

Rean Drive to Kenaston Gardens Environmental Assessment Study

Date: November 3, 2016
To: Public Works and Infrastructure Committee
From: Acting General Manager, Transportation Services
Wards: Ward 24 - Willowdale
Reference: P:\2016\Cluster B\TRA\TIM\Pw16021tim.docx

SUMMARY

Transportation Services has carried out a Schedule 'B' Municipal Class Environmental Assessment (EA) study to identify a preferred solution for a new east-west street between Rean Drive and Kenaston Gardens located southeast of the Bayview Avenue and Sheppard Avenue East intersection. The new east-west street will improve pedestrian connections, create smaller block sizes and provide additional frontage opportunities for street-oriented buildings.

Based on a comprehensive evaluation of the alternatives, staff recommend that the existing road that extends between Barberry Place and Rean Drive be reconstructed to City standards and that a new street be extended westerly from Kenaston Gardens to Barberry Place.

The new east-west street will have a right-of-way of varying width that accommodates a paved surface of 8.5 m, sidewalks on both sides of the street and grassed boulevard space. The new street will extend approximately 200 metres from Kenaston Gardens in the west to Rean Drive in the east, with a two-way stop-controlled intersection at Barberry Place.

RECOMMENDATIONS

The Acting General Manager, Transportation Services recommends that:

1. City Council endorse the recommendations included in the Rean Drive to Kenaston Gardens Environmental Assessment (Rean-Kenaston EA) Study, including a new east-west street from Rean Drive to Kenaston Gardens, as generally shown in Attachment 1.

2. City Council authorize the Acting General Manager, Transportation Services to issue a Notice of Completion and file the Rean Drive to Kenaston Gardens Environmental Assessment in the public record for a minimum 30 days, in accordance with the requirements of the Municipal Class EA.

FINANCIAL IMPACT

There is no immediate financial impact resulting from the recommendations contained in this report. Based on preliminary estimates, the new road will cost approximately \$4.0 - 4.5 million. This includes design, construction and property acquisition costs.

No provision has been made for this project in Transportation Services' 10-year Capital Plan. Funding for this project will be considered as part of the 2017 Budget process. The Deputy City Manager & Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

First adopted by the City of North York in 1996 and subsequently by City Council at its meeting on February 29, March 1 and 2, 2000, the Sheppard East Subway Corridor Secondary Plan includes site-specific policies for key development areas, including improved pedestrian connections to the TTC subway station in the Kenaston Gardens Area. The Council Decision can be found at:

<http://www.toronto.ca/legdocs/2000/agendas/council/cc/cc000229/ny3rpt/cl023.pdf>

At its meeting on February 29, March 1 and 2, 2000, City Council also adopted the Southeast Bayview Node Context Plan, which includes policies to support the implementation of the Secondary Plan goals and objectives for this area and provide a framework for development. The Context Plan identifies a number of transportation improvements for the Kenaston Gardens Area, including a new east-west street connection between Rean Drive and Kenaston Gardens, as shown in Attachment 1. The Council Decision can be found at:

<http://www.toronto.ca/legdocs/2000/agendas/council/cc/cc000229/ny3rpt/cl023.pdf>

At its meeting on February 19, 2014, City Council requested Real Estate Services to identify the land acquisitions necessary to complete the east-west street, as shown in Attachment 1, and to report by which means those lands could be acquired by the City and the potential cost and source of funds to complete the acquisitions. The Council Decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.MM48.34>

At its meeting on August 25, 2014, the Government Management Committee received a staff report identifying five properties that would be required for the creation of the east-west street. Since this report, three of these properties have been secured through the development approval process and conveyed to the City at nominal cost. The two

remaining properties (23 Barberry Place and 13 Barberry Place) would require property acquisition. The Government Management Committee report can be found at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.GM32.17>

At its meeting on August 25, 26, 27, and 28 2014, City Council authorized the purchase of 13 Barberry Place and the expropriation of 23 Barberry Place. City Council further directed Real Estate Services at its meeting on December 9, 2015 to continue negotiations for the two properties and granted authority to initiate the expropriation process for both if unsuccessful. City Council's Decision can be found at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.GM8.18>

COMMENTS

Background

The area south of Sheppard Avenue East and east of Bayview Avenue is experiencing a significant amount of residential development. A new east-west street was first identified in the 2004 Southeast Bayview Node Context Plan as one of several transportation elements that would improve pedestrian connections to the nearby TTC Bayview Station and improve vehicular circulation. Much of the land that is required for the new street has been acquired through the development approval process. City Council has directed staff to proceed with expropriation of the two remaining properties needed to create the new street.

The purpose of this study was to determine the preferred solution for a new east-west street between Rean Drive and Kenaston Gardens. This new street is the last remaining transportation improvement to be implemented by the City under the Southeast Bayview Node Context Plan. A portion of this new street has already been constructed as a private road through development and additional segments have been secured through development approvals.

The new east-west street will provide improved pedestrian connections, smaller block sizes, and further frontage for street-oriented buildings. The new street will also serve and be accessible to users of all ages.

Existing Conditions

Transportation Network

The Kenaston Gardens study area is bounded by Bayview Avenue to the west, Sheppard Avenue East to the north, Highway 401 to the south and Rean Drive to the east. A focus study area was also identified and includes the approximate location of the new east-west street. Both the study area and focus study area are shown in Attachment 2.

With the exception of Rean Drive, all of the boundary roads and highways experience heavy congestion. Traffic turning to/from Sheppard Avenue East to/from Rean Drive, Barberry Place and Kenaston Gardens all experience delays while waiting for queues in traffic to complete turns.

Consultation with the community about the study has raised concerns with traffic infiltration from Sheppard Avenue East through local streets in the study area, illegal parking activities on private roads, as well as safety concerns for local residents, many of whom are older adults.

Land Use

Lands within the study area are generally designated as Mixed Use Areas under the Official Plan which permits a broad range of commercial, residential and institutional uses in single use or mixed use buildings. The Secondary Plan provides further guidance for development of the area south of Sheppard Avenue East and east of Bayview Avenue, highlighting the TTC Bayview subway station as a central node for residential development.

Municipal Class Environmental Assessment Process

The Rean-Kenaston EA study has been completed in accordance with the requirements of a Schedule 'B' project under the Municipal Class Environmental Assessment (MCEA) process. A Schedule 'B' project must meet Phase 1 and 2 of the MCEA process:

Phase 1 – Identification of the problem or opportunity

Phase 2 – Identification and evaluation of alternative solutions

The Rean-Kenaston EA study was carried out with the assistance of consultant services and supported by a Technical Advisory Committee comprised of staff from Transportation Services, City Planning, Public Consultation and others.

Public Consultation

Public involvement is an integral and ongoing part of the process for the Rean-Kenaston EA study. The study included extensive engagement with key stakeholders, including local residents, condominium boards, developers, and owners of a neighbouring heritage house. A public open house event was hosted on September 27, 2016, where the project team presented draft study findings for public comment and review. A project website was created to post study materials and contact information for reaching the project team (toronto.ca/reankenaston). A full public consultation report will be completed and included as part of the final project file and posted online to the project website.

Alternatives

As part of the EA study, alternative solutions for the new east-west street were developed and evaluated in consultation with stakeholders. The alternatives included: 1. Do Nothing; 2. Construct a new east-west street between Kenaston Gardens and Barberry Place; 3. Reconstruct the existing private road between Barberry Place and Rean Drive as a public street; and 4. Construct a new east-west street between Kenaston Gardens and Barberry Place and reconstruct the existing private road between Barberry Place and Rean Drive as a public street. The alternative solutions are illustrated in Attachment 4.

Recommended Plan

The alternative solutions were evaluated using a broad set of criteria that consider the environment as defined by the *Environmental Assessment Act* (e.g. the natural environment, the cultural environment, land use, cost effectiveness and a variety of transportation and planning measures).

Based on the results of the evaluation, Option 4 was found to be the preferred alternative solution because it best met City Planning policies and objectives, improves transportation connectivity, maintains on-street parking and provides opportunities for new tree planting. The recommended design, illustrated in Attachment 5, includes a right-of-way of varying width (16.5 to 20 metres) that will accommodate two travel lanes, sidewalks on both sides of the street, approximately 12 on-street parking spaces and landscaped boulevards.

The recommended design would involve modifications to the existing private road that extends between Barberry Place and Rean Drive and an extension of the new street between Kenaston Gardens and Barberry Place.

Barberry Place to Rean Drive

Portions of the new east-west street have been constructed as private road and private lane through previous development. Under agreement with the landowners, the City has assumed the land for the new street at nominal cost for dedication as a public highway. Maintenance is currently carried out by adjacent residential condominium corporations. The recommended design would involve a widening and minor adjustments of the existing private road/lane that extends between Barberry Place and Rean Drive. Widening of the road is required to provide standard lane widths and on-street parking.

An additional segment of approximately 50 metres of the new east-west street will be constructed by the developers of 591 and 593 Sheppard Avenue East. These properties are currently under construction and delivery of the street segment is anticipated to be completed in 2018. Staff will work with the property owner to coordinate reconstruction of the private road with the segment to be constructed as part of development.

Kenaston Gardens to Barberry Place

Through a development application for a new mixed-use building at 5, 7, 9, 11, and 15 Kenaston Gardens and 577 Sheppard Avenue East, the City has secured the construction of a portion of the new east-west street measuring approximately 40 metres in length with a right-of-way 16.5 metres wide. These lands will be conveyed to the City at nominal cost.

Property Requirements

The study recommendations would impact an additional 2 properties, requiring the acquisition of approximately 0.167 ha of private property. The affected private property owners were notified once a preferred alignment was determined. Property impacts are illustrated in Attachment 7.

Much of the property needed for the street has been already acquired or secured at nominal cost through development agreements that have already been secured. Property acquisition would be required for the two remaining properties (23 Barberry

Place and 13 Barberry Place). At its meeting on August 25, 26, 27, and 28 2014, City Council authorized the purchase of 13 Barberry Place and the expropriation of 23 Barberry Place.

Real Estate Services initiated the expropriation process for 23 Barberry Place in 2016. Subject to available funding, which will be considered as part of the 2017 Capital Budget process, Real Estate Services will report to Government Management Committee and Council requesting approval to expropriate the lands required for the new street. The report would include an estimate of costs to purchase along with an estimate of administrative costs (e.g. legal and appraisal costs).

Implementation

Subject to City Council's endorsement of the study recommendations, the EA would be filed in the public record for a minimum 30-day review period. During this period, any interested party may request that the Minister of the Environment and Climate Change issue a Part II Order under the Environmental Assessment Act. Should a Part II Order request be submitted, staff would work with the requestor to address the concerns raised. Alternatively, staff may advise the Ministry of the Environment and Climate Change of the reasons why the request should be denied. Provided that a Part II Order has not been granted, the project may proceed to implementation following the completion of the 30-day review period.

Subject to available funding, detailed design of the new east-west street and the necessary property acquisition needed to implement it could be completed in one year. Delivery of the road is anticipated to occur within two years of the required funding being approved.

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SIGNATURE

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ATTACHMENTS

Attachment 1 – Southeast Bayview Node Context Plan (2004), Map 4

Attachment 2 – Study Area

Attachment 3 – Public Consultation Summary Report

Attachment 4 – Alternative Solutions

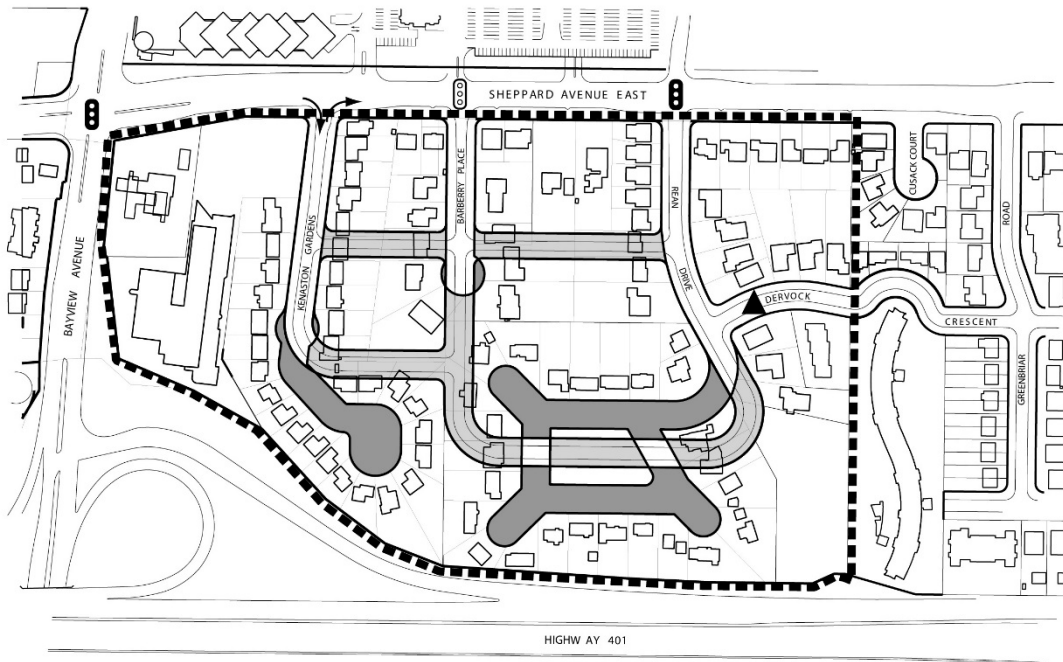
Attachment 5 – Preferred Solution Plan

Attachment 6 – Preferred Solution Typical Cross Sections

Attachment 7 – Property Requirements









ATTACHMENT 1

SOUTHEAST BAYVIEW NODE CONTEXT PLAN (2004), MAP 4



Transportation Options

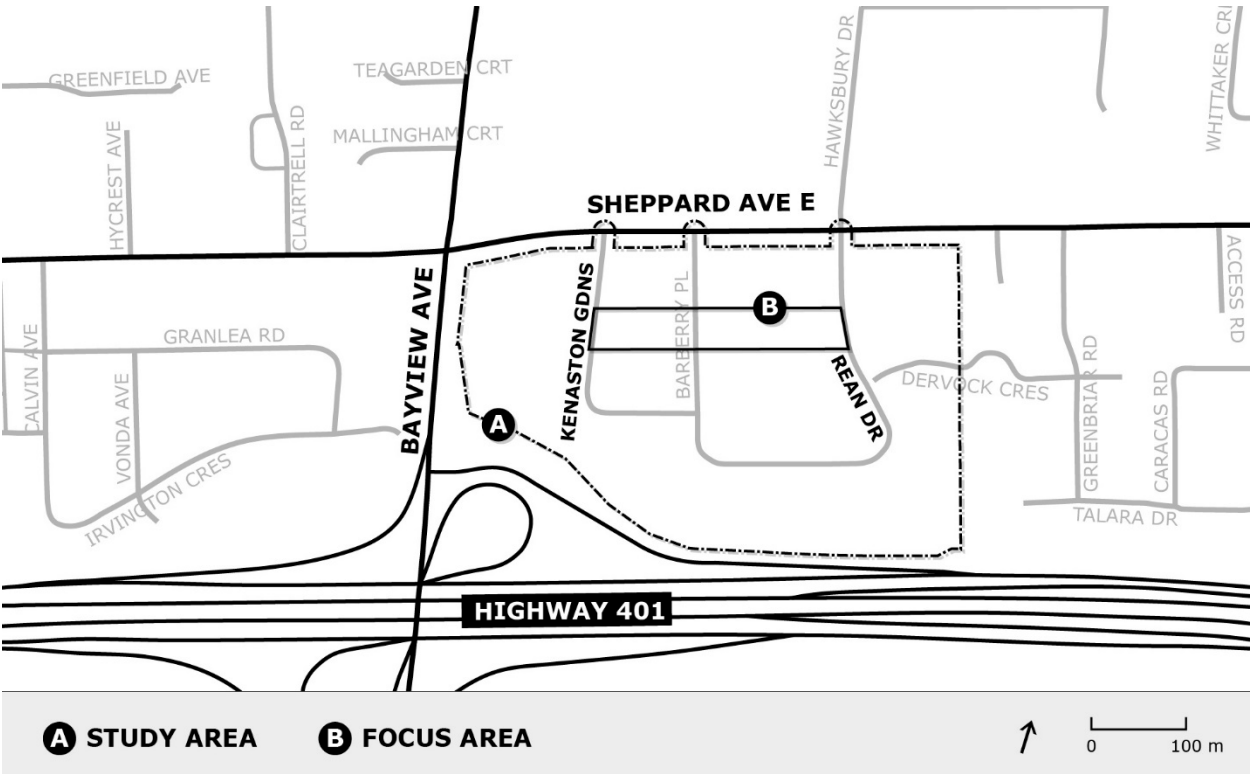
MAP 4

- | | |
|--|--|
|  Context Plan Study Area |  Existing Signalized Intersection |
|  Existing Road to be Retained |  Potential Signalized Intersection |
|  Road to be Closed |  Potential Right-In / Right-Out Movement |
|  New Road Areas |  Potential Traffic Control Measures or Cul-de-Sac |


 Not to Scale
 04/03

ATTACHMENT 2

STUDY AREA



ATTACHMENT 3

PUBLIC CONSULTATION SUMMARY REPORT

The majority of people who submitted comments support the proposed new street from Rean Drive to Kenaston Gardens and welcome improved pedestrian and street connections for the growing neighbourhood. Concerns received about the project are focussed on the rationale, impacts to traffic and pedestrian safety, as well as cost and property impacts of the new street extension between Barberry Place and Kenaston Gardens.

Public input was collected through the following consultation activities:

Stakeholder Meetings

- **Pine Ridge / Chestnut Hill (5-15 Kenaston Drive and 577-579 Sheppard Avenue East) on July 28, 2016**
- Liberty Development (591-593 Sheppard Avenue East) on August 16, 2016
- Amica (15 Barberry Place) and The Claridges (12 Rean Drive) on September 1, 2016
- Thomas Clark Heritage House (9 Barberry Place) on September 7, 2016
- Resident from The Chelsea (19 Kenaston Gardens) on October 14, 2016

Public Drop-In Event

- **Held at St. Elizabeth of Hungary Church (432 Sheppard Avenue West) on September 27, 2016**
- 34 registered participants, with an estimated overall attendance of 50 participants
- Over 25 comments collected by staff

Overall, the public drop-in event was well attended with an exchange of comments, questions and opinions amongst residents and staff. People were encouraged to provide written comments during and after the meeting using the comment forms and via email. A full public consultation report will be completed and included as part of the final project file and posted online to the project website (toronto.ca/reankenaston).

ATTACHMENT 4

ALTERNATIVE SOLUTIONS

Alternative 1

Do Nothing

Alternative 2

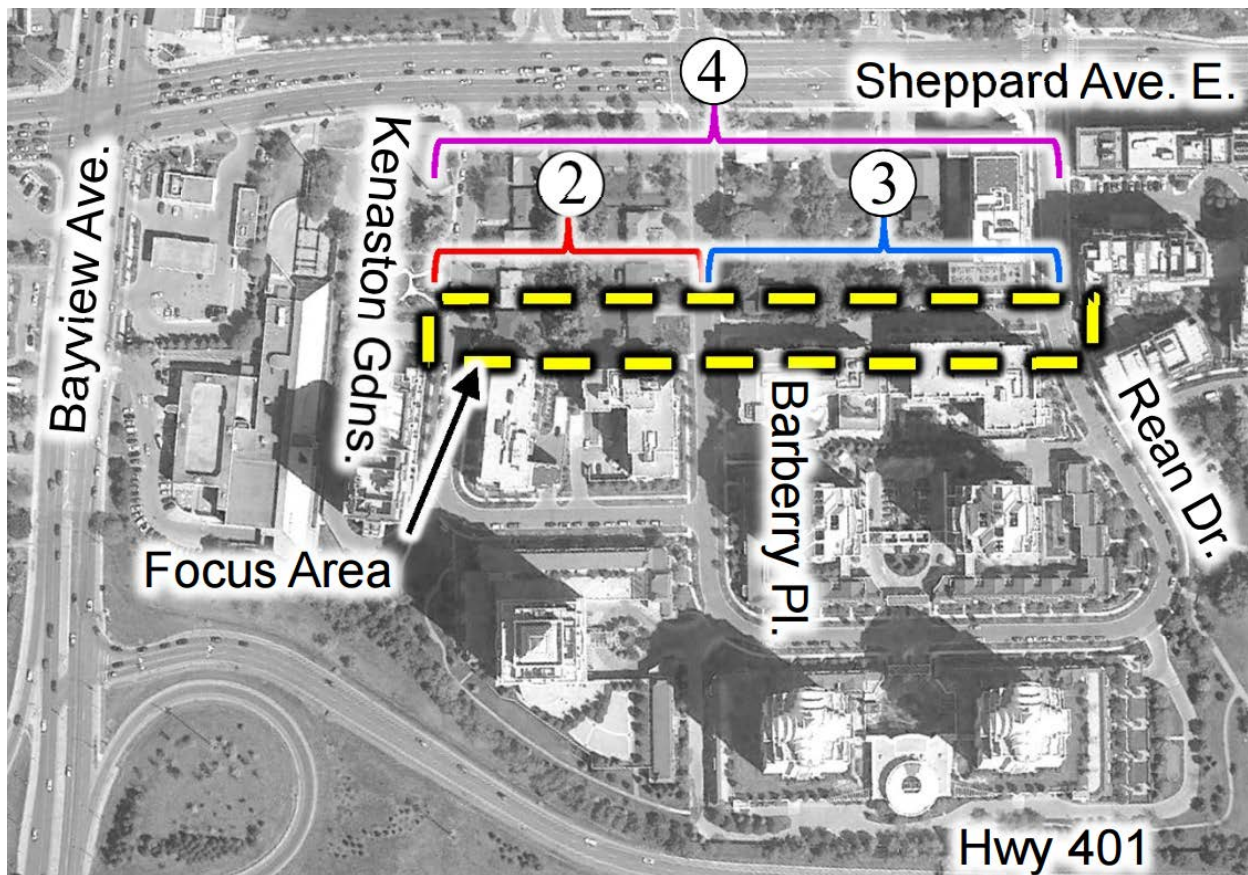
New east-west street between Kenaston Gardens and Barberry Place *only*

Alternative 3

Reconstruct existing private road between Barberry Place and Rean Drive

Alternative 4

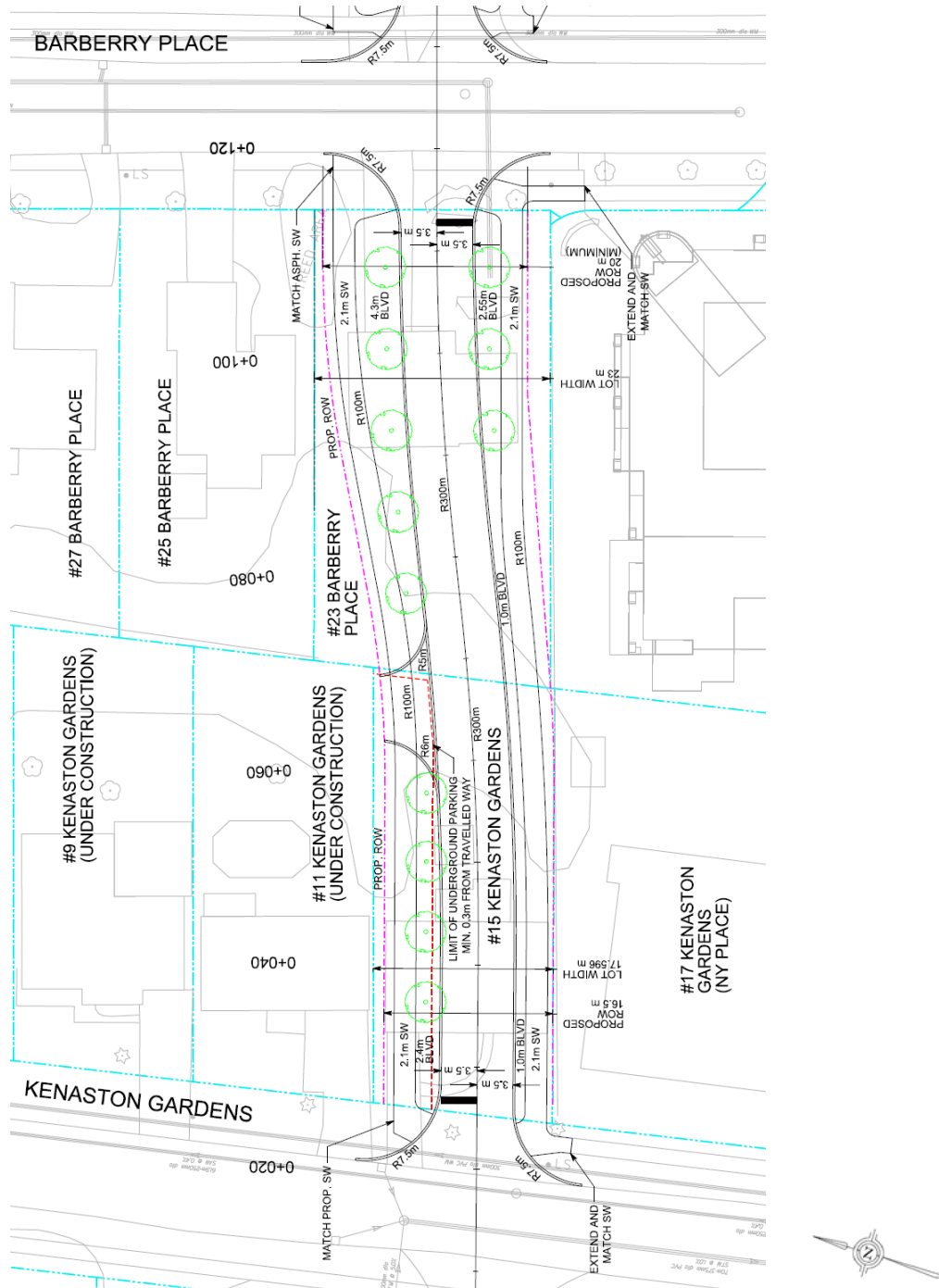
Combination of Alternative 2 and Alternative 3



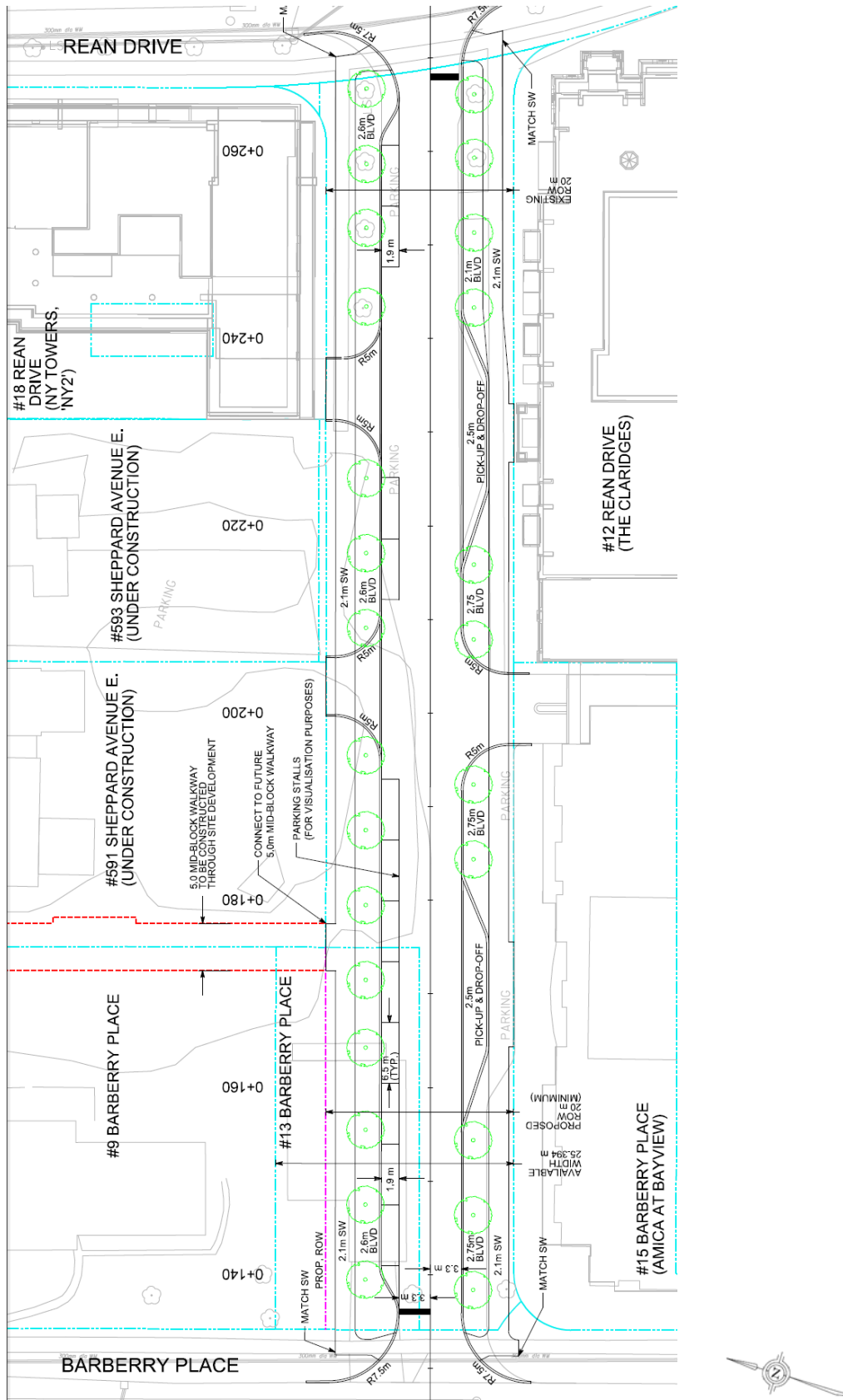
ATTACHMENT 5

PREFERRED SOLUTION PLAN

Kenaston Gardens to Barberrry Place (West Segment)



Barberry Place to Rean Drive (East Segment)



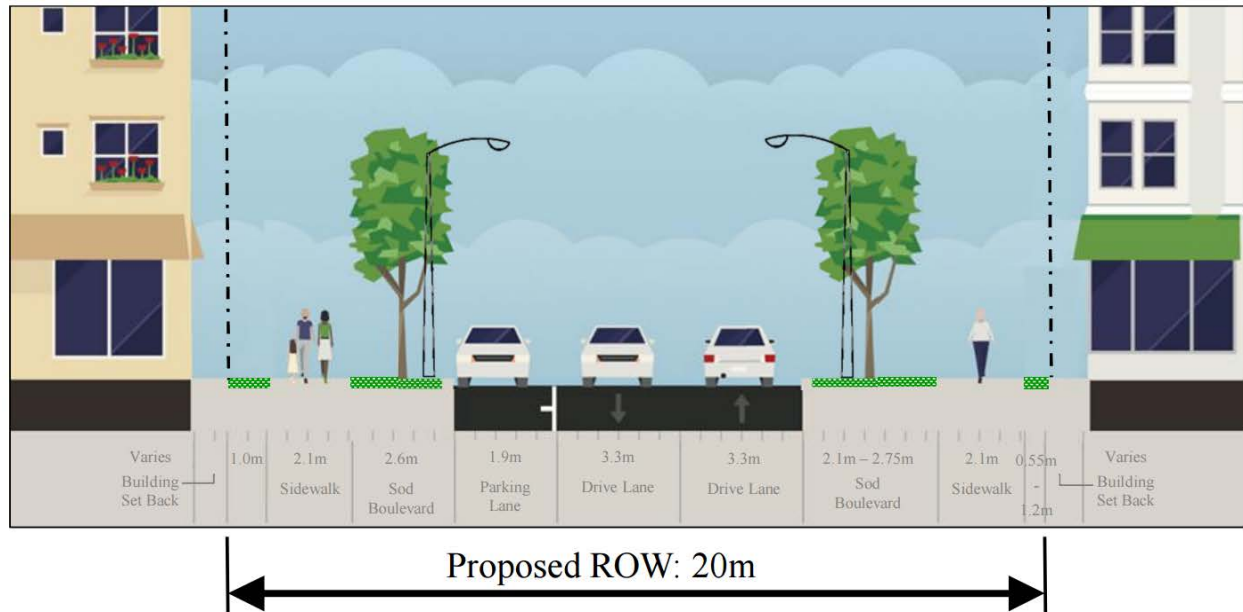
ATTACHMENT 6

PREFERRED SOLUTION TYPICAL CROSS SECTIONS

Kenaston Gardens to Barberry Place (Facing East)

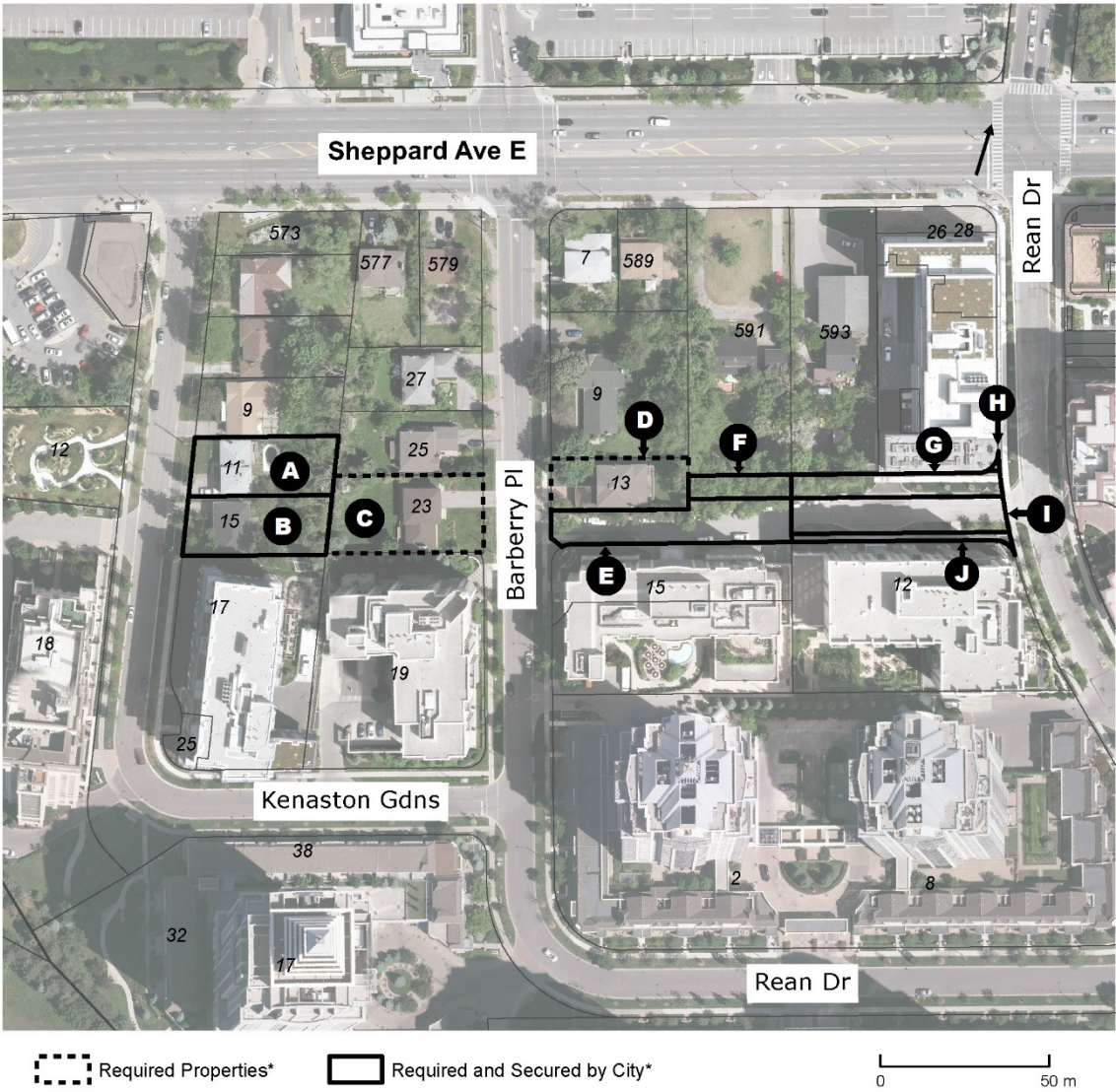


Barberry Place to Rean Drive (Facing East)



ATTACHMENT 7

PROPERTY REQUIREMENTS



* Properties either required in full or in part. See following table.

Property	Address	Required Lands for Recommended Plan	Approximate Area Required	Means of Acquisition
A	11 Kenaston Gardens	Partial: Approximately 5.8 metres of southerly property	0.0247 ha	Secured through development approval process
B	15 Kenaston Gardens	Full: Entire property required	0.0750 ha	Secured through development approval process
C	23 Barberry Place	Full: Entire property required	0.1047 ha	Acquisition underway
D	13 Barberry Place	Partial: Approximately southerly two-thirds of property	0.0623 ha	Acquisition underway
E	Private Road	Full: Existing private road	0.0809 ha	Secured through development approval process
F	591 Sheppard Avenue East	Partial: Southerly 7.6 metres of property	0.0211 ha	Secured through development approval process
G	Private Road	Full: Existing private road	0.0437 ha	Secured through development approval process
H	Private Road	Full: Existing private road	0.0006 ha	Secured through development approval process
I	Private Road	Full: Existing private road	0.0675 ha	Secured through development approval process
J	Private Road	Full: Existing private road	0.0163 ha	Secured through development approval process