



*South Armour Heights Residents' Association*



# Follow up Survey 2020

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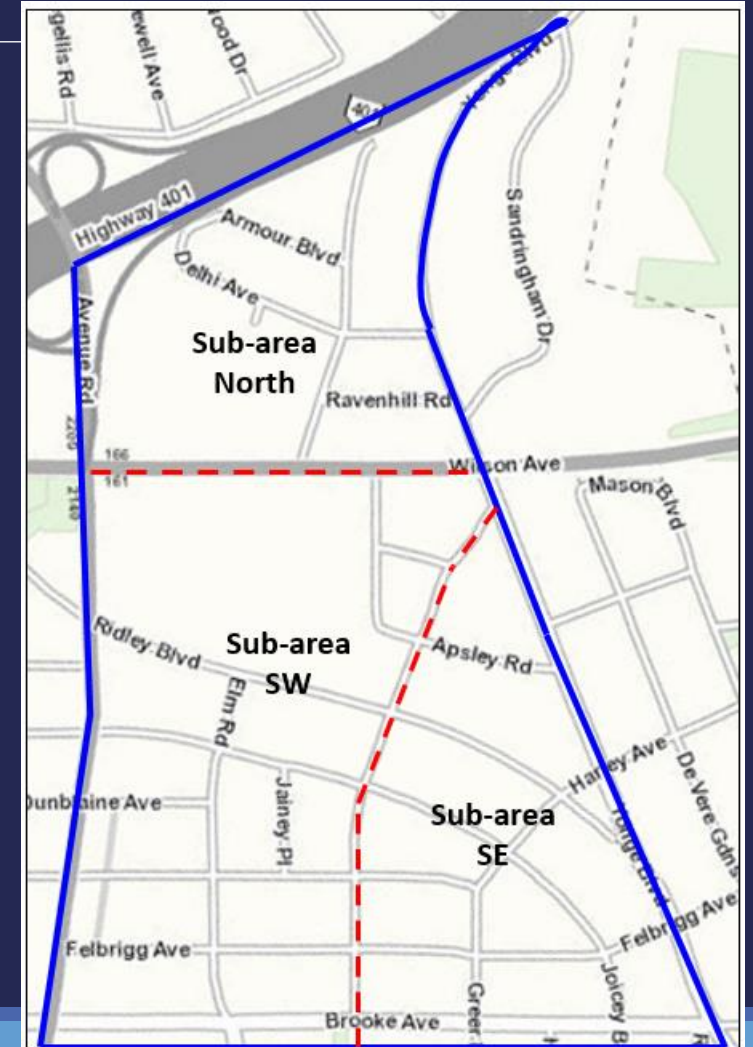
Responses accepted September 21 – October 18, 2020

73 Responses received



# SAHRA's Sub-areas

	No. Houses	No. Emails	%	Survey Responses	% responses to emails
Within SAHRA's area*:					
◦ North: North of Wilson	152	101	66%	17	17%
◦ Southeast: East of Esgore	285	127	45%	15	12%
◦ Southwest: West of Esgore	385	203	53%	40	20%
<b>Total</b>	<b>822</b>	<b>431</b>	<b>53%</b>	<b>72</b>	<b>17%</b>



\*Responses only requested (by email) from addresses within SAHRA's boundaries



# On next slides

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- Overall percentages are compared to all responses
- Sub-area percentages are compared to responses within the Sub-area

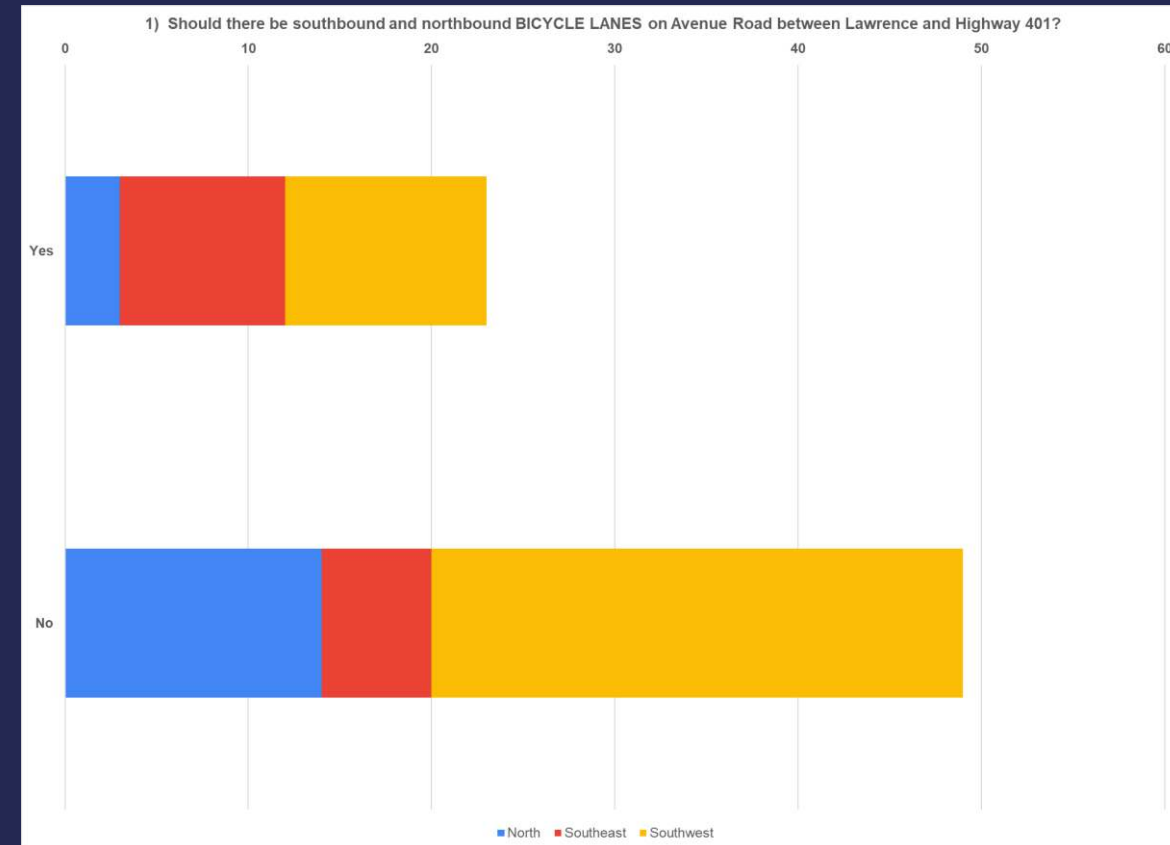


# Bike lanes on Avenue Road

◦Yes: 32%

◦No: 68%

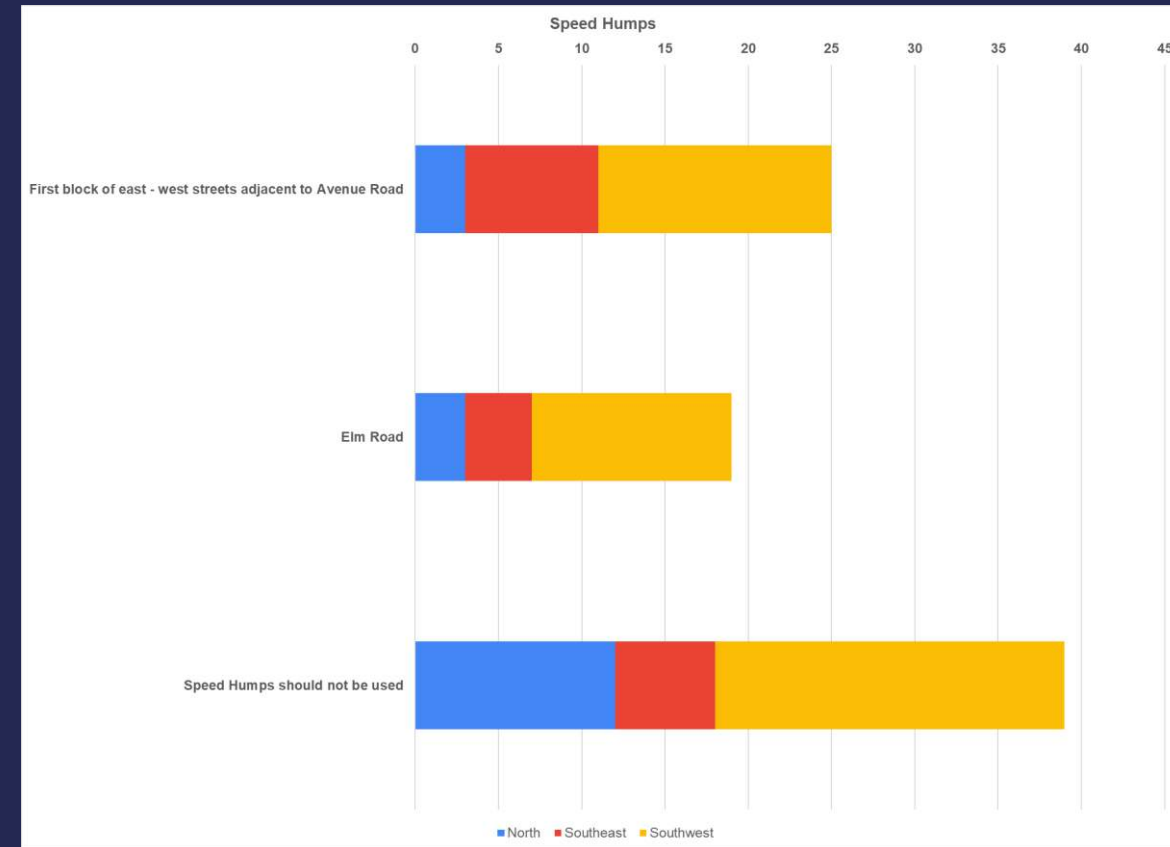
◦Yes in SE Sub-area: 60%





# Speed Hump Placement

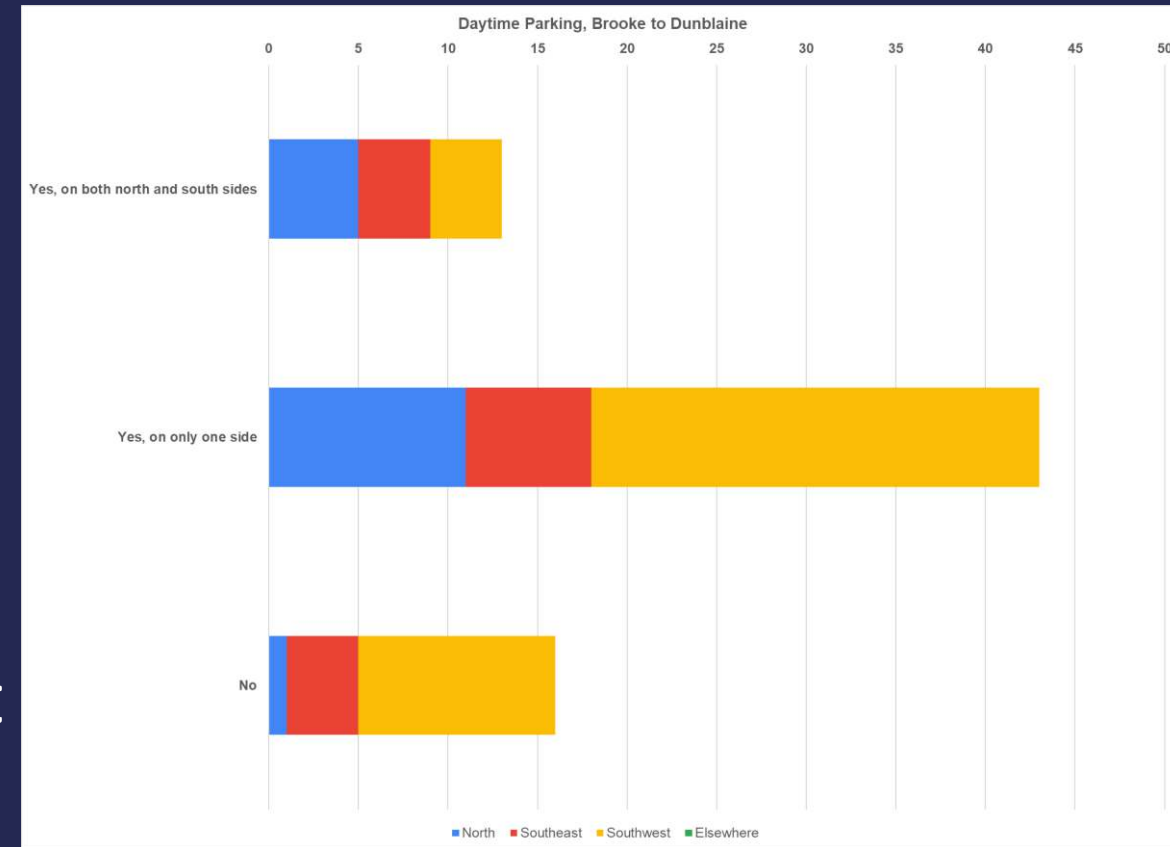
- First block of east - west streets adjacent to Avenue Road: 30%
- Elm Road: 23%
- Speed Humps should not be used: 47%
- North Sub-area particularly against speed humps: 71%





# Daytime parking, Brooke to Dunblaine, 1<sup>st</sup> block east of Avenue Road

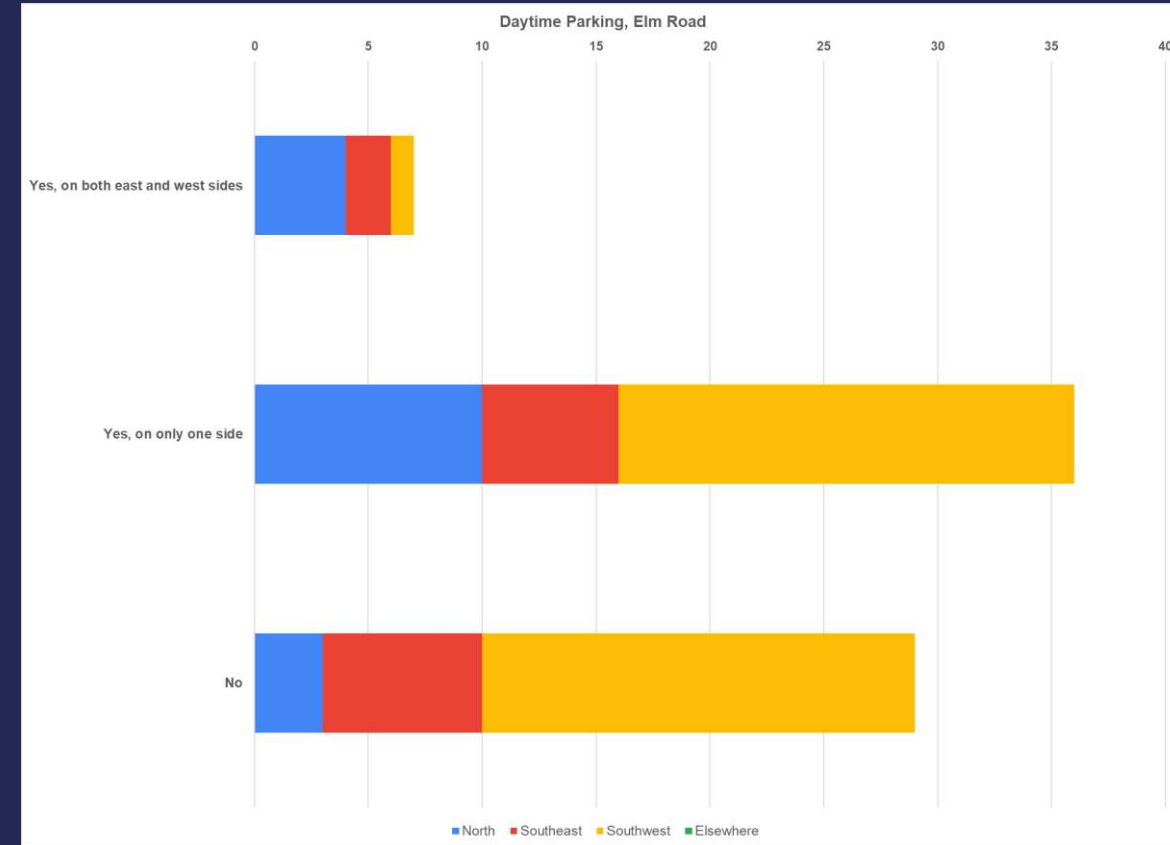
- Yes, on both north and south sides: 18%
- Yes, on only one side: 60%
- No: 22%
  
- SW Sub-area has lower support for parking on both sides: 10%
- North Sub-area has lower support for no parking: 6%





# Daytime parking, Elm from Brooke to Ridley

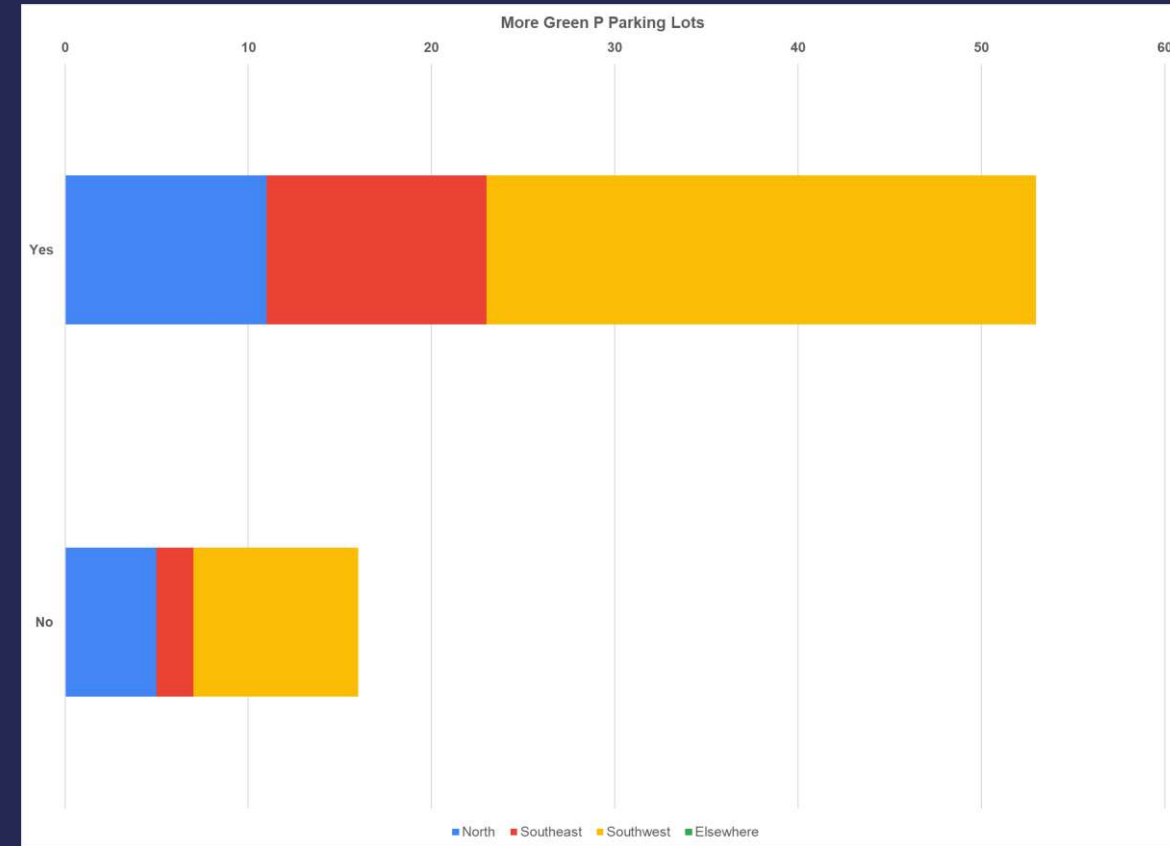
- Yes, on both east and west sides: 10%
  - Yes, on only one side: 50%
  - No: 40%
- 
- North Sub-area is more pro-parking
  - No parking
    - SE: 47%
    - SW: 48%



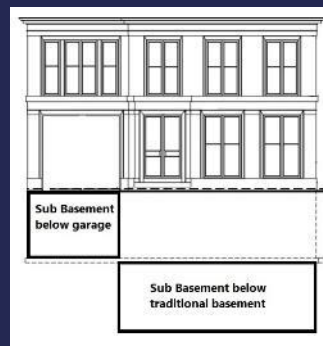


# More Green P parking lots between Lawrence and Highway 401

- Yes: 77%
- No: 23%



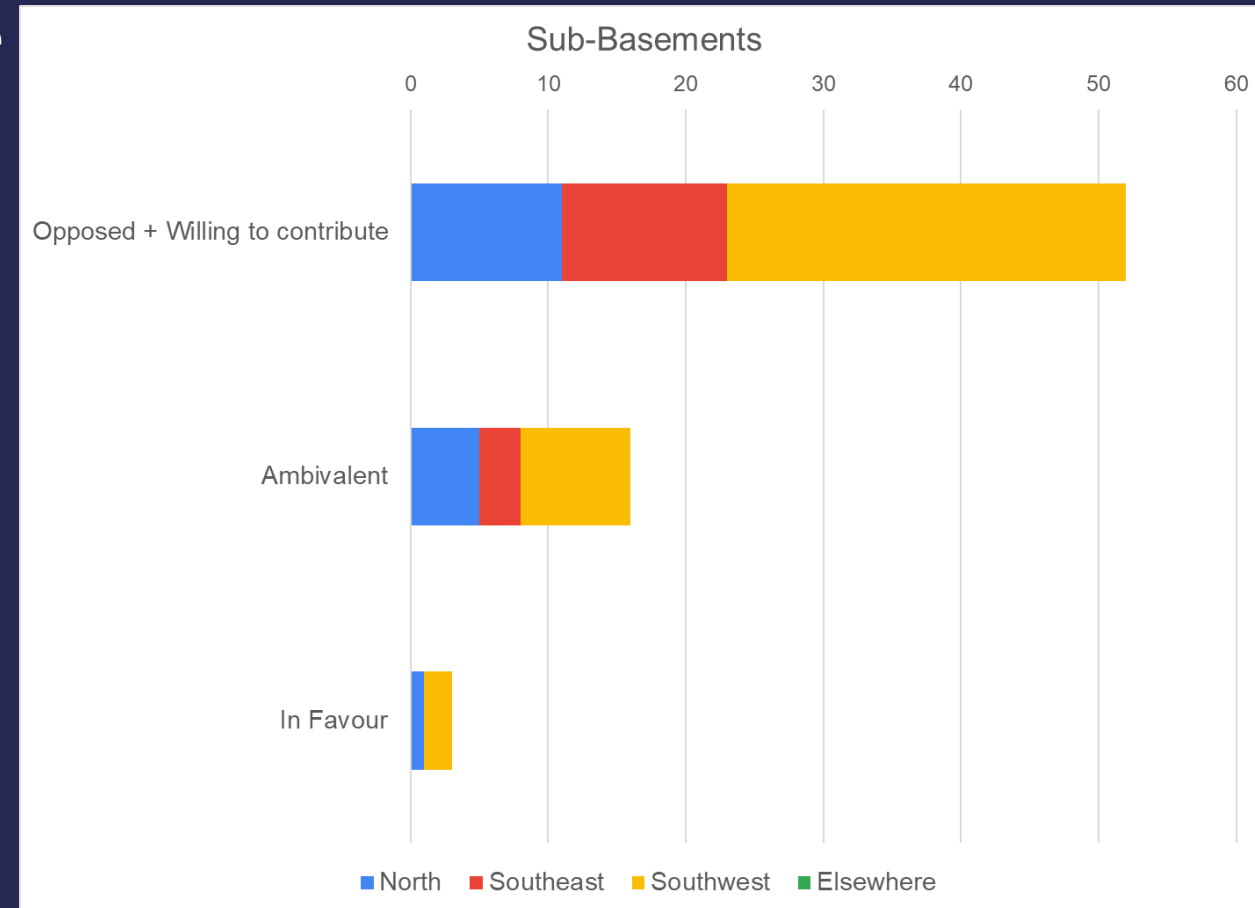




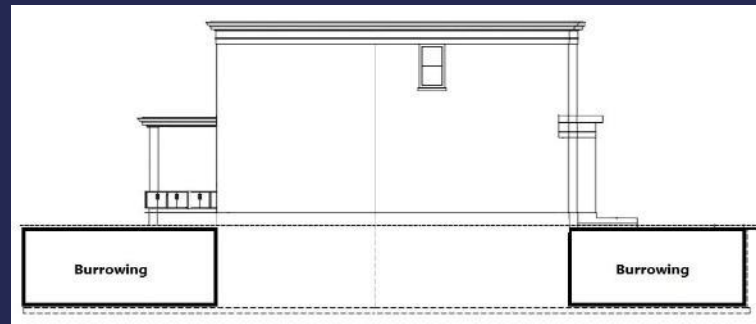
# Sub-basements

Rooms below basement, and inside the above-grade exterior walls

- Issues: Additional depth may cause structural issues, impacts on neighbouring properties; water table disturbance, and sink-hole effects
- Benefit: Increased living space below grade
- Summary on Slide 12

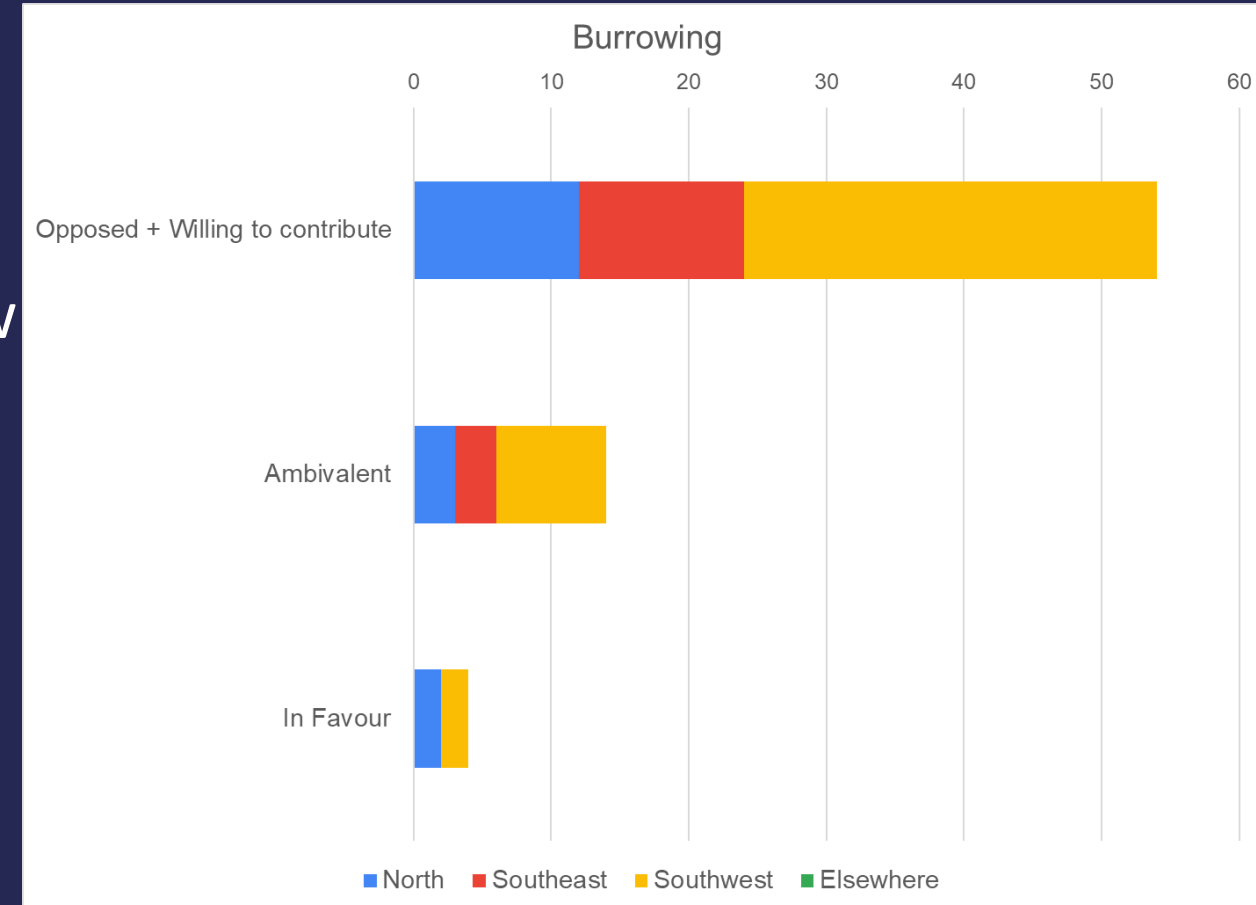


# Burrowing



Basement-level rooms under front or back yards, and outside the above-grade exterior walls

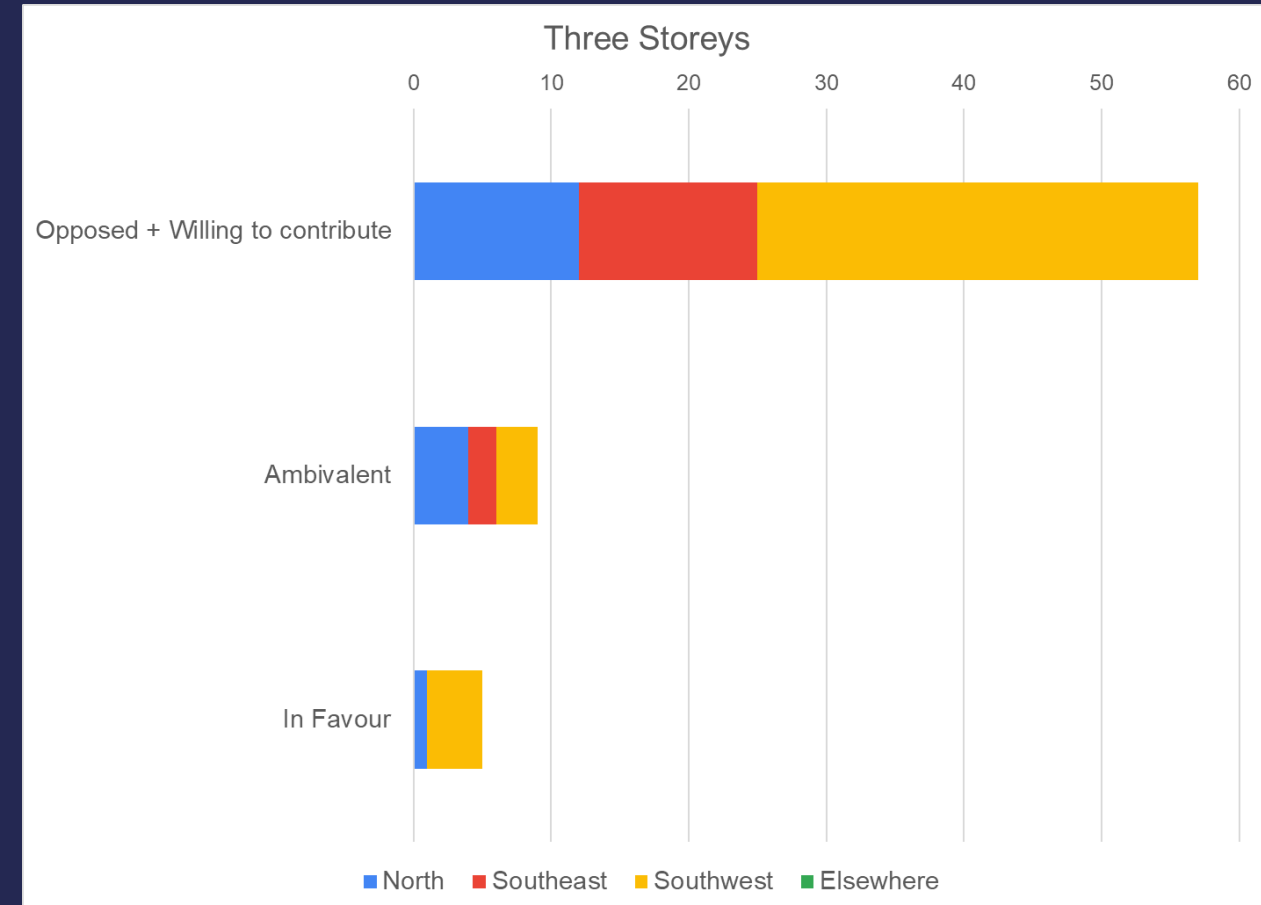
- Issues: Adverse effects on soft landscaping (trees may not grow on top); there may be water table disturbance
- Benefit: Increased living space below grade
- Summary on Slide 12



# Two Storey Limit

In former North York area (Brooke Avenue and north), building sizes are only restricted by

- Lot Coverage: 35%
- Number of storeys: 2
- Issue: Change in physical character of *Neighbourhood*. Prevailing built-form pattern is 2-storey houses
- Benefit: Increased living space above grade
- Summary on Slide 12



# Summary: Sub-basements, Burrowing & Three Storey Limit

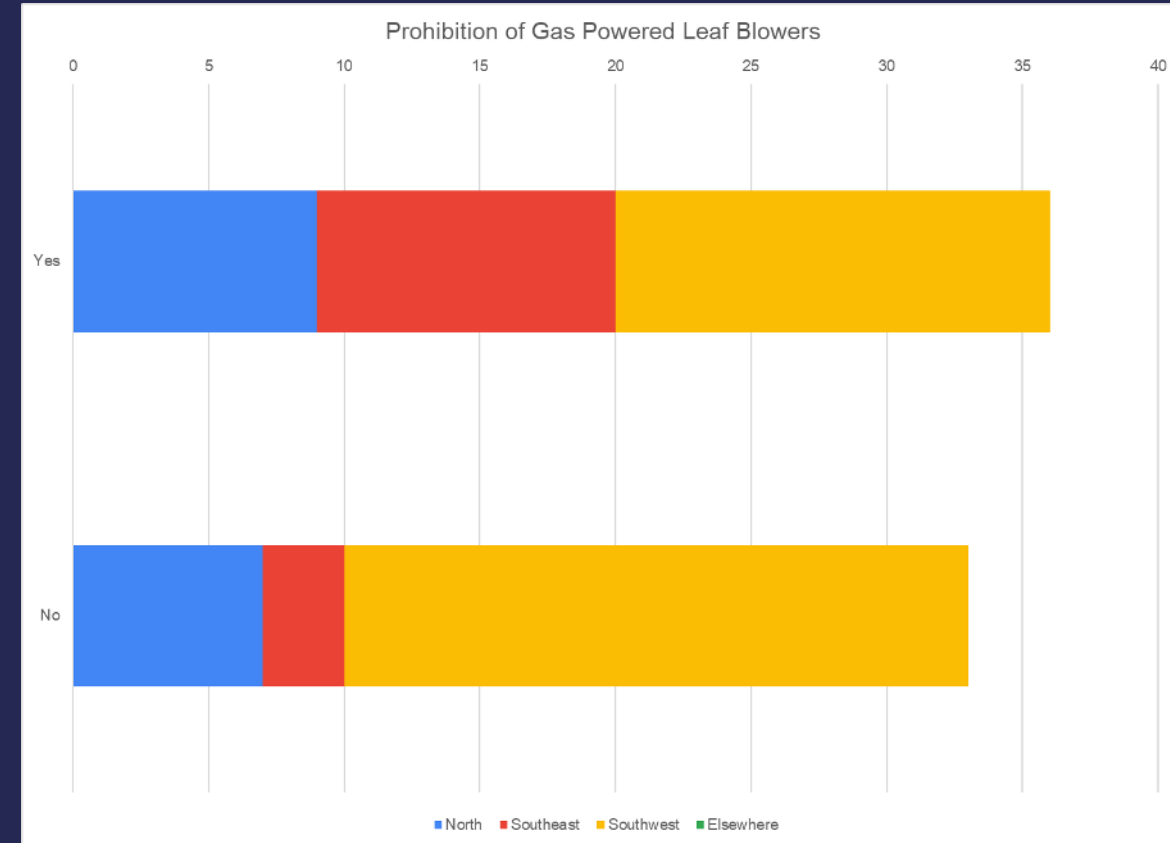


	Sub-basements	Burrowing	Three Storeys
Opposed + Willing to contribute	73%	75%	80%
Ambivalent	23%	19%	13%
In favour	4%	6%	7%



# Prohibition of Gas Powered Leaf Blowers

- Yes: 52%
- No: 48%
  
- Yes higher in SE Sub-area: 73%





# Upper Avenue Traffic Study

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Scope: From Brooke to Highway 401: Avenue Road, Elm Road, Clyde Avenue

Would like to participate in virtual meeting

- Yes: 11 respondents (4 people self identified)
- Maybe: 12 respondents (4 people self identified)

Comments:

- Volume & speed of traffic is creating noise and health risks. Would be interested in trees & plants on median (like Yonge St., north of Sheppard)
- Enforce four way stops to slow traffic
- Don't use speed humps
- More speed humps along all streets
- Speed humps on Esgore Drive. Common for drivers to cut through here and they go way too fast
- Be reasonable. Going overboard in restricting travel on side streets leads to driver frustration and conflicts with homeowners
- Bicycle lanes would not be feasible. Traffic is too intense particularly during the rush hours
- Elm Road could accommodate bicycle lanes
- Finish construction of Avenue Rd bridge