The City of Toronto holds public consultations as one way to engage residents in the life of their city. Toronto thrives on your great ideas and actions. We invite you to get involved.

**East-West Street between Rean Drive and Kenaston Gardens**

**Environmental Assessment**  
**Notice of Commencement & Public Open House**

**Study Overview**  
The City of Toronto is studying options for a new east-west street between Rean Drive and Kenaston Gardens located within the area south of Sheppard Avenue and east of Bayview Avenue.

The need for a new street in this area has been identified to:

- Support the planning objectives of the Sheppard East Subway Corridor Secondary Plan and the Southeast Bayview Node Context Plan
- Improve neighbourhood connectivity for all road users, including pedestrians and cyclists
- Improve access for residents to local amenities, including the Bayview Subway Station

The study will consider:

- Road alignment options, including enhancements to the existing street between Barberry Place and Rean Drive and a new extension between Barberry Place and Kenaston Gardens
- New streetscaping, including lighting, trees, and street furniture like benches
- Wider sidewalks and boulevards

**Public Consultation**
Join us to learn more about this project, speak with staff, and provide your feedback.

**Date:** Tuesday, September 27, 2016  
**Drop-in any time:** 5 p.m. to 8 p.m.  
**Location:** St. Elizabeth of Hungary Church  
432 Sheppard Ave. E. (west of Bayview Avenue)

**The Process**  
This study will define problems and opportunities, develop and evaluate alternative solutions and designs, review public and stakeholder feedback, and identify a preferred solution including measures to minimize any impacts. This study is being carried out under Schedule 'B' of the Municipal Class Environmental Assessment (EA), which is an approved planning process under the Environmental Assessment Act.

**We would like to hear from you**
Public consultation is an important part of this study. You are invited to learn more and to share your insights and opinions at any time. For more information and to receive study updates, please contact:

**Maogosha Pyjor**  
Public Consultation Coordinator  
City of Toronto, Metro Hall, 19th Fl., 55 John St.  
Toronto, ON M5V 3C6  
Tel: 416-338-2850  Fax: 416-392-2974  TTY: 416-397-0831  
Email: mpyjor@toronto.ca  
Visit: toronto.ca/reankenaston

**Issue Date:** September 15, 2016

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.
New Street East-West
between Rean Drive and Kenaston Gardens
Environmental Assessment Study

Public Consultation Summary

November 2016

Prepared by Maogosha Pyjor, Public Consultation Unit, City of Toronto
In cooperation with Transportation Services, City of Toronto and
Morrison & Hershfield
Contents

Overview .......................................................................................................................................................... 2
Public Communications ........................................................................................................................................ 2
Activities ......................................................................................................................................................... 2
Overall Feedback ......................................................................................................................................... 3
Comments in Support of New Street ........................................................................................................... 3
Comments in Opposition of New Street ....................................................................................................... 3
Comments about the Proposed Design and Construction ............................................................................. 3
Pedestrian Considerations ............................................................................................................................ 3
Features of a Street ....................................................................................................................................... 4
Site Specific Concerns/Considerations ........................................................................................................... 4
Comments that are Out of Scope to this Proposal ........................................................................................ 4
Public Consultation ..................................................................................................................................... 4
Appendices .................................................................................................................................................... 5
Appendix 1 – Public Event Flyer .................................................................................................................. 5
Appendix 2 – Feedback Form ......................................................................................................................... 7
Appendix 3 – Drop-in Event Materials ......................................................................................................... 12
Appendix 4 – Stakeholder Meeting Notes .................................................................................................... 13
  Pine Ridge Chesnut Hill Development – July 28, 2016 ............................................................................. 14
  Liberty Development – August 16, 2016 ...................................................................................................... 16
  Amica and The Claridges – September 1, 2016 .......................................................................................... 18
  9 Barberry Place (Heritage Building) – September 1, 2016 ...................................................................... 21
  Chelsea Resident (19 Barberry Place) – October 14, 2016 ....................................................................... 23
Appendix 5 – Feedback Form Data ................................................................................................................. 24
Appendix 6 – Staff Comment Tracking from Public Event ........................................................................ 27
Appendix 7 – Correspondence Tracking ....................................................................................................... 29
Overview

The new street proposed between Rean Drive and Kenaston Gardens is part of the Council approved Southeast Bayview Node Context Plan which provides urban design guidelines and recommends transportation connections that support both development along the Sheppard East Subway Corridor and residents in the area south of Sheppard Avenue and east of Bayview Avenue.

This study is following a Municipal Class Environmental Assessment (Class EA) Schedule 'B' process, which includes identifying the problem/opportunity, developing and evaluating a reasonable range of alternative solutions, and providing opportunities for public input.

On September 27, 2016 the City of Toronto hosted a public open house to introduce and gather feedback about:

- Road alignment options including:
  - Option 1 – Do Nothing
  - Option 2 – Reconstructing the existing laneway between Barberry Place and Rean Drive
  - Option 3 – New extension between Barberry Place and Kenaston Gardens
  - Option 4 – Combination of options 2 and 3 for new street between Rean Drive and Kenaston Gardens

- New streetscaping including lighting, trees and street furniture like benches
- Wider sidewalks and boulevards

Overall, the event was well attended with 34 registered participants and 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.

This report summarizes the stakeholder and public feedback received leading up to, during and after the September 27 public open house.

Public Communications

- 5,620 flyers delivered by Canada Post (September 12)
- Notice of commencement & public open house advertised in North York Mirror (September 15, 22)
- Project Webpage: www.toronto.ca/reankenaston

Activities

Public input collected through the following consultation activities:

- Stakeholder Meetings:
  - Pine Ridge Chesnut Hill (July 28)
  - Liberty Development (August 16)
  - Amica & The Claridges (September 1)
  - 9 Barberry Place (September 7)
  - Chelsea Resident (October 14)
- Public Drop-in Event (September 27) – 34 registered participants:
  - Over 25 staff collected comments
- Feedback Form – 12 completed responses
Overall Feedback
A 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, cost and property impacts of the new street extension between Barberry Place and Kenaston Gardens.

Comments in Support of New Street
- Improve safety of pedestrians
- Street and traffic flow improvements needed
- With new and more development coming, new street needed to accommodate current and future residents – "vital that this happen soon as possible, as new building at 591 Sheppard will access and exit on the existing roadway"
- Welcome new street activity in front of building
- Need to look after traffic related to Amica and Claridges buildings
- Wider street between Rean Drive and Barberry Place will better accommodate service and larger vehicles (currently too narrow)

Comments in Opposition of New Street
- Option 3 – New Extension between Kenaston Gardens and Barberry Place:
  - Section not necessary or worth the cost – "waste of City money and resources"
  - Too short of a section to warrant constructing
  - Should be a pedestrian path/walkway not a road
- Adds more traffic on streets south of Sheppard Avenue
- Construction period will disturb neighbourhood

Comments about the Proposed Design and Construction
- Ensure speed of vehicles kept down
- Many requests for traffic calming measures – "Speed humps critical to slow traffic down"
- Ensure construction coordinated with development projects in area

Pedestrian Considerations
- Many young families and seniors live in area and sidewalks should be well incorporated into area for safety and daily walking (street ramps, curbs) – "As there is a retirement home on Barberry Place, consideration must be for walkers and slow walking"
- Pedestrians need to be prioritized – "Ensure pedestrians take priority over vehicle traffic"
- Sheppard Avenue works fine for Bayview Subway Access
Currently walk to subway for seniors difficult because they have to access subway by crossing Sheppard Avenue for north side in order to use Seniors tickets (south side entrance does not have a booth or person to accept seniors tickets)

Features of a Street

- Trees, Landscaping and Lighting most important features
- On-Street Parking:
  - Not a priority from many of the feedback forms received
  - Priority for building like Amica and Claridges where service providers find it difficult to find parking (even with Visitor Parking facilities)
  - No one wants 24/7 parking which could be taken advantage of by some residents
  - Some people say it should be free parking other people support paid parking with parking restrictions (e.g. from 8:00 a.m. to 6:00 p.m.)
  - Additional parking would help accommodate parking needs (guests and trades peoples)
- Lighting:
  - More lighting equals a more walkable lifestyle

Site Specific Concerns/Considerations

- Questions about what will happen to left over property acquisition of 23 Barberry Place
- Barberry Place and New Street intersection:
  - Requires a 4-way stop to allow pedestrian across
  - 2-way stop signs doesn't improve the current condition

Comments that are Out of Scope to this Proposal

- YMCA entrance/exit:
  - New access/driveway needed off Kenaston Gardens to address dangerous left turns from Sheppard Avenue (westbound) into YMCA
  - Stop cars leaving the YMCA and making illegal U turns on Barberry Place
- Inquiries about what the process is for naming the proposed new street
- Address north east and north west corners of Barberry Place and Sheppard (steep grade and poor condition of sidewalks)
- Pet stations and garbage disposals needed
- Increase pedestrian crossing time of Sheppard Avenue at Rean Drive
- Winter maintenance is an issue at parkette (west side of Kenaston Gardens)
- More park space should be accommodated in the area

Public Consultation

- Communications appreciated
- Staff helpful in explaining plans and answering questions
Appendices

Appendix 1 – Public Event Flyer
The City of Toronto holds public consultations as one way to engage residents in the life of their city. Toronto thrives on your great ideas and actions. We invite you to get involved.

**East-West Street between Rean Drive and Kenaston Gardens**

**Environmental Assessment Notice of Commencement & Public Open House**

**Study Overview**

The City of Toronto is studying options for a new east-west street between Rean Drive and Kenaston Gardens located within the area south of Sheppard Avenue and east of Bayview Avenue.

The need for a new street in this area has been identified to:

- Support the planning objectives of the Sheppard East Subway Corridor Secondary Plan and the Southeast Bayview Node Context Plan
- Improve neighbourhood connectivity for all road users, including pedestrians and cyclists
- Improve access for residents to local amenities, including the Bayview Subway Station

The study will consider:

- Road alignment options, including enhancements to the existing street between Barberry Place and Rean Drive and a new extension between Barberry Place and Kenaston Gardens
- New streetscaping, including lighting, trees, and street furniture like benches
- Wider sidewalks and boulevards

**Public Consultation**

Join us to learn more about this project, speak with staff, and provide your feedback.

**Date:** Tuesday, September 27, 2016  
**Drop-in any time:** 5 p.m. to 8 p.m.  
**Location:** St. Elizabeth of Hungary Church  
432 Sheppard Ave. E. (west of Bayview Avenue)

**The Process**

This study will define problems and opportunities, develop and evaluate alternative solutions and designs, review public and stakeholder feedback, and identify a preferred solution including measures to minimize any impacts. This study is being carried out under Schedule 'B' of the Municipal Class Environmental Assessment (EA), which is an approved planning process under the Environmental Assessment Act.

**We would like to hear from you**

Public consultation is an important part of this study. You are invited to learn more and to share your insights and opinions at any time. For more information and to receive study updates, please contact:

Maogosha Pyjor  
Public Consultation Coordinator  
City of Toronto, Metro Hall, 19th Fl., 55 John St.  
Toronto, ON M5V 3C6  
Tel: 416-338-2850  
Fax: 416-392-2974  
TTY: 416-397-0831  
Email: mpyjor@toronto.ca  
Visit: toronto.ca/reankenaston

**Issue Date:** September 15, 2016
Appendix 2 – Feedback Form
Please submit your comments today or by **October 12, 2016**. See the last page for details.
Copies of the display materials are posted at [www.toronto.ca/reankenaston](http://www.toronto.ca/reankenaston)
Your input will be reviewed by the project team and help inform plans moving forward. Thank you.

**Alternative Solutions Being Studied**

There are different options being considered for how best to construct a new street between Rean Drive and Kenaston Gardens. The project team is currently recommending a combination of reconstructing the street between Barberry Place and Rean Drive and a new extension between Barberry Place and Kenaston Gardens (Alternative 4).

1. The options that were considered for a new street included:
   - Alternative 1: Do Nothing
   - Alternative 2: New east-west street (Kenaston Gardens to Barberry Place)
   - Alternative 3: Reconstruct existing street (Barberry Place to Rean Drive)
   - Alternative 4: Combination of New and Reconstructed street (Alternatives 2 & 3)
Evaluation Criteria

Alternative solutions must be evaluated against a broad range of evaluation criteria including:

<table>
<thead>
<tr>
<th>Planning and Policy</th>
<th>Natural Environment</th>
</tr>
</thead>
<tbody>
<tr>
<td>o Addressing objectives of the Official Plan, Sheppard East Subway Corridor Secondary Plan, and Southeast Bayview Node Context Plan</td>
<td>o Vegetation, existing trees and wildlife</td>
</tr>
<tr>
<td>o Provide connectivity through direct access and address existing and future development</td>
<td>o Opportunities for street tree plantings</td>
</tr>
<tr>
<td>o Urban design considerations</td>
<td>o Noise impacts</td>
</tr>
<tr>
<td>• Transportation</td>
<td>o Air quality</td>
</tr>
<tr>
<td>o Safety</td>
<td>o Climate</td>
</tr>
<tr>
<td>o Operations</td>
<td></td>
</tr>
<tr>
<td>o Accessibility for Ontarians with Disabilities Act (AODA) and City of Toronto standards</td>
<td></td>
</tr>
<tr>
<td>o Multimodal provisions</td>
<td></td>
</tr>
<tr>
<td>o Provision for Emergency Services</td>
<td></td>
</tr>
<tr>
<td>• Cultural and Built Heritage Environment</td>
<td></td>
</tr>
<tr>
<td>o Cultural heritage landscapes</td>
<td></td>
</tr>
<tr>
<td>o Built heritage</td>
<td></td>
</tr>
<tr>
<td>o Potential archaeological impacts</td>
<td></td>
</tr>
<tr>
<td>• Engineering and Utilities</td>
<td></td>
</tr>
<tr>
<td>o Construction feasibility and staging</td>
<td></td>
</tr>
<tr>
<td>o Drainage/Stormwater management</td>
<td></td>
</tr>
<tr>
<td>o Utilities (Relocation/Replacement)</td>
<td></td>
</tr>
<tr>
<td>• Implementation, Operations and Maintenance Costs</td>
<td></td>
</tr>
<tr>
<td>o Property acquisition requirements</td>
<td></td>
</tr>
<tr>
<td>o Construction costs</td>
<td></td>
</tr>
<tr>
<td>o Operations and maintenance cost</td>
<td></td>
</tr>
</tbody>
</table>

2. Do you have any comments or concerns regarding the evaluation criteria?
Preliminary Preferred Solution

3. Do you agree with the City’s preliminary recommendation for a new east-west street (Kenaston Gardens to Rean Drive)?
   - Yes
   - No
   - Not Sure

Do you have any comments or concerns regarding this recommendation?

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

4. Circle a number between 1-5 to rate each of the potential features of the new street and their importance to you; with 1 being the least important and 5 being the most important.

   Street Furniture  
   (E.g. benches)  
   Least Important  1  2  3  4  5  Most Important

   Trees  
   Least Important  1  2  3  4  5  Most Important

   Landscaped Boulevard  
   (E.g. planters, grass)  
   Least Important  1  2  3  4  5  Most Important

   On-street Parking  
   Least Important  1  2  3  4  5  Most Important

   Lighting  
   Least Important  1  2  3  4  5  Most Important

5. Please provide additional suggestions and/or comments.

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

3
6. How did you learn about today’s public event? Check all that apply.

□ Flyer in the Mail
□ North York Mirror North Newspaper Ad
□ E-Mail List (e.g. Community, Councillor)
□ Neighbour
□ Other: ______________________________________

7. Did you find today’s meeting helpful or useful?

□ Yes. Why? ______________________________________________________________
___________________________________________________________
□ No. Why? _____________________________________________________________
___________________________________________________________
□ Additional Comments: ________________________________________________
___________________________________________________________

OPTIONAL – Your Contact Details

Name: ___________________________________ Organization: ________________________
Address: _________________________________________________________________
Phone: _______________________________ Email: ________________________________

Thank you for your input!
Please submit your comment form at the sign in table
or send in your comments by Wednesday, October 12, 2016 using one of the following options:

Postal: Public Consultation Unit
55 John Street, Metro Hall, 19th Floor
City of Toronto
Toronto, ON M5V 3C6

Contact: Maogosha Pyjor
416-338-2850
mpyjor@toronto.ca

TTY: 416-397-0831
Fax: 416-392-2974

+(Postage paid envelopes available at the sign in table)
Appendix 3 – Drop-in Event Materials

Display Panels from the September 27 Drop-in Event is available on the project webpage: toronto.ca/reankenaston
Appendix 4 – Stakeholder Meeting Notes
Introduction

a) The City of Toronto (City) initiated a Schedule ‘B’ Class Environmental Assessment Study for a new east-west corridor between Rean Drive and Kenaston Gardens in accordance with the City’s Official Plan and the Southeast Bayview Node Context Plan recommendations.

b) Morrison Hershfield Limited (MH) was retained by the City to undertake the environmental assessment study.

c) Pine Ridge is proposing a new 12 storey residential development at the north-west limit of the EA’s focus area. Properties to be developed include #573-577 Sheppard Avenue and #5-15 Kenaston Gardens. The new development’s access will be located on the new east-west extension between Kenaston Gardens and Barberry Place.

Study Background

a) Andrew presented an overview of the project scope and timeline. The EA study must be completed by November 2016 for inclusion in the City’s Public Works and Infrastructure Committee (PWIC) meeting scheduled for November 21st 2016. Upon City Council endorsement in December 2016, the design is anticipated to be completed in 2017 with construction occurring in 2018.

b) John presented a draft design for discussion purposes. The proposed east-west extension between Kenaston Gardens and Barberry Place would consist of a 2-lane design with 3.5m lanes with boulevards and sidewalks on both sides of the street in accordance with City policy. The alignment includes a reverse curve to smoothly transition from the Kenaston Gardens intersection to line up with the tangent east end of the Barberry Place intersection.

c) Maogosha summarized the Schedule ‘B’ EA process and the need to consult with key stakeholders impacted by the proposed undertaking to obtain stakeholder inputs in the development of a preferred solution. In addition to holding stakeholder meetings, a Public Information Centre will be held in September 2016 to obtain further input from the public.

Discussion

a) Steven reviewed the development’s plans which proposes an 8.5m wide road with a single sidewalk along the north side. These plans have already been approved by the City’s Engineering & Construction Services and a Section 37 agreement which has already been executed.
b) A 2.7m boulevard has been provided on the south side with the intent to contain the utility trench as well as the installation of street lighting and street trees.

c) The agreement stipulates that the new road must be constructed to the base course asphalt with concrete curb connections to Kenaston Gardens to obtain the above-grade permit which is a pre-requisite to obtain the final building permit (Section 5.3.4).

d) There is a 2.5m elevation drop from Kenaston Gardens to Barberry Place. Due to the lack of access to Barberry Place, the development’s storm sewer will drain towards the existing Kenaston Gardens. The presence of an existing sanitary sewer on Kenaston Gardens resulted in a shallow storm sewer installation to cross over the sanitary. Insulation was provided to address the shallow depth of cover.

e) The site servicing has been approved by Toronto Water and has been submitted to the Ministry of the Environment to obtain the Environmental Compliance Approval.

f) Site preparation has already begun with construction anticipated to begin in 2 weeks. The initial works will be the open excavation starting from the east-west road towards the north.

g) Upon completion of the excavation, the east-west road storm sewers will be installed, the remaining road will then be backfilled with granular material and the base course asphalt and curbs will be constructed. The road construction is anticipated to begin in 1 month.

Any deviation in the road alignment or curb layouts will impact the proposed storm sewer design including catchbasin locations as well as the reserved locations for future sanitary and watermain services.

**Next Steps and Other Items**

a) The City’s Project Team will coordinate with the City Solicitor and Engineering & Construction Services to discuss the information brought up during the meeting.

b) The City’s Project Team will follow up with Chestnut Hill Development team early next week to discuss the outcome of City’s internal deliberations.

   MMM will provide MH with CAD files for the proposed development to overlay on the EA design.
Introduction

a) The City of Toronto (City) initiated a Schedule ‘B’ Class Environmental Assessment Study for a new east-west corridor between Rean Drive and Kenaston Gardens in accordance with the City’s Official Plan and the Southeast Bayview Node Context Plan recommendations.

b) Morrison Hershfield Limited (MH) was retained by the City to undertake the environmental assessment study.

c) Liberty Development is constructing the new The Village Residences, which will be a mixed use development that will be located at 591-595 Sheppard Avenue East. The work will include relocating the existing Evangelical Presbyterian Church further south and constructing a new 10-storey residential building.

Study Background

a) Andrew presented an overview of the project scope and timeline. The EA study must be completed by November 2016 for inclusion in the City’s Public Works and Infrastructure Committee (PWIC) meeting scheduled for November 21st 2016. Upon City Council endorsement in December 2016, the detailed design is anticipated to be completed in 2017 with construction occurring in 2018.

b) Martin presented a draft design for discussion purposes. The proposed east-west street between Kenaston Gardens and Rean Drive would consist of a 2-lane design with boulevards and sidewalks on both sides of the street in accordance with City policy. The alignment includes a reverse curve to smoothly transition from the Kenaston Gardens intersection to line up with the tangent east end of the Barberry Place intersection.

c) The Barberry Place to Rean Drive segment will contain the Liberty Development along the north side. The proposed site entrance has been incorporated into MH’s design.

d) Maogosha summarized the Schedule ‘B’ EA process and the need to consult with key stakeholders impacted by the proposed undertaking to obtain stakeholder inputs in the development of a preferred solution. In addition to holding stakeholder meetings, a Public Information Centre will be held in late September 2016 to obtain further input from the public.

Stakeholder Discussions

a) Liberty is anticipating construction completion and occupancy in November 2018.

b) The development is planned in 2 phases:
Phase 1 will relocate the church south to its new location, fronting the Barberry Place-Rean Drive link. Construction for this phase is underway with the excavation of the site completed and foundation work currently being completed. Phase 1 will be completed in May/June 2017.

Phase 2 will be the new 10-storey condo which is anticipated to begin construction in June 2017 and completed in November 2018.

c) Site servicing is planned to be constructed on the Barberry Place-Rean Drive link connecting to the existing services on Rean Drive. Construction of the services is expected to begin next month. Water quality from site drainage will be provided through a Jellyfish Filter system before outletting to the City’s storm sewers.

d) A Construction Management Plan was prepared by Cole Engineering and submitted to the City as part of the development applications. Andrew will coordinate to obtain a copy.

e) A 2.5m mid-block walkway has also been provided along the west property limit of the site with an anticipated full width of 5m along the adjacent companies. Pedestrian enhancements may be a focus in this area. MH will include the walkway connection to the north side sidewalk on its design.

f) Liberty’s discussions with the Amica and Claridges Condos indicates that on-street parking may be a concern and serve as an obstacle to pedestrian movements. Parking may also impede pedestrians movements from the new church. Liberty has provided wide concrete pads along the north boulevard to provide additional standing areas for pedestrians.

g) The Liberty Development entrance has been aligned with the Amica / Claridges entrance and may need to be designed as a four-way stop-controlled intersection. A raised intersection would also be a consideration which could act as a calming measure and improve the aesthetics of the corridor.

h) Liberty identified that the driveway on the Barberry Place- Rean Drive link will be the only access to the site and the road design will need to be able to accommodate garbage trucks / moving trucks. MH will confirm vehicle access by running turning templates.

i) The north section of the development, adjacent to Sheppard Avenue, will be constructed as a park with raised planters. The land will be conveyed to the City’s Parks Department after construction.

Liberty will be planting street trees in the boulevard as part of its construction. Due to the planned reconstruction of the road, the City will review the need for tree plantings as part of the development to coordinate the plantings and maintain tree health.

Next Steps and Other Items

a) Liberty will provide MH with CAD files for the proposed development to overlay on the EA design.

b) The City’s Project Team will follow up with the Liberty Development team after holding the Public Information Centre to present the final recommended design.
Amica and The Claridges – September 1, 2016

Attendance:
Five Board Member Representatives
Mark Marshall, Maple Ridge Community Management
Andrew Chislett, City of Toronto - Transportation Services
Marilia Cimini, City of Toronto - Transportation Services
Maogosha Pyjor, City of Toronto – Public Consultation
John Grebenc, Morrison Hershfield, Project Manager (MH)
Martin-Pierre Blouin, Morrison Hershfield – Transportation

Introduction

a) The City of Toronto (City) initiated a Schedule ‘B’ Class Environmental Assessment Study for a new east-west street between Rean Drive and Kenaston Gardens in accordance with the City’s Official Plan and the Southeast Bayview Node Context Plan recommendations.

b) Morrison Hershfield Limited (MH) was retained by the City to undertake the environmental assessment study.

c) There is an existing road segment between Barberry Place and Rean Drive with adjacent properties mostly redeveloped to mid-rise condominiums including The Claridges (#12 Rean Drive) and Amica at Bayview (#15 Barberry Place) to the south and NY Towers "NY2" (#18 Rean Drive) to the North.

d) The Claridges and Amica at Bayview are key stakeholders in the EA study as they will be directly affected by the study recommendations. The City met with the condo’s board of directors to obtain input.

e) Liberty Development is constructing the new The Village Residences, which will be a mixed use development that will be located at 591-595 Sheppard Avenue East and will have an access on the north side of the existing street.

Study Background

a) Andrew presented an overview of the project scope and timeline. The EA study must be completed by November 2016 for inclusion in the City’s Public Works and Infrastructure Committee (PWIC) meeting scheduled for November 21st 2016. Upon City Council endorsement in December 2016, the detailed design is anticipated to be completed in 2017 with construction occurring in 2018.

b) John presented a draft design for discussion purposes. The proposed east-west street between Kenaston Gardens and Rean Drive would consist of a two-lane design with boulevards and sidewalks on both sides of the street in accordance with City policy. The alignment includes a reverse curve to smoothly transition from the Kenaston Gardens intersection to line up with the tangent east end of the Barberry Place intersection.

c) On-street parking has been maintained along the north side with protected bump-outs at the intersection. On the south side, the passenger pick-up / drop-off in front of Amica and The Claridges entrances will be maintained.

d) The Barberry Place to Rean Drive segment will contain the future Liberty Development along the north side. The proposed site entrance has been incorporated into the City’s design.
Maogosha summarized the Schedule ‘B’ EA process and the need to consult with key stakeholders impacted by the proposed undertaking to obtain stakeholder inputs in the development of a preferred solution. In addition to holding stakeholder meetings, a Public Information Centre will be held on September 27th 2016 to obtain further input from the public.

Discussions

a) The City concluded its presentation and opened the floor to review the plan drawings and provide questions and comments.

b) The existing sidewalks are of substandard width as they were constructed prior to the adoption of AODA (Accessibility for Ontarians with Disabilities Act). The proposed design will implement sidewalks along both sides of the street to a City-standard 2.1m width.

c) The board was pleased that the on-street parking is recommended to be maintained as there is a lot of demand including many service providers who frequently visit the adjacent condos.

d) The key concern regarding on-street parking was the enforcement of the parking by-law, as signed not allowing parking overnight. While enforcement issues are outside the scope of the study, when the right-of-way is dedicated to the City and becomes a public street, the street will be subject to the standard City policies.

e) Snow storage requirements regarding the on-street parking will also be subject to the standard City policies.

f) There are three existing light standards on the north side of the existing street. The light standards are currently powered and controlled by The Claridges. As part of the proposed reconstruction, the existing lights will be removed and replaced with new street lighting throughout the street to provide suitable illumination. There are opportunities through the detailed design phase to review the types of street lighting configurations are select appropriate hardware to suit the area’s aesthetics and urban design considerations.

g) The staging of construction was identified as a key concern. The existing entrance to the underground parking garage contains only one lane of traffic in each direction as serves as a bottleneck to access the building. Traffic management during construction will need to maintain the access open for residents throughout the duration.

h) Another issue during construction is the access to emergency vehicles to reach The Claridges and Amica entrances.

i) The City will develop traffic management plans during the detailed design phase of the project which will describe the approach to the staging of construction and protection to vehicular and pedestrian movement. Impacted stakeholders will be consulted with in detailed design to develop the traffic management approach.

j) The City clarified that a street name for the new east-west street has not been selected yet. The name selection will be undertaken outside of the EA study. Comments were made in favour of acknowledging area's heritage and Thomas Clarke.

k) Andrew will provide the study contact information to the condo board so that they can provide further comments on the study.
Next Steps and Other Items

a) Maogosha distributed a draft Notice of Commencement and Public Event to the board of directors to provide the study website and associated information.

b) The City will be holding its PIC on Tuesday September 27, 2016 from 5:00 p.m. to 8:00 p.m. at the St. Elizabeth of Hungary Church (432 Sheppard Avenue East)
9 Barberry Place (Heritage Building) – September 1, 2016

Attendance:
Owners
Andrew Chislett, City of Toronto, Transportation Services
John Grebenc, Morrison Hershfield
Maogosha Pyjor, City of Toronto, Public Consultation Unit

Space/land beside home (south side adjacent to proposed new street)

a) With removal of 13 Barberry for proposed new street alignment, request for distance from 9 Barberry property line (south side) to new street
   Response: approx. 16 feet
b) Question about what will be done with space between home and new street (i.e. landscaping, parking, trees) with preference for parkland with no buildings
   Response: how space will be used is not within scope of this EA but could be addressed more during next EA phase of detailed design

Parking

a) Given area development, additional parking would help to accommodate parking needs (Note: un-assumed laneway has 12 parking spots)
b) Currently, guests and trades people have to abide by parking restrictions which can lead to tickets for short term needs or even on holidays (i.e. failed attempt to pursue legally parking in Bayview Village parking lot)
   Response: possibility of additional parking on new street but not able to confirm particulars at this time (i.e. parking restrictions)

Traffic

a) Staff confirmed that given proximity to existing signalized intersections along Sheppard Avenue East, there are no plans to install a signal light at Sheppard and Kenaston Gardens (currently a right turn in and out only)
b) How will new street improve traffic flow?
   Response: Large focus of this study is to improve the existing laneway to City of Toronto standards so that the City can assume and maintain the roadway. For the west block from Barberry Place to Kenaston Gardens, Chestnut Hill development is under construction and with a roadway that is planned to be extended to align with the road on the east block. Also improvements to move pedestrians through the area with improved access to destinations like subway station and wider sidewalks. Traffic calming aspects like bump-outs and formalizing lay-bys for pick up and drop-offs are presently part of plan.
c) Stop control intersection at new street at Barberry Place is planned for

Bayview Subway Station Access

a) Currently walk to subway for seniors difficult because they have to access subway by crossing Sheppard Avenue for north side in order to use Seniors tickets (south side entrance does not have a booth or person to accept passes)

Local Context

a) The owners noted drainage/waterflow runs from south east of property easterly down to Liberty development site as the front of property (west facing side) has a higher grade. The owner noted Liberty has been made aware that a past stream now possibly still underground was being considered in their construction.
b) Three metre walkway to be built with Liberty development will provide future access between Sheppard Avenue East, the New Street and Barberry Place (along back of Barberry properties) seen as positive

c) Steep sidewalk grade at south west corner of Barberry and Sheppard is hazardous in Winter when slippery

d) It was clarified that on the west side of Barberry Place, 15 Kenaston Gardens has been torn down for development and 23 Barberry Place is planned to be removed if new road is approved

e) A roll-out plan of the area, existing conditions and preliminary design will be part of the Public Information Centre on Sept 27

f) The Notice of Commencement and Public Event was provided to the home owners

**Action Items**

a) Andrew Chislett will confirm if Context Plan addresses future land-use across street (currently Barberry addresses)

b) Andrew Chislett will follow up on process for street naming (note: not part of EA). Suggestion from Mezei's and local historian, Jeanne Hopkins, is for Thomas Clark Lane

c) Andrew Chislett and Maogosha Pyjor will follow up with TTC regarding operations of south side entrance for Bayview Subway Station and difficulty seniors have with access
Chelsea Resident (19 Barberry Place) – October 14, 2016

Attendance:
Resident
Andrew Chislett, City of Toronto, Transportation Services
Maogosha Pyjor, City of Toronto, Public Consultation Unit

Support for Alternative 3: Reconstruct existing street Barberry Place to Rean Drive
a) Provided there is support in community (i.e. Claridges and Amica) for re-constructing the existing private road into a new public street

Pedestrian Connection
a) Agrees with making an east west connection between Rean Drive and Kenaston Gardens but section between Barberry Place and Kenaston Gardens should be a pedestrian path/walkway and not a new road
b) Has canvassed many people in the area and received support for a pedestrian pathway between Barberry Place and Kenaston Gardens
c) Less costly than constructing a new road with less impacts on adjacent properties
d) Questions about rationale for building a short road of 100 metres and the inflexibility of the Southeast Bayview Node Context Plan given it has been many years since it was approved by City Council
e) Stop-controlled intersections would make it safer for pedestrians, but might create more traffic congestion

Key concerns with Alternative 4: Combination of New and Reconstructed Street
a) Increased traffic in area and on new street
b) Safety of residents with more activity and traffic
c) Cost of proposed alternative

Action items for City staff
a) Staff are updating a traffic model for the area to better understand impacts of the new east-west street to existing and future traffic patterns in the study area
b) Resident to be added to project contact list for future updates
c) Staff to review pedestrian safety elements in the preferred solution of the new east-west street
Appendix 5 – Feedback Form Data
### New Street between Rean and Kenaston - Feedback Form Data

<table>
<thead>
<tr>
<th>Q2 Alternative Solutions</th>
<th>Q2 Evaluation Criteria</th>
<th>Q3 Draft Preferred Solution</th>
<th>Q4 Circle a number between 1-5 to rate each of the potential solutions for A. 3.4 St. Furnitur 4.2 Trees 4.3 Landscaping 4.4 On-Street Park 4.5 Lighting</th>
<th>Q4 Additional Information</th>
<th>Q5 Public Consultation</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Do you have any comments or concerns regarding these options?</td>
<td>B. What else should have been considered?</td>
<td>C. Do you agree with the City's preliminary recommendation for a new street between Rean and Kenaston?</td>
<td>D. Do you have any comments or concerns regarding the evaluation criteria?</td>
<td>E. Please provide additional comments or concerns regarding this proposal.</td>
<td>F. Did you find today's open house useful?</td>
</tr>
<tr>
<td>1. Will create disturbance to neighborhood due to construction period i.e. dust. New road between Kenaston and Barberry is not necessary and will create additional 'stop' crossing.</td>
<td>N. Unnecessary waste of City money and resources.</td>
<td>1. 5 5 2 4</td>
<td>1 However, not in favour of this proposal.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Something needs to be done between Rean and Barberry - far too narrow - particularly where there are 1 or 2 emergency vehicles and a moving van at Amica when is this street likely to get a name?</td>
<td>Y. Ensuring speed is kept down particularly between Rean and Barberry where there is a mature triplex area and Amica retirement residence - walkers, wheelchair users etc. Cars exiting 18 Rean Drive parking lot tend to speed.</td>
<td>2 3 4 1 5</td>
<td>2 Re: parking: since 18 Rean Drive opened most of the parking on the street between Rean and Barberry has been taken over by 18 Rean Drive residents, many of whom park 24/7 on the street.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Alternative #2 does nothing is not an option because the addition of two new condos and more cars later coming up on south side of Sheppard, street and traffic flow improvements definitely needed.</td>
<td>Y. No</td>
<td>4 5 5 4 5</td>
<td>4 On street parking is least important because all condos have visitor parking provided. Also Bayview Village has plenty of parking available during the day.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. I am for Alternative 4. Great idea!</td>
<td>N</td>
<td>5 5 5 4 2 5</td>
<td>5 Staff give good information.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. I see more pot stations or garbage disposals considered as many people in the area have pet (dogs)</td>
<td>Y</td>
<td>5 5 5 1 5</td>
<td>5 Ne: parking: since 18 Rean Drive opened most of the parking on the street between Rean and Barberry has been taken over by 18 Rean Drive residents, many of whom park 24/7 on the street.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6. Alternative #4 does nothing is not an option because the addition of two new condos and more cars later coming up on south side of Sheppard, street and traffic flow improvements definitely needed.</td>
<td>Y</td>
<td>1 5 5 1 5</td>
<td>5 Re: New East West Street (Kenaston Gardens to Barberry Plaza) propose ROW 16.5 to 20 m to 16.5 m.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. On-street parking is least important because all condos have visitor parking provided. Also Bayview Village has plenty of parking available during the day.</td>
<td>Y</td>
<td>1 5 5 5 1 5</td>
<td>1 Re: New East West Street (Kenaston Gardens to Barberry Plaza) propose ROW 16.5 to 20 m to 16.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8. Ensure traffic calming measures are in place. Ensure pedestrians take priority over vehicle traffic.</td>
<td>No</td>
<td>5 5 5 1 5</td>
<td>1 Letter.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9. Maogosha Pyjor was very open to a suggestion my husband had about opening up a road from the outside parking of the YMCA and closing Sheppard. Cuts out many accidents and deals with left turn at Bayview and Sheppard.</td>
<td>Y</td>
<td>4 5 4 3 5</td>
<td>5 Flyer.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10. My preference is in favour of Alternative 4. The sector from Barberry to Rean is needed to look after traffic related to Amica and Claridges. And to provide access for the new church and condo development on Sheppard. During the section from Kenaston to Barberry carries other potential benefits I will mention later.</td>
<td>Y</td>
<td>4 4 4 3 5</td>
<td>3 A new entry/exit roadway into the YMCA from Kenaston would mean stopping the dangerous left turns off of Sheppard westbound into the YMCA. It would stop cars leaving the Y on Sheppard going out and then doing illegal U turns either in front of Origin Restaurant or at the Barberry light. Y traffic could now enter and exit onto Kenaston and be able to use the traffic lights at Barberry or Rean. This just makes sense.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Themes, Trends**
- Road is for Developers not residents Concern w/ coat
- Wider and formal street seen as improvement
- Street better service larger vehicles
- Development coming so need the street
- Improvement will help with safety of movement
- On-street Parking secondary
- Consider Dogs in area
- Overall improvement
- SUGGESTION: Keep consistent ROW 16.5 with less property impacts.
- Ensure pedestrian needs addressed
- Traffic Calming Measures

**Other Feedback**
- Helpful to be able to talk with Steve Forrester and Consultants had done a good job with their presentation boards. Helpful to be able to talk with Steve Forrester and Maogosha Pyjor.
- OTHER: YMCA access
<table>
<thead>
<tr>
<th>ID</th>
<th>Comment</th>
<th>Option</th>
<th>Notes</th>
<th>Classifications</th>
<th>Staff</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>No. We appreciate the communication.</td>
<td>Y</td>
<td>I would prefer option 3 as less costly. However, option works well but I question whether the additional cost is warranted. It is vital that this happen as soon as possible, as the new building at 591 Sheppard will access and exit on the existing roadway.</td>
<td>3 5 4 2 4</td>
<td>Fyler</td>
<td>Margosha Pyor</td>
</tr>
<tr>
<td>12</td>
<td>Concern about heavy traffic flows from Kenaston Gardens to Rean Drive through Barberry Place.</td>
<td>Not sure</td>
<td>As there is a retirement home on Barberry Place consideration must be given for walkers and slow walking.</td>
<td>5 5 5 5 5</td>
<td>Other: Amica at Bayview</td>
<td>Staff very receptive.</td>
</tr>
</tbody>
</table>
# Appendix 6 – Staff Comment Tracking from Public Event

<table>
<thead>
<tr>
<th>Question/Comment (note address if applicable)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rean/Sheppard:</strong></td>
</tr>
<tr>
<td>• Increase pedestrian crossing time of Sheppard Ave.</td>
</tr>
<tr>
<td>• Speed humps are critical and &quot;must have&quot;</td>
</tr>
<tr>
<td>• White noise to washout background highway</td>
</tr>
<tr>
<td>• On-street parking is important but needs enforcement</td>
</tr>
<tr>
<td>• Speed humps are a must</td>
</tr>
<tr>
<td>• Concern about speeding vehicles turning onto existing east section of new street</td>
</tr>
<tr>
<td>• Winter maintenance is an issue at parkette (West side of Kenaston Gardens)</td>
</tr>
<tr>
<td>• Concern about cost of western extension</td>
</tr>
<tr>
<td>• Inquiry about what happens to left over property acquisition of 23 Barberry Place – will it merge with 25 Barberry Place</td>
</tr>
<tr>
<td>• Street lighting should be non-intrusive to ground floor windows while being adequate and providing safety</td>
</tr>
<tr>
<td>• Questions about how much traffic will infiltrate from Sheppard Avenue onto new street</td>
</tr>
<tr>
<td>• More lighting equals more walkable lifestyle</td>
</tr>
<tr>
<td>• Is this a done deal? Questions about how to provide comments on development and construction of the new street.</td>
</tr>
<tr>
<td>• Why is a new east-west street needed in this neighbourhood?</td>
</tr>
<tr>
<td>• Who is paying for the street?</td>
</tr>
<tr>
<td>• Will parking on the new street be free or pay? It should be free as it is currently for people to park in front of Amica building.</td>
</tr>
<tr>
<td>• Will there be permit parking on the street?</td>
</tr>
<tr>
<td>• Support paid parking and needs to be from 8 a.m. to 6 p.m. throughout the community</td>
</tr>
<tr>
<td>• Area needs good lighting. There are lots of people walking. The City standard street lights are ok and provide an acceptable level of lighting.</td>
</tr>
<tr>
<td><strong>New Street at Barberry Place:</strong></td>
</tr>
<tr>
<td>• Worried about pedestrian crossing here and should be a 4way stop</td>
</tr>
<tr>
<td>• Health care workers have difficulty finding parking</td>
</tr>
<tr>
<td>• Request to keep parking as is with parking enforcement</td>
</tr>
<tr>
<td><strong>Chelsea Resident:</strong></td>
</tr>
<tr>
<td>• Likes idea of the street because will increase activity</td>
</tr>
<tr>
<td>• Lighting is important on new street to support &quot;pedestrian feeling&quot;</td>
</tr>
<tr>
<td>• Benefit of more pedestrians on street and more eyes on street</td>
</tr>
<tr>
<td><strong>Chelsea Resident:</strong></td>
</tr>
<tr>
<td>• Ensure pedestrian safety crossing new street at Barberry Place. Note: with only 2 stops signs, this doesn't improve the condition and essentially formalizing a dangerous crossing</td>
</tr>
<tr>
<td>• Northbound traffic is problematic</td>
</tr>
<tr>
<td>• Signal timing issues</td>
</tr>
<tr>
<td>• Is a 4-way stop an option?</td>
</tr>
<tr>
<td>Chelsea Resident:</td>
</tr>
<tr>
<td>------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>• Supports pedestrian pathway connection to subway and through area versus building a new street and feels for properties that need to be expropriated</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>East of Rean Drive:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Mis-trust of development intensification</td>
</tr>
<tr>
<td>• People are being approached by developers</td>
</tr>
<tr>
<td>• Residents in the area, like to walk a lot in the area and request for speed humps</td>
</tr>
<tr>
<td>• Sidewalk must go straight across and in front of Claridges and Amica</td>
</tr>
<tr>
<td>• Concern that new street will encourage more traffic in front of Claridges and Amica (especially given new developments)</td>
</tr>
<tr>
<td>• Questions about expropriation process</td>
</tr>
<tr>
<td>• Why do we need this new street – Sheppard works just as well as new street to provide access to Subway Station</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>YMCA:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Difficult location to drive in and out of – can a driveway be added for access to Kenaston Gardens?</td>
</tr>
<tr>
<td>• New street does provide alternative to Sheppard if there is an accident and alternative route needed</td>
</tr>
<tr>
<td>• Road is a waste of money and does not benefit community</td>
</tr>
</tbody>
</table>
Appendix 7 – Correspondence Tracking
<table>
<thead>
<tr>
<th>Date</th>
<th>Message</th>
<th>Staff Response</th>
<th>Date of Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>09/02/2016</td>
<td>Hello Andrew and Maogosha; I wish to thank you and your colleagues who came to our Board meeting today. The information you provided was enlightening, and we appreciate your request for our input. Please pass on our thanks to the others who came.</td>
<td>Hi [name removed]. You are most welcome. By copy of this email, I’ve included the staff and consultants which were present. On behalf of the project team, we look forward to continuing the conversation with you on this project. The input we received from yesterday’s meeting was very helpful in terms of informing the study options. I’ll arrange to share a copy of the meeting notes once they are finalized. We’ll also keep you posted on the public meeting details and when the webpage is available.</td>
<td>09/02/2016</td>
</tr>
<tr>
<td>09/26/2016</td>
<td>If a new section of the road is to be opened there must be speed bumps to keep drivers from racing through the block, to ensure the safety of pedestrians, and keep down the noise level. Have you considered a pedestrian pathway, to let local residents access the subway and YMCA?</td>
<td>Hi [name removed]. Thank you for taking the time to provide your comments on this Environmental Assessment Study. Your questions are important and will be part of the project record. Regarding the addition of speed bumps, they are not being considered as part of this study however they could be implemented once the street is constructed. Our Traffic Operations group would need to undertake a study of the area after it is constructed to first review the traffic patterns and then to see if speed bumps/humps are warranted. In terms of traffic calming measures this study is doing two things: 1. Narrowing the entrance to the street is an effective traffic calming measure that has a slowing influence on drivers (gateway feature) 2. Shortening the distance a pedestrian has to cross at crosswalks while still maintaining a wide enough entrance onto the street to allow for emergency vehicles. Regarding the pedestrian pathway, wide sidewalks will be in place and through development a new path will be located on the west side of 501-503 Sheppard Avenue East that will run from Sheppard Avenue south to the new street. The western segment of the new street (Kenaston to Barbery) will provide a new pedestrian link to access the Bayview TTC Station and the YMCA site. If you are unable to attend tonight's meeting to see the visuals of what is being proposed, this information will be posted online later today. Please keep in mind that there is a two week comment period following tonight's meeting. I’ve copied the Project Manager, Andrew Chislett, in case you require any further clarification on the information provided above.</td>
<td>09/27/2016</td>
</tr>
<tr>
<td>09/27/2016</td>
<td>Phone call. See response for details.</td>
<td>Hello [name removed]. Thank you for taking the time to call me today with your comments and questions about this study. I've copied the Project Manager, Andrew Chislett, in order to share these notes and in case you require any further clarification. Also, please review the points below from our conversation to ensure I have captured the main points accurately. Key points from our phone conversation included: • Request for a web link to the Southeast Bayview Node Context Plan and The Sheppard East Subway Corridor Secondary Plan Response: You can access these plans via the project webpage which are provided under the Background Tab. I’ve also provided the links here: <a href="https://www1.toronto.ca/static_files/CityPlanning/PDF/9_sheppard_subway_dec2010.pdf">https://www1.toronto.ca/static_files/CityPlanning/PDF/9_sheppard_subway_dec2010.pdf</a> • As a long time area resident (over 40 years) and past Ratepayers President, there is concern about creating thoroughfares through these very established and residential communities Response: Noted. • Related to above bullet point, question about if there are plans to extend the new street eastward Response: There are no plans to extend the new street eastward from Rean Drive. As discussed, I’ve added you to the project mailing list. We look forward to your attendance at the meeting tonight.</td>
<td>09/27/2016</td>
</tr>
<tr>
<td>09/26/2016</td>
<td>Hello Maogosha, I am resident of the neighbourhood and keen to attend the event. Confused however by the stated timing. Is this a 3 hour event from 5-8 pm? I am hoping to be out within an hour, if possible, as I have other commitments @ 7 pm. Please let me know,</td>
<td>Hi [name removed]. Firstly, thank you for taking the time to email us with your question. Correct, this is a three hour open house which means you can drop-in any time between 5 pm and 8 pm. We will have display panels, comment forms and staff available to discuss the options for a new street along with a draft recommendation. Kind regards, Maogosha</td>
<td>09/27/2016</td>
</tr>
<tr>
<td>09/26/2016</td>
<td>Hi Maogosha Many thanks for your prompt and detailed response. I have only attended the one session previously, and that was at the invitation of the John Lyon, City Planner, in connection with the redevelopment on Donrock Cres. That format was different, more like a town hall with key people addressing the attendees, followed by Q&amp;A. This clearly is different, and features one on one, and no group activity. No need to confirm, unless I am mistaken, and looking forward to seeing you soon after 5 this evening. Best regards</td>
<td>Hi [name removed]. You are not mistaken but I'll provide a bit more information. There certainly are different formats available when hosting community meetings. The reason for a drop-in event tonight is that it is best suited to hearing from the most amount of people and addressing their individual questions and/or concerns. Drop-in events or open houses also allow participants to stop in when it is convenient for them and visit the information which is of greatest interest to them. Kind regards, Maogosha</td>
<td>09/27/2016</td>
</tr>
</tbody>
</table>
Hello [name removed],

Thank you for taking the time to email us your comments. They will be shared with the project team and part of the project record.

Given your comment to connect the new street further east, please note that the scope of this study proposes a connection between Rean Drive and Kenaston Gardens and not further east.

I will add you to the mailing list so that we can keep you updated on the study progress.

Best regards,
Maogosha

---

Hi [name removed],

I wasn't able to attend this week's meeting regarding the street linking Barberry and Kenaston. Can you please give me the short version of what took place at that meeting?

Initially Sent to Councillor Shiner's assistant Will Pennell

---

Hi [name removed],

I've copied Jeffrey Dea on this email, he is the Manager of Infrastructure Planning and is overseeing the EA for the project, to request that he or a member of his staff provide you with a very brief overview of what took place and any material/websites they can share with you that has the relevant information in it.

The meeting was more of an information drop-in than a traditional meeting so they should be able to provide something for you to have a look at.

Best regards,
Will Pennell, Special Assistant to

---

10/03/2016

Hi [name removed],

Further to your email below and subsequent email from Will Pennell of Councillor Shiner’s office, a Public Open House was held last Tuesday September 27th for the “New Street between Rean Drive and Kenaston Gardens Environmental Assessment (EA) Study”. The study will consider road alignment options, including enhancements to the existing street between Barberry Place and Rean Drive and a new extension between Barberry Place and Kenaston Gardens. The study is focused on supporting the planning objectives for the area, improving access for pedestrians to the Bayview Subway Station and neighbourhood connectivity for all road users.

The material presented during the Public Open House included background information, study process, alternatives identified, evaluation of the alternatives, the draft preferred solution and next steps. More information on this study, including the display panels presented at the Public Open House, can be found in the project website: www.toronto.ca/reankenaston

A Feedback Form is also available in the project website. The deadline for submitting comments is October 12, 2016.

If you have any questions or would like to discuss further, please don’t hesitate to contact me.

---

10/01/2016

Good Afternoon Ms. Pyjor,

Firstly, thank you for hosting the recent public open house forum to share with us the city’s plans for Rean-Kenaston. As members of the Board of Directors at 17 Kenaston Gardens, I can assure you that the city’s contemplation of the new roadway has gone unnoticed. While we were unable to attend the open house in person, we appreciate the opportunity to comment on the plan and provide some points for consideration.

17 Kenaston Gardens, or better known as NY Place, is a small and boutique condo community with approximately 130 units. The building was developed by Daniels, completed in 2012 and our current property manager is Maple Ridge Condominium Management. The resident population is comprised largely of individuals and young families. Most residents are commuters to their place of business, using car, bicycle and public transit as their main mode of transportation.

We have reviewed the plans for the proposed street along the northern perimeter of our building. While we support any development that is accrue to the overall city plan, we are also mindful of concerns that this new roadway will undoubtedly raise. We outline as follows:

1. There is currently a significant amount of traffic at the Sheppard Ave. and Barberry Place intersection (south side exit of Bayview Village). Specifically, cars looking to turn west onto Sheppard Ave. are usually held up, mid-turn, in the intersection due to the high level of congestion on Sheppard Avenue during peak hours. What is being done to alleviate this if there is to be increased flow of vehicle traffic in the corridors south of Sheppard?

2. Related to the point above, will the city finally install “no left-turn” signage and barriers preventing cars exiting from the YMCA to turn left (west) onto Sheppard Ave.?

3. For years we have petitioned the city to provide a paved ramp area in front of the entrance to 17 Kenaston Gardens to facilitate the loading and unloading of handicapped residents. As it currently stands, there are no AODA friendly entry points to the sidewalk bordering our building, and handicapped residents must load and unload at the south vehicle ramp in order to access the sidewalk; hardly a safe and legal access point. Unsure why the city still has not acted on this.

4. We have also heard from residents at the public meeting that congestion and traffic infiltration into the area, improving access for pedestrians to the Bayview Subway Station and neighbourhood connectivity for all road users.

The material presented during the Public Open House included background information, study process, alternatives identified, evaluation of the alternatives, the draft preferred solution and next steps. More information on this study, including the display panels presented at the Public Open House, can be found in the project website: www.toronto.ca/reankenaston

A Feedback Form is also available in the project website. The deadline for submitting comments is October 12, 2016.

If you have any questions or would like to discuss further, please don’t hesitate to contact me.

---

Hello [name removed],

Thank you for taking the time to provide comments on behalf of the NY Place Board and for providing a bit of the background on your community. I also appreciate the update in contacts. Initially we reached out to Marc Cengiz from MRCM. I've now updated our stakeholder list and included Colin Hinshaw as the property management contact for your building.

Your comments and questions have been shared with the Project Team and Andrew Chislett who is the Project Manager for this environmental assessment study. Your email is also part of the project record for this study.

Please see the following responses to the items you have raised.

1. We have also heard from residents at the public meeting that congestion and traffic infiltration into the area, improving access for pedestrians to the Bayview Subway Station and neighbourhood connectivity for all road users.

2. Related to the point above, will the city finally install “no left-turn” signage and barriers preventing cars exiting from the YMCA to turn left (west) onto Sheppard Ave.?

3. For years we have petitioned the city to provide a paved ramp area in front of the entrance to 17 Kenaston Gardens to facilitate the loading and unloading of handicapped residents. As it currently stands, there are no AODA friendly entry points to the sidewalk bordering our building, and handicapped residents must load and unload at the south vehicle ramp in order to access the sidewalk; hardly a safe and legal access point. Unsure why the city still has not acted on this.

4. We have also heard from residents at the public meeting that congestion and traffic infiltration into the area, improving access for pedestrians to the Bayview Subway Station and neighbourhood connectivity for all road users.

5. According to Traffic Planning, the crossing at Kenaston Gardens and Sheppard Avenue is not expected to be impacted by the construction as the hoarding is not up to the intersection. Even if the hoarding was at the intersection, this intersection is stop controlled and pedestrians crossing the street have the right-of-way over vehicles. This crossing will remain open during construction.

---

10/12/2016

Hi [name removed],

Please find attached our PETITION concerned with 23 and 25 Barberry Place. Toronto.

Best Regards,
Maogosha

---

10/13/2016

Hi [name removed],

I've have copied the Project Manager, Andrew Chislett, so that he can respond directly to your email.

Kind regards,
Maogosha

---

09/27/2016

Hi,

I like the idea and the recommended plan. I hope the longer term plan is to connect the new streets all the way to provost / CTC area.

Hello [name removed],

Thank you for taking the time to email us your comments. They will be shared with the project team and part of the project record.

Given your comment to connect the new street further east, please note that the scope of this study proposes a connection between Rean Drive and Kenaston Gardens and not further east.

I will add you to the mailing list so that we can keep you updated on the study progress.

Best regards,
Maogosha

---

09/30/2016

Hi Will,

I wasn't able to attend this week's meeting regarding the street linking Barberry and Kenaston.

Can you please give me the short version of what took place at that meeting?

Initially Sent to Councillor Shiner’s assistant Will Pennell

---

10/03/2016

Hi [name removed],

I've copied Jeffrey Dea on this email, he is the Manager of Infrastructure Planning and is overseeing the EA for the project, to request that he or a member of his staff provide you with a very brief overview of what took place and any material/websites they can share with you that has the relevant information in it.

The meeting was more of an information drop-in than a traditional meeting so they should be able to provide something for you to have a look at.

Best regards,
Will Pennell, Special Assistant to

---

10/03/2016

Hi [name removed],

I wasn't able to attend this week's meeting regarding the street linking Barberry and Kenaston.

Can you please give me the short version of what took place at that meeting?

Initially Sent to Councillor Shiner’s assistant Will Pennell

---

10/03/2016

Hi [name removed],

I've copied Jeffrey Dea on this email, he is the Manager of Infrastructure Planning and is overseeing the EA for the project, to request that he or a member of his staff provide you with a very brief overview of what took place and any material/websites they can share with you that has the relevant information in it.

The meeting was more of an information drop-in than a traditional meeting so they should be able to provide something for you to have a look at.

Best regards,
Will Pennell, Special Assistant to

---

10/04/2016

Hello [name removed],

Thank you for taking the time to provide comments on behalf of the NY Place Board and for providing a bit of the background on your community. I also appreciate the update in contacts. Initially we reached out to Marc Cengiz from MRCM. I've now updated our stakeholder list and included Colin Hinshaw as the property management contact for your building.

Your comments and questions have been shared with the Project Team and Andrew Chislett who is the Project Manager for this environmental assessment study. Your email is also part of the project record for this study.

Please see the following responses to the items you have raised.

1. We have also heard from residents at the public meeting that congestion and traffic infiltration into the area, improving access for pedestrians to the Bayview Subway Station and neighbourhood connectivity for all road users.

2. Related to the point above, will the city finally install “no left-turn” signage and barriers preventing cars exiting from the YMCA to turn left (west) onto Sheppard Ave.?

3. For years we have petitioned the city to provide a paved ramp area in front of the entrance to 17 Kenaston Gardens to facilitate the loading and unloading of handicapped residents. As it currently stands, there are no AODA friendly entry points to the sidewalk bordering our building, and handicapped residents must load and unload at the south vehicle ramp in order to access the sidewalk; hardly a safe and legal access point. Unsure why the city still has not acted on this.

4. We have also heard from residents at the public meeting that congestion and traffic infiltration into the area, improving access for pedestrians to the Bayview Subway Station and neighbourhood connectivity for all road users.

5. According to Traffic Planning, the crossing at Kenaston Gardens and Sheppard Avenue is not expected to be impacted by the construction as the hoarding is not up to the intersection. Even if the hoarding was at the intersection, this intersection is stop controlled and pedestrians crossing the street have the right-of-way over vehicles. This crossing will remain open during construction.

---

10/12/2016

Dr. Mr. Maogosha Pyjor

Please find attached our PETITION concerned with 23 and 25 Barberry Place. Toronto.

new street between Barberry Pl and Kenaston Gard.

Best Regards,

Maogosha

---

10/13/2016

Dr. Mr. Maogosha Pyjor

Please find attached our PETITION concerned with 23 and 25 Barberry Place. Toronto.

new street between Barberry Pl and Kenaston Gard.

Best Regards,
Welcome
New East-West Street: Kenaston Gardens and Rean Drive
Municipal Class Environmental Assessment (EA) Study

Public Open House
Date: Tuesday September 27, 2016
Time: 5:00 p.m. to 8:00 p.m.
Location: St. Elizabeth of Hungary Church
432 Sheppard Avenue East
What is being considered?

- Road alignment options, including enhancements to the existing street between Barberry Place and Rean Drive and a new extension between Barberry Place and Kenaston Gardens
- New streetscaping, including lighting, trees, and street furniture like benches
- Wider sidewalks and boulevards
What is an EA?

- Planning and decision making process used by the City when studying road and other infrastructure projects under the provincial *Environmental Assessment Act*
- Ensures potential environmental, heritage and social impacts of the project are evaluated
- Separated into phases that require the project to be considered in increasing levels of detail
- Public & agency consultation is a key component of the EA process
- The Municipal Class EA process is being carried out as a Schedule ‘B’ project
Schedule ‘B’ Municipal Class EA Study Process

PHASE 1
Identify & Describe the Problem(s) & Opportunities

PROBLEM(S) & OPPORTUNITIES STATEMENT

PHASE 2: Alternative Solutions
- Identify reasonable alternative solutions to the problems and opportunities
- Inventory natural, social/cultural & economic environments
- Identify the impact of the alternative solutions after mitigation
- Evaluate the alternative solutions with consideration of environmental and technical impacts
- Identify a preferred solution to the problems and opportunities

REFINED PREFERRED SOLUTION

Public Open House: September 27th, 2016

Public Input

Project Filing
- Complete report detailing all of the activities undertaken to date through Phases 1 and 2
- Report to the Public Works and Infrastructure Committee and City Council
- Notify the public and government agencies of completion of the study
- Place report on public record for a 30 day review period

PROCEED TO DETAILED DESIGN

Public Input
Sheppard East Subway Corridor Secondary Plan & Southeast Bayview Node Context Plan

The Southeast Bayview Node Context Plan guides development and demonstrates how to achieve the objectives of the Sheppard East Subway Corridor Secondary Plan to intensify this neighbourhood.
Implementation of the Southeast Bayview Node Context Plan

Since the adoption of the context plan by Council, the majority of the recommended connections have already been constructed. The only remaining connection is a new East-West Street between Rean Drive and Kenaston Gardens.
Problem / Opportunity Statement

Under the Southeast Bayview Node Context Plan, a new east-west street between Kenaston Gardens and Rean Drive is envisioned to 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.

A portion of this new street has already been constructed through development. There may be potential to coordinate timing for construction of the new street with development.
Existing Conditions

On-street parking with retaining wall on the north side. No sidewalk present.

Sidewalk on the south side. No boulevard present.

#573-577 Sheppard Avenue and #5-15 Kenaston Gardens is currently under construction for the future Lotus Condominiums

#591-593 Sheppard Avenue is currently under construction for the future The Village Residences

Passenger Pick-Up / Drop-off Layby on South Side

Sheppard Ave. E.

Hwy 401

Bayview Ave.

Kenaston Gdns.

Barberry Pl.
What We Have Heard

A number of meetings were held and included representatives and property owners from: Chestnut Hill Development, Liberty Development, Amica at Bayview, The Claridges, and #9 Barberry Place.

The following key points were received from these meetings and informed the project team about specific interests and potential impacts:

- Construction of the new road between Kenaston Gardens and Barberry Place should be coordinated with construction of development
- New street needs to provide access to accommodate large vehicles such as garbage trucks and moving trucks
- Improvements are encouraged
- Construction staging impacts on accesses and emergency vehicles
- More parking in the area should be provided for guests
- More park space should be accommodated in the area
Alternative Solutions

Four Alternative Solutions were developed as part of the EA. They are:

**Alternative 1**
Do Nothing

**Alternative 2**
New east-west street (Kenaston Gardens to Barberry Place)

**Alternative 3**
Reconstruct existing street (Barberry Place to Rean Drive)

**Alternative 4**
Combination of New and Reconstructed Street (2 and 3)
Typical Sections: Alternative 2
New east-west street (Kenaston Gardens to Barberry Place) (Facing East)

Proposed ROW: 16.5m to 20m

Note: ROW stands for Right-Of-Way. The Right-of-Way is the public road allowance, owned by the City of Toronto, and includes the driving lanes as well as the boulevard and sidewalks.

New East-West Street Between Rean Drive and Kenaston Gardens Municipal Class EA
www.toronto.ca/reankenaston
**Typical Sections: Alternative 3**

Reconstruct existing street (Barberry Place to Rean Drive)

Facing East

Proposed ROW: 20m

Note: ROW stands for Right-Of-Way. The Right-of-Way is the public road allowance, owned by the City of Toronto, and includes the driving lanes as well as the boulevard and sidewalks.
# Evaluation Criteria

The Alternative Solutions developed to satisfy the Problem and Opportunity Statement were evaluated with respect to their impact on the **physical, social/cultural, natural, and economic** environments. The comprehensive evaluation process compares the Alternative Solutions against each other, including a baseline “Do Nothing” option.

### Planning and Policy
- Addressing objectives of the Official Plan, Sheppard East Subway Corridor Secondary Plan, and Southeast Bayview Node Context Plan
- Provide connectivity through direct access and address existing and future development
- Urban design considerations

### Natural Environment
- Vegetation, existing trees and wildlife
- Opportunities for street tree plantings
- Noise impacts
- Air quality
- Climate

### Transportation
- Safety
- Operations
- Accessibility for Ontarians with Disabilities Act (AODA) and City of Toronto Standards
- Multimodal provisions
- Provision for Emergency Services

### Engineering & Utilities
- Construction feasibility and staging
- Drainage/Stormwater management
- Utilities (Relocation/Replacement)

### Cultural and Built Heritage
- Cultural heritage landscapes
- Built heritage
- Potential archaeological impacts

### Costs
- Property acquisition requirements
- Construction costs
- Operations and Maintenance costs
<table>
<thead>
<tr>
<th>Category</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
<th>Alternative 4</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Do nothing</td>
<td>New east-west street (Kenaston Gardens to Barberry Place)</td>
<td>Reconstruct existing street (Barberry Place to Rean Drive)</td>
<td>Combination of New and Reconstructed Street (2 and 3)</td>
</tr>
<tr>
<td>Planning and Policy</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Does not meet planning objectives for new street between Rean Drive and Kenaston Gardens</td>
<td>• Partly meets planning objectives for new street by continuous route</td>
<td>• Partly meets planning objectives for roadway</td>
<td>• Meets the planning objectives for new street between Rean Drive and Kenaston Gardens</td>
</tr>
<tr>
<td></td>
<td>• No direct access is provided as travel is forced to travel along Rean Drive and along Kenaston Gardens to reach opposite sides</td>
<td>• Increases feasibility for the redevelopment (including started Chestnut Hill) on adjacent property (discourages additional access to Sheppard)</td>
<td>• Provides full-length sidewalk on both sides and wider street with pedestrian amenities</td>
<td>• Increases feasibility for the potential adjacent property redevelopment (discourages additional access to Sheppard)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• No improvements to safety</td>
<td>• Reduced traffic flows along nearby streets would result in some safety improvements</td>
<td>• Reduced traffic flows along nearby streets would result in some safety improvements</td>
<td>• Reduced traffic flows along nearby streets would result in safety improvements</td>
</tr>
<tr>
<td></td>
<td>• Increase in congestion expected due to increased traffic volume as a result of nearby future residential/commercial developments</td>
<td>• Improves traffic flow and potential future traffic congestion</td>
<td>• Increases accessibility between Kenaston Gardens and Barberry Place</td>
<td>• Improves traffic flow and potential traffic congestion and level-of-service by providing alternative to Kenaston Gardens, Barberry Place &amp; Rean Drive</td>
</tr>
<tr>
<td></td>
<td>• No accessibility improvements</td>
<td>• Increases accessibility between Kenaston Gardens and Barberry Place</td>
<td>• Improves pedestrian and cyclist access</td>
<td>• Significantly increases accessibility between Kenaston Gardens, Barberry Place and Rean Drive</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Natural Environment</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• No impacts to vegetation or existing trees</td>
<td>• Removal of vegetation and trees on existing residential property</td>
<td>• Removal of vegetation and trees on portion of currently unbuilt roadway required</td>
<td>• Removal of vegetation and trees along length and width of solution</td>
</tr>
<tr>
<td></td>
<td>• No new tree plantings</td>
<td>• Opportunity for street tree plantings along new roadway</td>
<td>• Opportunity for new street tree plantings along widened portion</td>
<td>• Opportunity for new street tree plantings along new roadway and widened portion</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cultural and Built Heritage</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• No impacts</td>
<td>• No impacts</td>
<td>• No impacts</td>
<td>• No impacts</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engineering and Utilities</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• No impacts</td>
<td>• New drainage system required</td>
<td>• Extension of existing drainage system</td>
<td>• New drainage system required</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Impacts on utilities, requiring relocation and replacement</td>
<td>• Minimal impact on utilities, possibly some relocations</td>
<td>• Highest impact on utilities, requiring relocation and replacement</td>
</tr>
<tr>
<td>Costs</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• No construction costs</td>
<td>• Moderate cost</td>
<td>• Lowest cost</td>
<td>• Highest cost</td>
</tr>
<tr>
<td></td>
<td>• Operation and Maintenance costs will increase over time</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Legend: Green: Most Desirable, Blue: Desirable, Neutral: Neutral, Purple: Less Desirable, Red: Least Desirable
## Evaluation of Alternatives

### Recommendation

<table>
<thead>
<tr>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
<th>Alternative 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Do nothing</td>
<td>New east-west street (Kenaston Gardens to Barberry Place)</td>
<td>Reconstruct existing street (Barberry Place to Rean Drive)</td>
<td>Combination of New and Reconstructed Street (2 and 3)</td>
</tr>
</tbody>
</table>

### Ability to address Problem/Opportunity Statement

- Alternative 1: Not recommended
- Alternative 2: Partial solution
- Alternative 3: Partial solution
- Alternative 4: Recommended

### Summary

- Alternative 2: Partially meets City’s Official Plan, Secondary Plan, and Southeast Bayview Node Context Plan objectives and problem/opportunity statement. Solution is more desirable because a new pedestrian connection will be provided.

### Legend

- ⚫ Most Desirable
- ⚫ Desirable
- ⚫ Neutral
- ⚫ Less Desirable
- ○ Least Desirable
Draft Preferred Solution
Alternative 4: Combination of New and Reconstructed Street (2 and 3)

• Consultation with technical agencies and stakeholders helped identify the “Preliminary Preferred Solution”

Key Design Features include:

• New 2-lane east-west street between Kenaston Gardens and Barberry Place
• Reconstructing the existing east-west street between Barberry Place and Rean Drive to a 2-lane urban cross-section
• Providing 2-way stop signs at the intersections of Kenaston Gardens, Barberry Place and Rean Drive
• Providing continuous sidewalks on both sides of the new east-west street to enhance the pedestrian environment and thereby improve accessibility within the immediate study area
• Opportunity for new tree plantings, street furniture and street lighting
• Providing a storm sewer system to provide quantity and quality control to stormwater runoff
Draft Preferred Solution
New east-west street (Kenaston Gardens to Barberry Place)
Draft Preferred Solution

Reconstruct existing street (Barberry Place to Rean Drive)
Summary of the Draft Preferred Solution

Planning and Policy
• Consistent with the City’s planning policies and objectives.

Transportation
• Improves transportation connectivity
• Provides access to residential properties
• Maintains on-street parking and passenger pick-up / drop-off between Barberry Place and Kenaston Gardens
• Improved pedestrian access and environment between Kenaston Gardens and Rean Drive with continuous sidewalks and pedestrian amenities

Natural Environment
• No significant impact to vegetation
• Opportunity for new tree plantings
• No significant impact to wildlife habitat

Cultural and Built Heritage
• No impacts to heritage features or cultural impact
• No archaeological potential identified

Engineering
• Installation of a new storm sewer system to convey stormwater
• Relocation of existing utilities

Costs
• Property acquisition
Next Steps…

- Please provide your comments in the comment box, or mail your comments to the City by **October 12th, 2016**
- Input received will be used to confirm the Preferred Solution

**Public Open House**
*September 27, 2016*

**Receive Comments and Refine Preferred Solution**
*September to October 2016*

**Report to Public Works and Infrastructure Committee**
*November 21, 2016*

**Report to City Council**
*December 13-15, 2016*

**30-Day Public Review and Notice of Study Completion**
*December 2016 to January 2017*

**Detailed Design**
*2017*

**Construction**
*2018 (subject to available funding)***

---

Thank you for your input!
For comments and further information, please contact:

Maogosha Pyjor
Senior Public Consultation Coordinator
City of Toronto, Metro Hall, 19th Floor
Toronto, Ontario, M5V 3C6
Phone: 416-338-2850 Fax: 416-392-2974
Email: mpyjor@toronto.ca

Project Website: [www.toronto.ca/reankenaston](http://www.toronto.ca/reankenaston)
Please submit your comments today or by **October 12, 2016**. See the last page for details.
Copies of the display materials are posted at [www.toronto.ca/reankenaston](http://www.toronto.ca/reankenaston)
Your input will be reviewed by the project team and help inform plans moving forward. Thank you.

**Alternative Solutions Being Studied**

There are different options being considered for how best to construct a new street between Rean Drive and Kenaston Gardens. The project team is currently recommending a combination of reconstructing the street between Barberry Place and Rean Drive and a new extension between Barberry Place and Kenaston Gardens (Alternative 4).

1. The options that were considered for a new street included:
   - Alternative 1: Do Nothing
   - Alternative 2: New east-west street (Kenaston Gardens to Barberry Place)
   - Alternative 3: Reconstruct existing street (Barberry Place to Rean Drive)
   - Alternative 4: Combination of New and Reconstructed street (Alternatives 2 & 3)
Evaluation Criteria

Alternative solutions must be evaluated against a broad range of evaluation criteria including:

<table>
<thead>
<tr>
<th>Planning and Policy</th>
<th>Natural Environment</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Addressing objectives of the Official Plan, Sheppard East Subway Corridor Secondary Plan, and Southeast Bayview Node Context Plan</td>
<td>• Vegetation, existing trees and wildlife</td>
</tr>
<tr>
<td>• Provide connectivity through direct access and address existing and future development</td>
<td>• Opportunities for street tree plantings</td>
</tr>
<tr>
<td>• Urban design considerations</td>
<td>• Noise impacts</td>
</tr>
<tr>
<td>• Transportation</td>
<td>• Air quality</td>
</tr>
<tr>
<td>• Safety</td>
<td>• Climate</td>
</tr>
<tr>
<td>• Operations</td>
<td></td>
</tr>
<tr>
<td>• Accessibility for Ontarians with Disabilities Act (AODA) and City of Toronto standards</td>
<td>• Engineering and Utilities</td>
</tr>
<tr>
<td>• Multimodal provisions</td>
<td>• Construction feasibility and staging</td>
</tr>
<tr>
<td>• Provision for Emergency Services</td>
<td>• Drainage/Stormwater management</td>
</tr>
<tr>
<td>• Cultural and Built Heritage Environment</td>
<td>• Utilities (Relocation/Replacement)</td>
</tr>
<tr>
<td>• Cultural heritage landscapes</td>
<td>• Implementation, Operations and Maintenance Costs</td>
</tr>
<tr>
<td>• Built heritage</td>
<td>• Property acquisition requirements</td>
</tr>
<tr>
<td>• Potential archaeological impacts</td>
<td>• Construction costs</td>
</tr>
<tr>
<td></td>
<td>• Operations and maintenance cost</td>
</tr>
</tbody>
</table>

2. Do you have any comments or concerns regarding the evaluation criteria?
3. Do you agree with the City’s preliminary recommendation for a new east-west street (Kenaston Gardens to Rean Drive)?

☐ Yes
☐ No
☐ Not Sure

Do you have any comments or concerns regarding this recommendation?

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

4. Circle a number between 1-5 to rate each of the potential features of the new street and their importance to you; with 1 being the least important and 5 being the most important.

<table>
<thead>
<tr>
<th>Feature Description</th>
<th>Least Important</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>Most Important</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Furniture (E.g. benches)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trees</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Landscaped Boulevard (E.g. planters, grass)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>On-street Parking</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lighting</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5. Please provide additional suggestions and/or comments.

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

5
6. How did you learn about today’s public event? Check all that apply.

☐ Flyer in the Mail
☐ North York Mirror North Newspaper Ad
☐ E-Mail List (e.g. Community, Councillor)
☐ Neighbour
☐ Other: ________________________________

7. Did you find today’s meeting helpful or useful?

☐ Yes. Why? ______________________________________________________________
___________________________________________________________________________
☐ No. Why? ______________________________________________________________
___________________________________________________________________________
☐ Additional Comments: ______________________________________________________
___________________________________________________________________________

OPTIONAL – Your Contact Details

Name: ____________________________ Organization: ____________________________

Address: __________________________

Phone: ____________________________ Email: _________________________________

Thank you for your input!
Please submit your comment form at the sign in table or send in your comments by Wednesday, October 12, 2016 using one of the following options:

Postal: Public Consultation Unit
        55 John Street, Metro Hall, 19th Floor
        City of Toronto
        Toronto, ON M5V 3C6

Contact: Maogosha Pyjor
         416-338-2850
tpjor@toronto.ca

TTY: 416-397-0831

Fax: 416-392-2974

(Postal paid envelopes available at the sign in table)

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, comments will become part of the public record. Personal information such as your name, e-mail and address are not included in the public record. Questions about this collection can be directed to Tracy Manolakakis, Manager, Public Consultation Unit, Metro Hall – 55 John Street, Toronto Ontario, M5V 3C6.or call 416-392-2990.