

Yonge/Steeles Redevelopment –Roads

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1) A holistic approach is needed.

The Crestwood neighbourhood is a quite residential community with many of the residents having lived there for over 40 years. With the coming construction along Yonge/Steeles this community will experience an upheaval in terms of the impact on the daily lives and enjoyment of their community.

To date there are 19 different large buildings already looking for approval and likely more to come as well as the potential for the subway expansion north to Yonge/Steeles. With this amount of activity, the Crestwood community will have to put up with what will likely be:

- 1) At least 10 years of ongoing construction.
- 2) Increased congestion along Yonge/Steeles from an already very congested area.
- 3) Increased local traffic through the neighbourhood.
- 4) Increased noise, wind, and overhead shadow effects from the new buildings
- 5) Change in the culture and makeup of our neighbourhood.
- 6) Overcrowding, as multiples of people move into our quiet neighbourhood.
- 7) Etc.

This will be an excessively big infringement on the community that has called this neighbourhood their home for the last 30-40 years. To minimize some of the impact, the City must ensure that we go forward with a holistic approach to this development, from a logistics point of view looking at the timing of construction, the flow of traffic, the need for roads, the elimination of noise, congestion and disruption to peoples lives.

2) Need for holistic approach to roads!

The redevelopment of Yonge/Steeles when completed will bring thousands of new people to this area and traffic and crowding will become a big concern for the neighbourhood. But even before that, during the construction period, the traffic situation will be of paramount importance.

During the construction period machinery and equipment, workers and their trucks, barriers, detours, and closed sidewalks will all have a massive effect on the community.

While there are currently 19 new buildings being proposed, there are **NO NEW ROADS** on the drawing board. Each proposed site has its own version of how they will deal with their need to move around the construction sight and get their buildings up and running. But no one has an overall plan which looks at the impact on the neighbourhood as a whole and on the residents living within this environment.

Individual proposals include building temporary cul de sacs, private roads with only half the required width and partial road extensions to facilitate their own needs. This does not consider the needs of the neighbourhood. The Secondary plan calls for 2 roads to be added to this area to alleviate some of the congestion and improve the flow of traffic. The extension of Powell Rd. south from Crestwood to Steels and the extension of Royal Palm east from Hilda to Yonge St.

It is imperative that these roads be constructed at the beginning of this redevelopment project to better facilitate movement of traffic and people through the neighborhood as the Yonge/Steeles roads and sidewalks get disrupted by the construction.

SAFETY OF EVERYONE:

It is also important from a safety standpoint, so as not to force people on to the road as sidewalks are closed and traffic is diverted. Of primary concern in this respect should be access for fire safety and ambulances to these new buildings both during construction and after. The need for swift unimpeded access to these buildings and to the neighbourhood by emergency services including fire trucks, police and ambulatory services, requires that the building of these roads be expedited. The roads must be a priority and must be built before all other construction begins.

SOME BACKGROUND INFORMATION:

When the currently existing buildings and strip malls along Steels were proposed the Crestwood residents petitioned to have the Royal Palm Rd. built at the same time. The City at that point, had the landowners on the North side of Steeles convey a road allotment to the city to facilitate the road, however the City DID NOT require these landowners to build the road nor were they required to make any payments towards the construction of such a road. The result was that the road was never built.

The landowners on the north side of Steeles were allowed to develop their properties and economically benefit from their investments for the past 30 years while the resident of the south side of Crestwood become "landlocked" waiting for a road to go through. Many of our long-term residents have counted on the Royal palm extension to unlock the value of their property. Many have counted on this property for their retirement and some have died waiting for this to happen.

This **contrasts** with what happened on the west side of Hilda where the Crestwood residents, with the backing of Counselor Garnet A Williams, were able to negotiate with the developers to get Royal Palm Built from Hilda west to Jacob Fisher. The Developer on the north side of Steeles agreed to

- 1) build the road.

- 2) pay for the entire construction cost
- 3) providing water and hydro service to the lot line for the Crestwood properties
- 4) build a row of single-family homes on the south side of Royal Palm, to provide for an easier transition from Crestwood to the buildings on Steeles.

3) New opportunity to get it right.

Council now has a new opportunity to have a positive impact on this neighbourhood by making sure that Royal Palm and Powel Rd become a priority for the redevelopment of this area.

Now that the Developers on the north side of Steeles are looking to redevelop their properties and gain significant economic value, it is time to also ensure that the residents of Crestwood Rd have the opportunity to develop their properties and not be landlocked once again.

Council must ensure that:

- 1) The proper land allotment is conveyed from each of the developers for both roads to be fully and properly built.
- 2) The Developers allow the proper setbacks in their proposals to not impinge on the potential roads, regardless of when the roads get built.
- 3) Building setbacks should be required as if the road is currently in existence.
- 4) The proper costing should be allocated to the developers to ensure that the money is there for the completion of permanent road as specified in the Secondary plan.
- 5) Construction of the roads must come at the beginning of the process.
- 6) The Developers must be tasked with building the road before the construction of their buildings begins.

4) Failure to build these roads.

Without a co-ordinated, holistic approach to these developments and the construction of these roads will result in a hodge podge of private roads, mismatching section of roads, cul de sacs, and no access for the community.

Moreover, it will result in arguments and disagreements as to where the road allowances should go and who must give up what to get it done, and beyond that the City will have failed to secure the funding needed to pay for the construction.

Failure to build these roads at the onset of the redevelopment will once again leave the residents of Crestwood Rd. to suffer all the inconvenience, the noise, the traffic, the crowding, the wind and shadow effects, i.e., all the downside while all the benefit once again goes to the big developers.

5) Beneficial to all

Building these roads at the beginning of the redevelopment benefits all concerned.

It will provide for better traffic flow; a safer environment and it will also allow the Crestwood residents to finally be able to develop their properties after all these years.