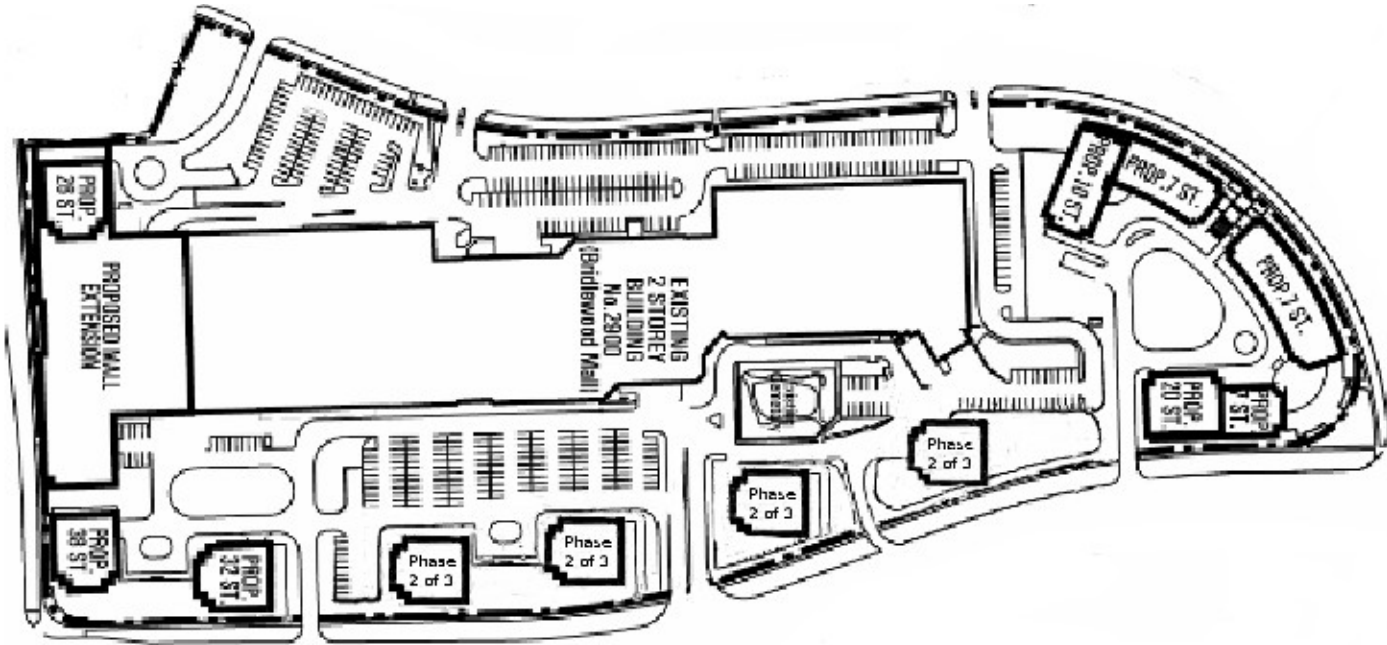
TTC Transportation/Traffic P 5

- We strongly believe that adequate analysis has not been done and that further studies need to be undertaken.
- A Sheppard Subway with feeder bus lines coming down the main roads like Victoria Park, Pharmacy, Warden, Birchmount and Kennedy would make sense and would improve North/South congestion streaming down the 404.
- The flow of riders to a Sheppard subway would alleviate some of the Finch corridor bus load which is the busiest route in all Toronto if not the country.

Phase in P 1

Phase 1 of 3 ?





Phase in P 4

Phase 3 of 3: might be:

- another building at the South-end and two on the West side
- or replace some or all of the mall with buildings similar to those in Phase 1

Phase in P 5

- This re-zoning application:
 - possibly more than 4,000 people,
 - perhaps 10,000 to 12,000 people!

Mixed Use P 1

- Development of any "Mixed Use" parcel should be "Mixed Use"
- Any new development should be at least 50% employment and no more than 50% residential

Mixed Use P 2

- "Mixed Use" and "Intensification":
 - extremely profitable for developers
 - more profitable than operating a retail mall
- Reduced reliance on cars
 - Live, Work and Play

Mixed Use P 3

- Existing shopping mall is a community and neighbourhood asset
 - area in and around Bridletowne Circle
 - has been a carefully planned neighbourhood
 - balanced residential, retail, open and green space

Mixed Use P 4

- Conversion of parking space and retail weighting to residential
 - un-healthy for the future of the mall
 - un-fair to existing residents, who would still need to shop by car.

Mixed Use P 5

- To add residences without adding work, shop and play
 - might benefit the new residents, but
 - disadvantage existing area residents

Mixed Use P 6

- Site should provide new jobs for the new residents
 - otherwise any on-site jobs filled by the new residents would displace existing workers

Mixed Use P 7

- The site should include more office and commercial space:
 - more jobs
 - affordable commercial space for social services

Perhaps the mix should be:
at least 1/3 commercial, at least 1/3 retail
and at most 1/3 residential

Mixed Use P 8

- New high rise condominiums
 - will be severed from their original property,
 - each future parcel AFTER severance should be "Mixed Use" with at least 50% employment