

**THE SOUTH ROSEDALE RATEPAYERS' ASSOCIATION
THE NORTH ROSEDALE RATEPAYERS' ASSOCIATION
THE GOVERNOR'S BRIDGE RATEPAYERS' ASSOCIATION**

**CONVENE AN
IMPORTANT
PUBLIC MEETING**

**AS IT RELATES TO A PRESENTATION ON THE
THE DON VALLEY TRANSPORTATION
MASTER PLAN**

DATE: MONDAY, APRIL 4, 2005

TIME: 7:30 PM

**PLACE: ROSEDALE UNITED CHURCH
(Glen Road and Roxborough Drive)**

**In attendance will be Councillor Kyle Rae and Staff of the City's Transportation
Department**

BACKGROUND

A special joint meeting of the City of Toronto's Transportation, Planning and Works Committees is scheduled to meet on April 7, 2005 to consider approval of the Don Valley Corridor Transportation Master Plan Study ("DVTMP") and its associated recommendations. If approved, the DVTMP will guide the implementation of mass transit improvements in the Don Valley Corridor for years to come.

As a unified group, the **South Rosedale Ratepayers' Association** ("SRRA"), the **North Rosedale Ratepayers' Association** ("NRRA") and the **Governor's Bridge Ratepayers' Association** ("GBRA") are concerned that some aspects of the DVTMP will have serious, long-term negative impacts on our collective neighbourhoods and the City is rushing approval of the recommendations without thoroughly considering these impacts and/or alternatives.

The DVTMP is recommending both a TTC Bus Rapid Transit Service ("BRT") from Don Mills Road to the Castle Frank Subway Station and a GO Transit BRT from Highway 407 to the Castle Frank Subway Station.

To facilitate implementation of the BRT, the DVTMP is also recommending the construction of an extension to Redway Road which would connect Laird Drive to Bayview Avenue immediately south of the CPR rail line at Nesbitt Drive.

The issue of the BRT terminating at Castle Frank Subway Station will potentially result in a volume of one bus every 2.5 minutes entering or leaving the Station. This plan is inconceivable for the residents of South Rosedale living in the immediate proximity of the Castle Frank Station. They already witness the daily traffic chaos as vehicles traveling up the Don Valley Parkway off-ramp exit onto Bloor Street during the rush hour period.

The environmental impact of this aspect of the DVTMP is also high on our list of concerns. Crothers Woods, a natural growth forest in the Don Valley will have the newly constructed Redway Road Extension running immediately adjacent to it with the buses and their attendant noise and air pollution potentially shattering this fragile ecosystem.

In addition, it is anticipated that the construction of Redway Road as an initially "bus-only" thoroughfare will be a tenuous commitment at best. This designation could easily be overturned or varied through a By-law change and ultimately make this a car thoroughfare, which would result in a dramatic inflow of traffic through the Governor's Bridge area, North Rosedale and South Rosedale as drivers attempt to gain access to Mount Pleasant Road and Yonge Street.

The South Rosedale Ratepayers' Association, North Rosedale Ratepayers' Association and Governor's Bridge Ratepayers' Association fully support all reasonable and cost-effective mass transit initiatives over structural roadway improvements, however as collective neighbourhoods we are calling on the City to:

- Complete additional technical feasibility work to more fully assess the impacts and costs of the Castle Frank Subway Station BRT connection prior to finalizing the DVTMP and initiating an Environmental Assessment.
- Investigate the feasibility, costs and impacts of additional alternatives to achieve mass transit objectives, including the use of heavy or light rail improvements in the Don Valley Corridor (a transit method used by most modern cities in the world as an environmentally sound, economical means of moving people).

PLEASE ATTEND THIS PUBLIC MEETING TO INFORM YOURSELF AND OTHERS OF THIS URGENT ISSUE AND BY YOUR PRESENCE, INDICATE YOUR OPINION IN ADVANCE OF THE APRIL 7TH COMMITTEE MEETING