

Davisville/Spectrum Parent Meeting June 13, 2017 – Notes, Questions and Answers

- Principal Shona Farrelly, Vice-Principal Cecile Robertson, and Jeff Latto, Senior Manager Major Capital Projects & Building Partnerships for the TDSB presented an update from the meeting held on April 25, 2017. Superintendent Ian Allison and Trustee Shelley Laskin were also in attendance and participated in the Question and Answer section (Qs and As).

Summary of Presentation: (Note that this material is posted separately on the School and Parent Website)

- TDSB Staff have reviewed the functional scenarios that pertain to the DAVISVILLE/SPECTRUM School as it operates during the period of construction of the new school building. This has been identified as starting in July, 2018 and ending in July, 2020 – allowing a new school to open in September. As per the original Timeline, with the school operation remaining on-site during construction, an additional year would be needed to demolish the existing building and develop the outdoor play area. This leads to a project completion in September, 2021.
- It is important to note that DAVISVILLE has grown in population since original accommodation strategies and commitments were made in 2012. The initial portion of the presentation reiterated the physical limitations that shared use of the site between the existing school and new construction would entail.
 - No developed outdoor play space other than Kindergarten areas to the north of the school.
 - Limited space for outdoor gathering for drop-off & pick-up – leading to the necessity of staggered arrival and departure times for pupils as well as staggered lunch and recess.
 - An emergency exit plan that would require marshalling of the school population at the sidewalk along Millwood Rd.
- The presentation also described the constraints that the school functions inside the building would experience – noting that the projected growth in student population would continue for the next years until a replacement facility was in place. These include:
 - Elimination of optional programs due to the fact that all classrooms now are required to serve as loaded, core learning areas.
 - Conversion of some flexible-use areas to accommodate teaching space requirements. This will eliminate some community based activities after-hours due to the fact that open rooms will have to be divided, separated and turned into classrooms.
 - Computer lab becomes classroom (2017).
On-going interaction with the physical limitations of the existing building – both in terms of its original design, as well as condition.
- The presentation then described the alternate strategy of School Relocation – allowing the site to be clear for construction. The immediate benefit of this approach would be the fact that building construction and site development would be concurrent – allowing the full project to be completed in 2020.

The site of a potential Holding School for DAVISVILLE was identified as the former VAUGHAN ROAD ACADEMY. (This building is currently being purposed as a flexible facility to be used by TDSB to accommodate any schools or programs displaced by construction improvements.)

- The presentation provided an overview of the context of VAUGHAN and demonstrated how both the interior classroom functions and exterior activities would be accommodated. It was noted that the current Davisville Care (Before and After care) would relocate to VAUGHAN as well, should the school relocate. The communication and programming for the Davisville Care program off-site is to be determined by the program operators.
- The presentation then addressed the issue of how the student population would arrive at the Holding Site – which raised the issue of bussing. It should be noted that the identification of this location as a Holding School has been recent. As a result, the studies specific to the DAVISVILLE use are at the preliminary stages. The material presented described:
 - An analysis of the DAVISVILLE catchment area, suggested pick-up/drop-off points and routes between these locations & VAUGHAN. An initial assessment of start times and travel durations was tabled. Existing bus service to & from DAVISVILLE would be re-routed, and the implications of these were studied as well.
 - An initial number of buses was identified (10). The number, size and scheduling of these vehicles are subject to on-going review and discussion. This was an initial study and will be fully developed and optimized moving forward with input from both the school administration and parents.
 - It was noted that this was a test of the feasibility of the bussing scenario, and was not intended to be seen as the only approach – or that this was a final position from TDSB.
- The intent with the presentation of a relocation strategy was to provide the Parent Community with an option or alternative to remaining on site during construction. The Community was encouraged to review the options over the summer and to weigh the Challenges & Opportunities associated with each.

Next Steps:

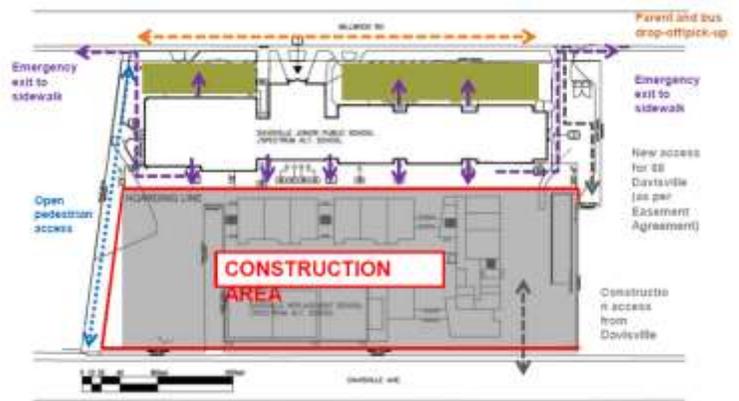
- Continue planning for September 2017 school operations to occur on-site
- Continue to listen to concerns of students, parents and staff with regard to continued operations on-site during construction now that the realities of space have been identified
- Continue to develop options for school operations and programming and to mitigate physical, emotional and social health and safety during construction
- Continue to develop option to move off-site
- Continue to develop details of the transit plan to explain the exact nature of pick-up and drop-off and will provide case-study information regarding the safe operation of similar relocations within the TDSB.

These will be communicated at the next presentation in September.

Draft Master Plan



Draft Construction Plan with Hoarding



Construction Schedule

- January 2016: Space Template Approved by Ministry of Education
- June 2016: Snyder Architects awarded commission for architectural services for project
- December 2016/March 2017: NSRT Meetings
- May 2017: Public Meeting
- November 2017 – January 2018: Tendering of contract to select contractor
- July 2018: Construction start
- July 2020: Construction is Substantially Complete
- September 2020: New Replacement School opens
- October 2020 – August 2021: Existing school is demolished, and completion of outdoor play areas.
- September 2021: Completion of school play grounds and fields.

Note – If the school is temporarily relocated off-site, both the replacement school and the school grounds and field would be completed before the new school opens in September 2020

Questions and Answers

The following section summarizes the main areas of concern and questions asked –

Q. *The nature of the presentation: There was concern that the presentation was not balanced – that the operating scenarios as DAVISVILLE were charted out in great detail, whereas the alternative of the VAUGHAN relocation was not described to the same detail.*

- A. TDSB noted that the development of the VAUGHAN ROAD relocation option was only sanctioned in April of this year, after the BOARD decision to create a Holding Facility capable of supporting both Elementary and Secondary Schools relocated due to construction. As a result, the description of the DAVISVILLE scenario at VAUGHAN is at a more preliminary stage. However, this is not a case of equal options – we want to make that clear to the community – it is a false equivalency to suggest such. With the growing population at the school, current space for optimal programming is already compromised. 16 classes (17 starting in September 2017) will be held in smaller classrooms built for the former Metro Toronto School for the Deaf. In addition, all flexible space that has been available for physical education programming outside of the gym itself, for example, is no longer available. As noted in the earlier meeting, the administration and staff have been concerned for some time about the impact of overcrowding and how that currently affects student behaviour, about losing dedicated spaces for music and phys ed and about facility condition of the school. Continued growth and lack of outdoor space further compromises the ability to run an optimal program at the school. Overcrowding in these spaces, combined with overcrowding in the yard, will make stress-free learning extremely challenging. Students with additional learning needs will be the most seriously affected. With little outdoor space available, the staggering of entry, recess, lunch and dismissal also may pose challenges for families. The relocation option of VAUGHAN addresses these challenges but introduces others. There is simply no question programming for students' academic success and well-being (both inside and outside) will improve at VAUGHAN (as it will when the DAVISVILLE/SPECTRUM building is replaced).

Programming for students in more appropriate class sizes, movement in the halls, and an outdoor play space would be better. The two options are not equal in this regard.

However, we clearly understand that for parents, transporting students by bus to VAUGHAN creates its own challenges and is clearly the key disadvantage.

It is not the TDSB's intent to formulate a solution to a sensitive issue such as this without significant parent/guardian/staff input. It was noted that a parent survey may be initiated to ensure that all voices of the parent community are heard, but that ultimately it would be a Board decision and that staff would be required to bring a recommendation forward for consideration. However, it was also made clear that if operating on-site during construction would compromise programming to the extent that it could not be fully delivered or the health and safety of students was compromised, there would not be a "choice". Initially we really thought it might be possible to stay on site as the conditions were quite different with student population and the footprint impact of the new build. Staff will spend time over the summer to confirm whether or not this is possible given the concerns. As such, staff will continue to review the circumstances to determine if a formal survey will be implemented.

Q. *There were many questions regarding the Bussing Strategy – overall service.*

TDSB indicated that provision could be made for Before and After-Care special bus service, along with other flexible options to allow for music (choir practice) or sports/clubs once these were identified and the number of interested/affected students counted. The school made it clear that a weekly schedule would be developed and communicated clearly.

Although pick-up points were identified for study purposes, there is flexibility to identify alternate sites that are more appropriate to the community.

Similarly, the timing of bus arrival and the number of buses at each location would be optimized as part of a developed strategy.

It was noted that it would be the parent's responsibility to place their children on the bus in the morning and then receive them at the return location at the end of the day.

There was scepticism as to the identified travel times for buses to drive to and from the DAVISVILLE catchment points to VAUGHAN. TDSB will re-examine, verify and confirm these times. (Further to this, it was suggested that there be a "test run" – allowing interested parents to experience the ride to & from VAUGHAN themselves. TDSB will support this and it has been set up for September 20th).

The developed bussing plan will address concerns regarding Bus lay-by and staging before service. The developed bussing plan will also address development of strategies that accommodate adverse conditions and emergencies.

DAVISVILLE bussing will be exclusive, and not shared with other institutions.

Q. *There were a few questions on the overall project schedule – assurances of timely completion.*

TDSB indicated that there was a 24 month allocation for construction. Even with consideration for the complexities associated with the below-grade parking structure, this was seen as an adequate window to complete the new building. Staff committed to providing other examples to the community to provide assurances.

Q. *Opting out – Parents asked about the ability to transfer their children away from DAVISVILLE to another school in the system.*

With regard to French Immersion, the TDSB approach to this will be to follow established procedures and protocols. This has always been an individual parent choice to remove their child from the French program and return to their home English school. There is no option to transfer to another French Immersion school. With regard to optional attendance for regular programming, it was reiterated that there is no significant capacity at other schools in the area.

Other parents reiterated the desire to maintain the integrity & quality of the current school community no matter which strategy is adopted.

Other Questions via E-Mail Since the Meeting

Q. *I believe the anticipated timeline of the new school construction (assuming we move to Vaughn Road) is 2 years-does this include completion of outdoor space? (i.e. the kids will have a working school with playground/play space upon entry in 2020)?*

A. Yes, if we move off site, construction is shortened to 2 years, including the outdoor spaces.

Q. *I saw the photos of the leaky floor in the current basement gym/lunch room. Is this being repaired for 2017-18 school year? (I thought I heard perhaps not and do not understand why?).*

A. The basement will not likely be repaired again. It was just repaired last year (same issue). They could replace the tiles, but the issue is not resolved (water is coming in through the foundation... it is not possible to repair without redoing the foundation. We will not be able to use this space as a breakout space, but we can continue to use it as a lunchroom.

Q. *Will the TDSB provide and cover the cost of bussing for Davisville Care Program if we relocate to Vaughan Rd Academy?*

A. Yes, Before and After school bussing will be provided to DAVISVILLE students during the relocation period. Bussing will NOT be provided for preschool child care programs (it is unlikely this program would operate during the construction period).

Q. *If Davisville PS and Spectrum moves to Vaughan Road Academy, will it be guaranteed that they will be the only school that will be occupying the space? (I understand that there will be the daycare and some other programs there but am specifically referring to schools.)*

A. At this point, there is no other system need to relocate another school.

- Q. When will the full and complete bussing schedule be available to parents showing all the staggered times that the bus will pick up in the morning and drop off after school?**
- A. This will be developed for September.
- Q. Will it be an option for children to ride the bus at different times throughout the week (let's say there are 3 different buses leaving Vaughan after school - 3:20, 4:30 and 5:15. Can we choose 3:20 Monday, Wednesday and Friday and 4:30 on Tuesday and Thursday?) or will families need to choose one time and stick with it?**
- A. A weekly schedule would be developed depending on school programming (before and after-school opportunities).

Previous Questions and Answers from the April 25, 2017 Meeting (Revised based on new information)

- Q. Why are you stressing that the parent community wants to stay on-site during construction?**
- A. Commitment was made to stay on-site in 2012 – in response to Qs and As at that time, the following was the position – ***“When will construction start? What will happen to students during construction? The project is still in the beginning stages and is at least four years away from breaking ground on the site —Ministry of Education, and City of Toronto approvals including OPA, Rezoning approvals, etc. are still required. The current plan requires that the TDSB keep students in the current school building during construction. The TDSB will work closely with the principal and parent community to ensure student safety during the construction and program options for outdoor activities. The plan is to be able to move students directly from the old school into the new school. It should be noted that portables may be needed to accommodate increased enrolment before the new school opens. Once the new school is built, the old school will be demolished and the new playground, field and school grounds will be completed.”*** Because the nature of the project has changed and the population of the school continues to grow, the circumstances have changed – but the commitment remained on the books and therefore is the starting point.
- Q. In light of the presentation and how tight it will be to stay on-site, can we gauge public opinion on the potential option of moving?**
- A. Yes. We will be able to bring an option to move off-site now into the conversation. This is the first opportunity to do so.
- Q. What is the staff's preference?**
- A. The staff have been concerned for some time about the impact of overcrowding and how that currently affects student behaviour, losing dedicated spaces for music and phys ed and about facility condition of the school. Continued growth and lack of outdoor space further compromise the ability to run an optimal program at the school. Staff have ongoing concerns about the increased reduction in space in classrooms and hallways that were originally designed to house a much smaller population. Overcrowding in these spaces, combined with overcrowding in the yard, will make stress-free learning extremely challenging. Students with additional learning needs will be the most seriously affected. Staff are excited about the possibility of having more appropriate class sizes, movement in the halls,

and an outdoor play space that allows students to play games and run around. The new outdoor space will require students to play very simple and mainly stationary games. They will not have an outlet to run or play freely. The closure of 305/306 to manage our increased enrolment will also reduce the number of physical education classes each class can have.

Q. *I could not make a decision to move off-site unless I really understand the transportation issues. Why is there no details on the bussing yet?*

A. We have had only preliminary conversations on transportation at this point as moving off-site was previously not an option. Given we are hearing from both staff and the community that an off-site option should be explored; we will get additional details and share that information.

Q. *Why can't the kids eat in their classrooms during the construction as opposed to multiple lunchtimes?*

A. Collective agreement issues – Collective agreements for teaching staff include a period of time of uninterrupted lunch (40 minutes) where supervision or other assigned duties cannot interrupt. Further to this, collective agreements cap a teacher's non-instructional supervision time to 80 minutes maximum per 5 day cycle per teacher. This supervision time is typically utilized during entry procedures and recess supervision throughout the week. For Full Day Kindergarten, we are staffed at one per classroom. However, for students in grades 1 – 6, we are staffed at a ratio of 100:1 for Lunch Room Supervisors. We are currently receiving an additional profile just to manage the split lunch as it now stands. In order to have students eat in their classrooms, we would need to have a significant increase in the number of Lunch Room Supervisors. This would also dramatically increase the workload of the caretakers as they would be expected to clean each room after lunch. There wouldn't be enough time to do this at the end of lunch and prior to the beginning of instructional time in the afternoon.

Q. *Can there be different drop-off times for Kindergarten students and the rest of the school?*

A. Yes. Staff are already thinking about the options. Part of this discussion is the impact on families if they have siblings who will need to be dropped off and picked up at different times. We will be looking to have up to 6 drop-off times for staggered entry into the school should the school stay on-site during construction.

Q. *Can you speak more about the potential developments happening in the neighbourhood? Do you know if all the construction will happen at the same time?*

A. Actually, the 1851 Yonge is already underway – the TDSB was given no notice nor did the developer share the construction management plan with the Board; with regard to 1951 Yonge (the LCBO site) the developer has just submitted the application to the City in mid-March – there is 120 days for the City to respond – in discussion with the City planner it will be in September. And then it will be a minimum of 2-3 years for the process of approvals and marketing to take place. We don't expect construction of this project to start before the completion of the new school.

Q. *What retrofits to Vaughan Road would be required and can we walk through?*

A. The primary retrofits required at the Vaughan Road facility are the installation of washrooms on the Ground Floor to create Full Day Kindergarten (FDK) Rooms. Exterior works includes the creation of a

FDK playground, hard surface areas separated from the parking lot and an additional stair to the play field.

Q. *When will the decision be made?*

A. A final decision would have to go to the Board of Trustees for December 2017 in order to plan for September 2018 should there be a need to relocate. Backward mapping from there, any decision going to the Board will have to go through committee(s) prior to that and no later than November 2017. As such, the community and staff feedback required to support any staff recommendation would need to be collated and reviewed by October 2017.

Q. *I have concerns regarding transportation and the safety issues surrounding Vaughan Rd. What is the nitty gritty?*

A. The details for transportation are not worked out as of yet; staff will work on providing additional details.

Q. *What will be the deciding factor into whether or not to relocate and who will make it?*

A. TDSB staff are looking to map out both scenarios: to stay onsite during construction or to relocate off-site during construction. Assuming both of these options ensure safe environments for students and staff, these will be presented to the Davisville/Spectrum parent community with the intent of finding out from families which scenario will provide the better learning experience/environment for students and staff at Davisville/Spectrum during the construction of the new school. The deciding factor will be what scenario works best for all involved.

Q. *Getting on a bus to go to school seems “romantic” but I am concerned that young children may have to leave before 7am and get home close to 6pm – what will that do for their sleep? Their learning? Their ability to do homework or have extra-curricular activities?*

A. Modelling of bus times and frequency of service to the Vaughan Road facility will be brought back to the parent community for consideration and discussion. There are already students who come to school at 7:30 for childcare. Many students are still here at 6:00 p.m. Students in childcare have actively participated in after school activities; we do not anticipate changes there.

Q. *I live near Millwood and observe buses and near accidents all the time. Tell me more about safety for bussing.*

A. Modelling of bus times and frequency of service to the Vaughan Road facility will be brought back to the parent community for consideration and discussion.

Q. *When will we have more information? We need more information before we can decide.*

A. More information on both the scenario to remain on-site and the scenario to relocate off-site will be brought to the parent community before summer break.

Q. *Why can't you just move Spectrum to alleviate space issues?*

A. Spectrum is an integral part of our school – we are rebuilding Davisville/Spectrum. In the same light we are not considering reducing the French Immersion program.

Q. *Will there be the same process as you are providing parents at John Fisher with regard to leaving French Immersion and returning to the English program?*

A. No. John Fisher is an exceptional circumstance. It is not a community school per se, but a school where students are placed from neighbouring schools for French Immersion. A parent always has the right to remove their child from the specialized program.

Q. *What will recess look like in the limited outdoor space?*

A. There are no regulations and no guidelines provided for outdoor space. The Ontario Building Code does not speak to safe capacities of outdoor space, and it is difficult to directly translate requirements related to indoor space to outdoor space. For instance, if we were to treat the space left between the hoarding and the school as a gymnasium there would be a permitted capacity according to the Ontario Building Code of 920 kids! Obviously, that is not possible given the remaining space which is only 14% of existing playground space. One thought is to paint the hoarding lines on the pavement and do an actual count. This we believe is the best way to determine what is a reasonable and safe number of students and staff/parents that could be in the open space should the school remain on-site during construction.

Q. *What about green space and playscape?*

A. Unfortunately, there will be no green space or playground equipment.

Q. *Why is the construction area where the hoarding is so big? Are there not construction methods that can decrease this and increase the playspace for the students?*

A. The fencing or hoarding that is being shown around the new school project is required to accommodate construction. The additional areas are needed to accommodate site office trailers, material storage, movement of construction vehicles around the new school as it is being built, storage of excavated earth (which is not trucked off site but used for final grading of the project's landscape) and the loading and unloading of materials as they arrive on site.

Q. *How do the teachers feel? We value their opinion.*

A. These are some of the teacher's direct quotes -

"I believe that a strong physical education program is at the heart of so many things for our students: mental health and well-being, school spirit and creating a culture of belonging outside of academics. Team sports would disappear if we remain on site- where would we have our extracurricular programs? Which programs would we keep and discard? I am saddened by the prospect of losing rich programming for our kids... Davisville is not just an academic place... it's about building team skills, learning to play fairly and to develop and learn about each other in a context that builds confidence,

resiliency, cooperation and self-realization. I cannot foresee how our school would benefit from losing our Phys. Ed. spaces and programming.” DPS Staff

“When it’s raining outside and it’s indoor recess, staff and students are on edge...when we are all cooped up inside, we all feel restless, irritable and cranky...no chance to get our crazies out means behavioural problems galore!” DPS Staff

“I am not going to lie...when it’s indoor recess, I feel like the quality of my program suffers...I feel stressed out...there is no room to move around in the class...we are on top of each other...outdoor recess allows us to take a break from being cramped...” DPS Staff

Q. *Even without construction it feels like the school space is shrinking – we would like to hear more from the staff.*

A. As noted previously, enrolment will be increasing from 630 students (2017) to 678 (2018) and 706 (2019). So yes space at the school is becoming a rare commodity. The new school is being built to 731 student capacity which we currently understand is a stable long-term yield of students from the school’s catchment area.

Q. *Can you tell us more about how we provide input – tell us more about the survey?*

A. The process for determining community input has not as yet been determined.

Q. *Can we tour Vaughan Road? Do we need to clarify who “we” is?*

A. We will make those arrangements.

Q. *Can you tell us more about what is happening at Avondale and George Webster?*

A. Avondale and George Webster are undergoing construction of replacement schools. In both cases, the construction of the new school was located on the footprint of the previous school. The reasons for this were that the size and shape of the existing properties did not allow for the existing school to remain untouched during construction of the new school. As such, the only option was to relocate the school during construction.

Q. *Does it make sense for the school to “practice” recess under tight conditions?*

A. Yes!

Q. *When will the decision to stay or to move be made?*

A. We will continue to gather as much information as possible to answer parent questions and develop pros and cons for both options and share the information as we have it. We will gather again in the Fall to provide an additional update – and mapping backwards, a decision would need to be made by the Board before the end of December, 2017 – so we would make a decision regarding moving off-site towards the end of October/beginning of November. We will involve the community in that decision.

Other Questions via E-Mail

Q. Can you ask Transportation to provide a response to the following questions?

1. *Approximately 600 students would need to be transported on a daily basis. (about 100 – 120 would be grade 6 – 8). I know there is a different parameter for this group, but if the families don't have a choice to move, is there an exception for them? How many students can fit on a bus? It averages around 60 per bus-the capacity for Grade 4 and up is 48 and JK-3 is 71.*
2. *Would all the buses be "big buses"? All regular transportation would be provided by 71 passenger routes. Those on special needs vans now would continue to be transported on vans*
3. *Are there special requirements for car seats for JK/SK students? Basically students under 4 ½ years old or under 18 kilograms must be provided with a car seat on the small capacity buses that have seat belts. The larger buses do not require the seat because the students are "compartmentalized" into the seats which aids in safety. It is important for students to remain seated while the bus is operating for this reason.*
4. *We will have a before and after care program. Is there a possibility for an early and late bus to accommodate families who would normally just walk their children across the street? That would be a decision made by Executive staff. We have provided a late bus in other similar situations.*
5. *Are there funds available to accommodate after school programs? This is a HUGE part of our school now, but students either simply walk back to the before and after care or walk home. This wouldn't be able to happen, so the question is, in this situation can other buses/transportation be accommodated? Same as above but our experience suggests those programs are no longer provided because the school is out of area and students can no longer walk back and forth.*
6. *All students are in district for Davisville. We are closed to Optional Attendance. Would all the bus pick-up and drop-off locations be at the school, or could we set up "bus stops" in the area? We would provide the existing bus stops and could consider a couple more at key strategic locations.*
7. *An approximate annual cost....we would likely need to do this for 2 full school years. Approximately \$529,000 annually*
8. *If we were moved early, can buses be arranged "mid-year"? If mid-year means this year the carriers are still being challenged to maintain their full complement of drivers but the amount of notice is always key, the more notice we can provide the better they can gear up for it.*

Q. Why isn't the current traffic flow being maintained as it is today with school staff entering/exiting their parking lot from Davisville Rd?

- A. *The following is an explanation provided by the architects for the new school (Snyder Architects) by way of their traffic consultant. This is the rationale that forms the Transportation Impact Study that was submitted as part of the Site Plan Application (SPA) a couple of weeks ago for the new school. The architects have not had comments back from the City on the SPA and are not expecting any for a couple more weeks. At that time we will better understand City of Toronto Transportation Services' position on the project and whether or not the submitted design of the parking ramp, and access off of Millwood, will be supported.*

We would like to clarify that unlike some comments to the contrary, the traffic configuration for the redevelopment since it was first presented at the Public Meeting on Sep 20, 2016 has not changed. This includes access to the underground parking garage off of Millwood Ave. Safety, especially around school sites, is paramount and the school board's traffic consultant has worked closely with the City to arrive at the current solution.

Traffic circulation rationale for the Redevelopment of the Davisville Jr PS / Spectrum Alternative School:

This neighborhood, like other core areas of the City, are undergoing a lot of change and the notion that a significant redevelopment such as this will be able to leave an existing neighborhood ‘unchanged’ is a misnomer. When fundamentally the site layout has to be ‘reversed’ as in this case with the location of the school changing from the north to the south, ‘change’ is inevitable and we have always attempted to maximize the benefits while mitigating any adverse impacts.

This redevelopment brings significant benefits to the neighborhood – a state-of-the-art school that will offer an enhanced quality of education and better accommodate the enrollment pressures created by the already-changing nature of the neighborhood and a proposed City-operated Aquatic Centre. So the already restricted school site is being further densified by adding a significant public community asset.

This increased densification fundamentally impacts current traffic patterns:

Being a public use, the appropriate location for the Aquatic Centre is the SW quadrant, facing Davisville Ave. This restricts all on-site traffic to the east edge. Further, given the lack of space, it eliminates any surface parking options on site, resulting in an underground parking garage for long-term parking. This eliminates the otherwise simpler and multiple opportunities for access from the street to an adjacent surface parking lot on the school site. The proposed parking garage has been located to ensure required direct connectivity to both the Aquatic Centre and the school. The underground garage cannot be accessed from Davisville Ave in any cost effective manner.

Nevertheless, our traffic consultants investigated this option - even if access from Davisville was possible, such access is not viable due to the traffic problems it will create:

Davisville Ave is slated for significant change in the future – as part of the City’s Midtown in Focus neighborhood enhancement project, the City is proposing to redesign Davisville Ave from a four-lane to a two-lane street with bike lanes and wider pedestrian sidewalks and our proposed solutions have to take this into consideration. A traffic light at the Davisville entrance driveway would not be warranted because of low traffic volumes to and from the school and the spacing from Yonge street would not meet City standards. Furthermore due to traffic volumes on Davisville, vehicles making left-turns to or from the garage would have long delays and on-street queuing raising safety concerns and create bottleneck; the proposed solution disperses traffic better.

School buses, as they do today, have to enter from Millwood and exit to Davisville so they can drop kids off on the right (west) side for student safety. So cars entering from Davisville will conflict with school buses exiting to Davisville, further aggravating the bottleneck. Due to the nature and volume of traffic on Davisville, only a right-in and right-out option from /to Davisville was investigated – this will result in traffic driving around the block through Millwood, likely impacting Millwood more than our proposed solution.

As part of the Traffic Impact Study submitted to the City, the proposed traffic impact along Millwood was investigated. The existing curb-side drop-off along Millwood includes school and Childcare drop-off; the proposed solution mitigates this by shifting Childcare-drop-off on-site (to the short-term parking at the SE corner), reducing some pressure on the street. Some parents are also currently dropping off kids on the north side of Millwood which is an unsafe situation. The length of the signed drop-off along Millwood has been extended – this along with the relocated childcare drop-off will result in a safer and more orderly drop-off activity along Millwood. Existing bus circulation from Millwood to Davisville is unchanged. As the design evolved, the proposed much wider entrance driveway from Millwood along with the median divider has now been eliminated.

The traffic impact report confirms that the effect of additional traffic due to staff accessing the site from Millwood is not significant and the impact is minor. This is due to the low volume but also due to the nature of school staff parking – it is fundamentally different from traffic impact due to general public parking; unlike the latter, school staff parking typically results in only one incoming and one outgoing trip per car per day. This also happens during predicted times – staff typically arrive over a short duration before school and leave over a longer duration after school closing (which helps mitigate traffic volume).

The traffic report also addresses the capacity of Millwood and found the roadway will continue to operate below capacity and at acceptable levels of service. Traffic along either Davisville or Millwood cannot be looked at in isolation; any change in traffic pattern along one road affects the other road since traffic flow is like a fluid network and effective solutions are inter-related and often not simplistic or intuitive. The proposed solution tries to avoid traffic bottlenecks and better disperse the traffic to mitigate adverse effects on the overall neighborhood traffic flow.

Q. *By now you are I'm sure very familiar with the many flaws and risks of keeping the kids at Davisville during construction, and it sounds like the Vaughan Road option is still in its infancy –instead, I'd like to propose a 3rd option: make a trade/deal with the condo developer on the adjacent property to the west... The only downside – the shape of the school would need to be adjusted due to the parcel being a slightly different shape and some negotiation with the condo developer would be required. For how much stress this is causing so many people, this really seems like a much better overall solution that either of the first two being proposed.*

A. There are a number of issues that would not make this possible and they include –

1. The school property is designated Neighbourhood in the City's Official Plan. The development property is designated Mixed-Use (which can permit Tall Buildings). The land-use switch is fundamentally incompatible with planning policy and we can't think of any scenario where the City will entertain this switch. The City will not allow mid to high-rise development on a Neighbourhood designated property. This is what the developer will need as compensation for their higher-development land being used for a school.
2. That raises the next issue - it will be cost prohibitive. A mixed use parcel across from the subway, fronting Yonge at Davisville is in a totally different price league than a school parcel in a residential neighborhood.
3. It's not in the school's best interest: a school building off Yonge will exponentially increase safety, noise and access / drop-off issues and we would essentially be compromising life-long school safety and functioning to avoid a couple of years of transitional disruption.
4. The TDSB is governed by the Province of Ontario... our assets are provincial assets. The Ministry of Education would have to be approached in this matter and it would be unlikely that they would consider this. The land exchange involves complex and protracted disposition procedures (Regulation 444/98) which takes years to complete. Given the condition of the existing building, we do not have this time available.