

APPENDIX B

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 Barberryl Place and Rean Drive and a new extension between Barberryl Place and Kenaston Gardens
- New streetscaping, including lighting, trees, and street furniture like benches
- Wider sidewalks and boulevards

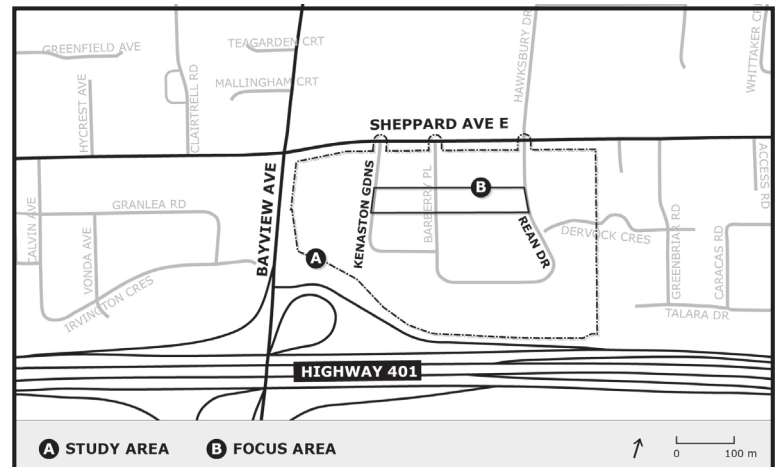
Public Consultation

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

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

- Emails and phone calls – 14 correspondence entries
- Petitions – 2 received (October 16)

Records of the above noted activities are provided in the Appendix.

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

Call **3 1 1**

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The study will consider:

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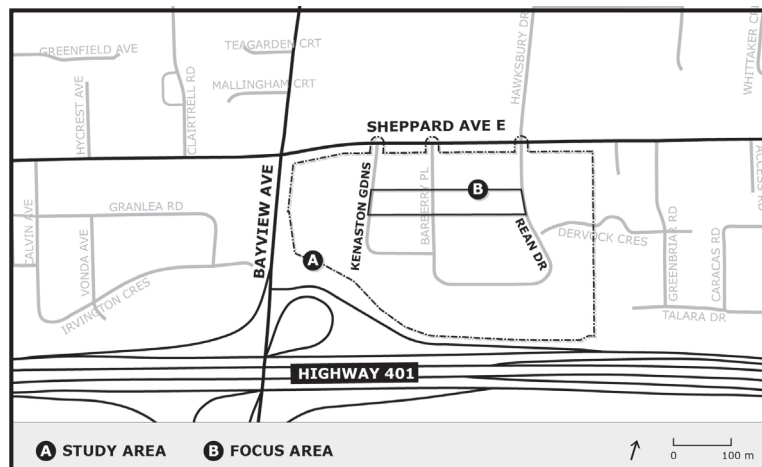
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Maogsha Pyjor
 Public Consultation Coordinator
 City of Toronto, Metro Hall, 19th Fl., 55 John St.
 Toronto, ON M5V 3C6
 Tel: 416-338-2850 Fax: 416-392-2974 TTY: 416-397-0831
 Email: mpyjor@toronto.ca
 Visit: toronto.ca/reankenaston

Issue Date: September 15, 2016

Appendix 2 – Feedback Form

Public Open House - Tuesday, September 27, 2016

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

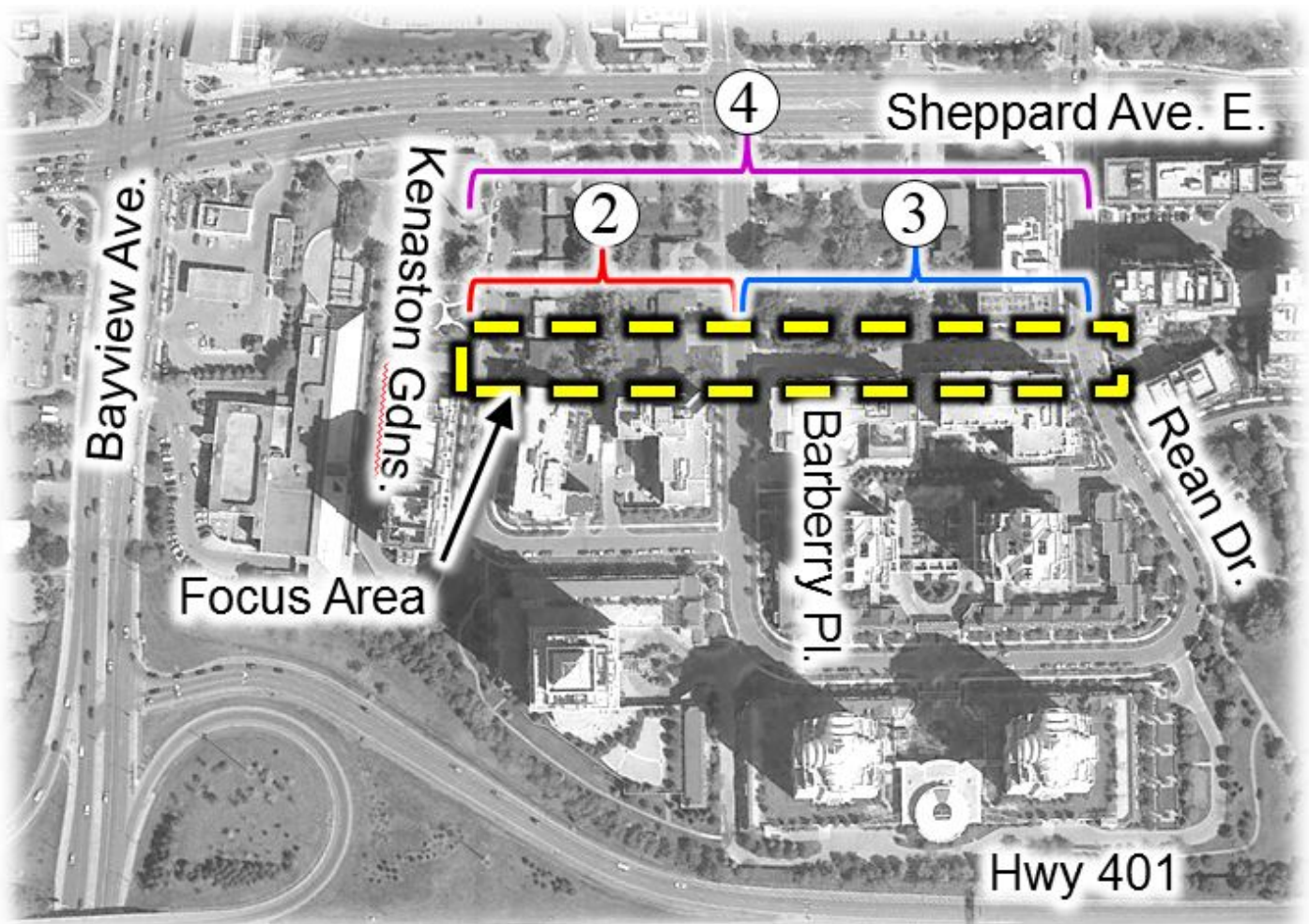
Your input will be reviewed by the project team and help inform plans moving forward. Thank you.

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 Barberrry Place and Rean Drive and a new extension between Barberrry 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 Barberrry Place)
- Alternative 3: Reconstruct existing street (Barberrry Place to Rean Drive)
- Alternative 4: Combination of New and Reconstructed street (Alternatives 2 & 3)



Do you have any comments or concerns regarding these options?

What else should have been considered?

Evaluation Criteria

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

<ul style="list-style-type: none">• Planning and Policy<ul style="list-style-type: none">○ 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• Transportation<ul style="list-style-type: none">○ Safety○ Operations○ Accessibility for Ontarians with Disabilities Act (AODA) and City of Toronto standards○ Multimodal provisions○ Provision for Emergency Services• Cultural and Built Heritage Environment<ul style="list-style-type: none">○ Cultural heritage landscapes○ Built heritage○ Potential archaeological impacts	<ul style="list-style-type: none">• Natural Environment<ul style="list-style-type: none">○ Vegetation, existing trees and wildlife○ Opportunities for street tree plantings○ Noise impacts○ Air quality○ Climate• Engineering and Utilities<ul style="list-style-type: none">○ Construction feasibility and staging○ Drainage/Stormwater management○ Utilities (Relocation/Replacement)• Implementation, Operations and Maintenance Costs<ul style="list-style-type: none">○ Property acquisition requirements○ Construction costs○ Operations and maintenance cost
--	--

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.

Public Consultation

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)

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.

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

Pine Ridge Chesnut Hill Development – July 28, 2016

Attendance:

Steven Warsh, Pine Ridge

Rick Knight, MMM Group

Polycarp Tam, Weston Consulting

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 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.

Liberty Development – August 16, 2016

Attendance:

Mark Liddy, Liberty Development (Liberty)

Mark Hamidi, Liberty Development

Andrew Chislett, City of Toronto - Transportation Services – Project Manager (City)

Jeff Dea, City of Toronto - Transportation Services

Maogosha Pyjor, City of Toronto – Public Consultation

Martin-Pierre Blouin, Morrison Hershfield – Transportation (MH)

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

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- 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

Q1 Alternative Solutions		Q2 Evaluation Criteria	Q3 Draft Preferred Solution		Q4 Circle a number between 1-5 to rate each of the potential						Q5 Additional Information	Q6 Public Consultation		Themes, Trends
A. Do you have any comments or concerns regarding these options?	B. What else should have been considered?	Do you have any comments or concerns regarding the evaluation criteria?	Do you agree with the City's preliminary recommendation for a	Do you have any comments or concerns regarding this	AVG	4.1 St. Furniture	4.2 Trees	4.3 Landscaping	4.4 On-Street Parking	4.5 Lighting	Please provide additional suggestions and/or comments	How did you learn about today's public event?	Did you find today's meeting useful?	
1 Will create disturbance to neighbourhood due to construction period i.e. dust New road between Kenaston and Barberty is not necessary and will create additional 'stop' crossing	Its not clear as to what is the problem that we are trying to solve with this road construction.	Who needs these additional roads and why?	N	Unnecessary waste of City money and resources		1	5	5	2	4	However, not in favour of this proposal	Neighbour	Yes. All info about the plans was shared	Road is for Developers not residents Concern w/ cost
2 Something needs to be done between Rean and Barberty - 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?	Plan for NE and NW corners of Barberty and Sheppard		Y	Ensuring that speed is kept down particularly between Rean and Barberty where there is a mature lifestyle condo and Amica retirement residence - walkers, wheelchairs etc. Cars exiting 18 Rean Drive parking lot tend to speed		2	3	4	1	5	Re. parking: since 18 Rean Drive opened most of the parking on the street between Rean and Barberty has been taken over by 18 Rean Drive residents, many of whom park 24/7 on the street	Other Flyer from building Board	Yes	Wider and formal street seen as improvement Street better service larger vehicles Speed concern
3 Alternative #1 doing nothing is not an option because the addition of two new condos and more later coming up on south side of Sheppard. Street and traffic flow improvements definitely needed.	Many young families and seniors are living in this area. Street ramps, curbs, and sidewalks should be well incorporated into area for safety and casual daily walk to Rean Park.	No	Y	No		4	5	5	1	5	On street parking is least important because all condos have visitor parking provided. Also Bayview Village has plenty of parking available during the day.	Flyer	Yes Staff give good information	Development coming so need the street Improvementst will help with safety of movement On-street Parking secondary
4			N			5	5	5	3	4		Flyer	Yes	
5 I am for Alternative 4. Great ideal	Make sure pet stations or garbage disposals considered as many people in the area have pets! (dogs)		Y			5	5	5	1	5	As suggested earlier, pet stations and garbage bins should be considered. Also interlocking parts of the streets for pedestrian cross overs would be nice.	E-Mail Neighbour	Yes Nice to see city caring about residents!	Consider Dogs in area Overall improvement
6			Y			1	5	5	1	5	Re. New East West Street (Kenaston Gardens to Barberty Place) propose ROW from 16.5 to 20 m to 16.5 m			NEW SUGGESTION: Keep consistent ROW 16.5 with less property impacts.
7			Y			1	5	5	1	5	Re. New East West Street (Kenaston Gardens to Barberty Place) propose ROW from 16.5 to 20 m to 16.5 m	Letter	Yes Detail plan	
8 Ensure traffic calming measures are in place Ensure pedestrians take priority over vehicle traffic		No					5	5	1	5		Flyer	Yes	Ensure pedestrian needs addressed Traffic Calming Measures
9	Maogosha Pjor 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		Y			4	5	4	3	5		Flyer	Yes Very helpful "officials" explaining all diagrams and answering any questions we had.	OTHER: YMCA access
10 My preference is in favour of Alternative 4. The sector from Barberty 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. Doing the section from Kenaston to Barberty carries other potential benefits I will mention later.	On Kenaston, getting the support of the YMCA for a new entry/exit road off Kenaston between the subway entrance on south side of Sheppard and the Park by Rockefeller.	They seem very complete.	Y	Do it in a way that gains support of the residents of both Amica and Claridges so that they see the new roadway as a win-win.		4	4	4	3	5	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 Barberty light. Y traffic could now enter and exit onto Kenaston and be able to use the traffic lights at Barberty or Rean. This just makes sense.	Flyer E-mail - Councillor	Yes Consultants had done a good job with their presentation boards. Helpful to be able o talk with Steve Forrester and Maogosha Pjor.	OTHER: YMCA access

11	No. We appreciate the communication.			Y	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.		3	5	4	2	4		Flyer Maogosha Pyjor		<i>COST of Option 4 with new street extension</i>
12	Concern about heavy traffic flows from Kenaston Gardens to Rean Drive through Barberry Place.		As there is a retirement home on Barberry Place consideration must be given for walkers and slow walking.	Not sure	As listed		5	5	5	5	5		Other: Amica at Bayview	Explanations were clear. Staff very receptive.	

Appendix 6 – Staff Comment Tracking from Public Event

Question/Comment (note address if applicable)
Rean/Sheppard:
<ul style="list-style-type: none"> • Increase pedestrian crossing time of Sheppard Ave.
<ul style="list-style-type: none"> • Speed humps are critical and "must have" • White noise to washout background highway
<ul style="list-style-type: none"> • On-street parking is important but needs enforcement • Speed humps are a must • Concern about speeding vehicles turning onto existing east section of new street
<ul style="list-style-type: none"> • Winter maintenance is an issue at parkette (West side of Kenaston Gardens) • Concern about cost of western extension
<ul style="list-style-type: none"> • Inquiry about what happens to left over property acquisition of 23 Barberry Place – will it merge with 25 Barberry Place
<ul style="list-style-type: none"> • Street lighting should be non-intrusive to ground floor windows while being adequate and providing safety • Questions about how much traffic will infiltrate from Sheppard Avenue onto new street
<ul style="list-style-type: none"> • More lighting equals more walkable lifestyle
<ul style="list-style-type: none"> • Is this a done deal? Questions about how to provide comments on development and construction of the new street. • Why is a new east-west street needed in this neighbourhood? • Who is paying for the street?
<ul style="list-style-type: none"> • 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.
<ul style="list-style-type: none"> • Will there be permit parking on the street? • Support paid parking and needs to be from 8 a.m. to 6 p.m. throughout the community
<ul style="list-style-type: none"> • Area needs good lighting. There are lots of people walking. The City standard street lights are ok and provide an acceptable level of lighting.
New Street at Barberry Place:
<ul style="list-style-type: none"> • Worried about pedestrian crossing here and should be a 4way stop
<ul style="list-style-type: none"> • Health care workers have difficulty finding parking • Request to keep parking as is with parking enforcement
Chelsea Resident:
<ul style="list-style-type: none"> • Likes idea of the street because will increase activity • Lighting is important on new street to support "pedestrian feeling" • Benefit of more pedestrians on street and more eyes on street
Chelsea Resident:
<ul style="list-style-type: none"> • 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 • Northbound traffic is problematic • Signal timing issues • Is a 4-way stop an option?

<p>Chelsea Resident:</p> <ul style="list-style-type: none"> • Supports pedestrian pathway connection to subway and through area versus building a new street and feels for properties that need to be expropriated
<p>East of Rean Drive:</p> <ul style="list-style-type: none"> • Mis-trust of development intensification • People are being approached by developers
<ul style="list-style-type: none"> • Residents in the area, like to walk a lot in the area and request for speed humps • Sidewalk must go straight across and in front of Claridges and Amica
<ul style="list-style-type: none"> • Concern that new street will encourage more traffic in front of Claridges and Amica (especially given new developments)
<ul style="list-style-type: none"> • Questions about expropriation process
<ul style="list-style-type: none"> • Why do we need this new street – Sheppard works just as well as new street to provide access to Subway Station
<p>YMCA:</p> <ul style="list-style-type: none"> • Difficult location to drive in and out of – can a driveway be added for access to Kenaston Gardens?
<ul style="list-style-type: none"> • New street does provide alternative to Sheppard if there is an accident and alternative route needed
<ul style="list-style-type: none"> • Road is a waste of money and does not benefit community

Appendix 7 – Correspondence Tracking

Date	Message	Staff Response	Date of Staff Response
09/01/2016	<p>Hello Andrew and Maogosha:</p> <p>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.</p> <p>Please pass on our thanks to the others who came.</p>	<p>Hi [name removed],</p> <p>You are most welcome. By copy of this email, I've included the staff and consultants which were present.</p> <p>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.</p> <p>We'll also keep you posted on the public meeting details and when the webpage is available.</p>	09/02/2016
09/26/2016	<p>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.</p> <p>Have you considered a pedestrian pathway, to let local residents access the subway and YMCA?</p>	<p>Hi [name removed],</p> <p>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.</p> <p>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.</p> <p>In terms of traffic calming measures this study is doing two things:</p> <ol style="list-style-type: none"> 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 <p>Regarding the pedestrian pathway, wide sidewalks will be in place and through development a new path will be located on the west side of 591-593 Sheppard Avenue East that will run from Sheppard Avenue south to the new street. The western segment of the new street (Kenaston to Barberry) will provide a new pedestrian link to access the Bayview TTC Station and the YMCA site.</p> <p>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.</p> <p>I've copied the Project Manager, Andrew Chislett, in case you require any further clarification on the information provided above.</p>	09/27/2016
09/27/2016	Phone call. See response for details.	<p>Hello [name removed],</p> <p>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.</p> <p>Key points from our phone conversation included:</p> <ul style="list-style-type: none"> • 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: https://www1.toronto.ca/city_of_toronto/city_planning/urban_design/files/pdf/SoutheastBayviewNode.pdf http://www1.toronto.ca/static_files/CityPlanning/PDF/9_sheppard_subway_dec2010.pdf • 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. <p>As discussed, I've added you to the project mailing list. We look forward to your attendance at the meeting tonight.</p>	09/27/2016
09/26/2016	<p>Hello Maogosha</p> <p>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?</p> <p>I am hoping to be out within an hour, if possible, as I have other commitments @ 7 pm.</p> <p>Please let me know,</p>	<p>Hi [name removed],</p> <p>Firstly, thank you for taking the time to email us with your question.</p> <p>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.</p> <p>Kind regards, Maogosha</p>	09/27/2016
	<p>Hi Maogosha</p> <p>Many thanks for your prompt and detailed response.</p> <p>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 Devrock Cres. That format was different, more like a town hall with key people addressing the attendees, followed by Q&A. This clearly is different, and features one on ones, and no group activity. No need to confirm, unless I am mistaken, and looking forward to seeing you soon after 5 this evening.</p> <p>Best regards</p>	<p>Hi [name removed],</p> <p>You are not mistaken but I'll provide a bit more information. There certainly are different formats available when hosting community meetings.</p> <p>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.</p> <p>Kind regards, Maogosha</p>	

09/27/2016	<p>Hi,</p> <p>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. .I</p>	<p>Hello [name removed],</p> <p>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.</p> <p>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.</p> <p>I will add you to the mailing list so that we can keep you updated on the study progress.</p> <p>Kind regards, Maogosha</p>	09/29/2016
09/30/2016	<p>Hi Will,</p> <p>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?</p> <p><i>Initially Sent to Councillor Shiner's assistant Will Pennell</i></p>	<p>Hi [name removed],</p> <p>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.</p> <p>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.</p> <p>Best regards, Will Pennell, Special Assistant to</p>	10/03/2016
		<p>Hi [name removed],</p> <p>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.</p> <p>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</p> <p>A Feedback Form is also available in the project website. The deadline for submitting comments is October 12, 2016.</p> <p>If you have any questions or would like to discuss further, please don't hesitate to contact me.</p>	10/03/2016
10/01/2016	<p>Good Afternoon Ms. Pylor,</p> <p>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 not 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.</p> <p>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 modes of transportation.</p> <p>We have reviewed the plans for the proposed street along the northern perimeter of our building. While we support any development that is accretive to the overall city plan, we are also mindful of concerns that this new roadway will undoubtedly raise. We outline as follows:</p> <ol style="list-style-type: none"> 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. While a proposed roadway may create a crosswalk on Kenaston Gardens adjacent to the parkette, the distance an individual still has to take to get to the entrance of our building is significant. 4. Residents have consistently reported vehicles traveling above city limits along Kenaston Gardens. Are there any plans install speed bumps to minimize the speed of vehicles? This is especially important in and around the curved portion of Kenaston Gardens. 5. With the temporary condo construction taking place on the southeast corner of Kenaston Gardens and Sheppard Ave., what is being done to provide a safe and secure crosswalk for pedestrians to reach the west side of Kenaston Gardens sidewalk? <p><i>Mr. Maogosha, I appreciate the time and effort that you and your staff have put into this project. I look forward to seeing the final plan and hope that it will be a safe and secure crosswalk for pedestrians to reach the west side of Kenaston Gardens sidewalk.</i></p>	<p>Hello [name removed],</p> <p>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 Hrislow as the property management contact for your building.</p> <p>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.</p> <p>Please see the following responses to the items you have raised.</p> <ol style="list-style-type: none"> 1. We have also heard from residents at the public meeting that congestion and traffic infiltration into the neighbourhood south of Sheppard Avenue is an issue. The project team is currently working on an updated traffic model to understand how the new street connection might impact existing conditions. We will report these findings when they are ready for review. 2. Which city staff have you been in contact with about this or was this through a request to your local Councillor's office? While this is outside the scope of this study, we can review and find out where this stands. 3. Regarding your request for a paved ramp, please note that this is not within the scope of this study however we will follow-up on your request with the Planning staff that are on this study's project team. <p>In terms of creating a crosswalk at the corner of Kenaston Gardens and the potential new street, there could be a consideration of stop signs being added here. After construction of the new street, a service request by a member(s) of the public could warrant an investigation for this. Traffic Operations has been made aware of the desire for such an investigation.</p> <ol style="list-style-type: none"> 4 We have heard requests from other residents for speed humps as well. We will follow up with you on this item as we first need to confirm the process for investigating speed hump requests with our Traffic Operations staff. We will be in touch. 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. <p><i>Please do not hesitate to contact the project team if you have any further questions or comments.</i></p>	10/04/2016
10/11/2016	<p>Dr. Mr. Maogosha Pylor</p> <p>Please find attached our PETITION concerned with 23 and 25 Barberry Place. Toronto. new street between Barberry Pl and Kenaston Gard..</p> <p>Best Regards,</p>	<p>Hello [name removed],</p> <p>Thank you for taking the time to provide your petition for this Environmental Assessment Study. Your comments will be part of the project record.</p> <p>I've have copied the Project Manager, Andrew Chislett, so that he can respond directly to your email.</p> <p>Kind regards, Maogosha</p>	10/13/2016
10/13/2016	<p>Thanks, Mr Maogosha Pylor</p> <p>Best Regards,</p>		

Welcome

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



Public Open House

Date: Tuesday September 27, 2016

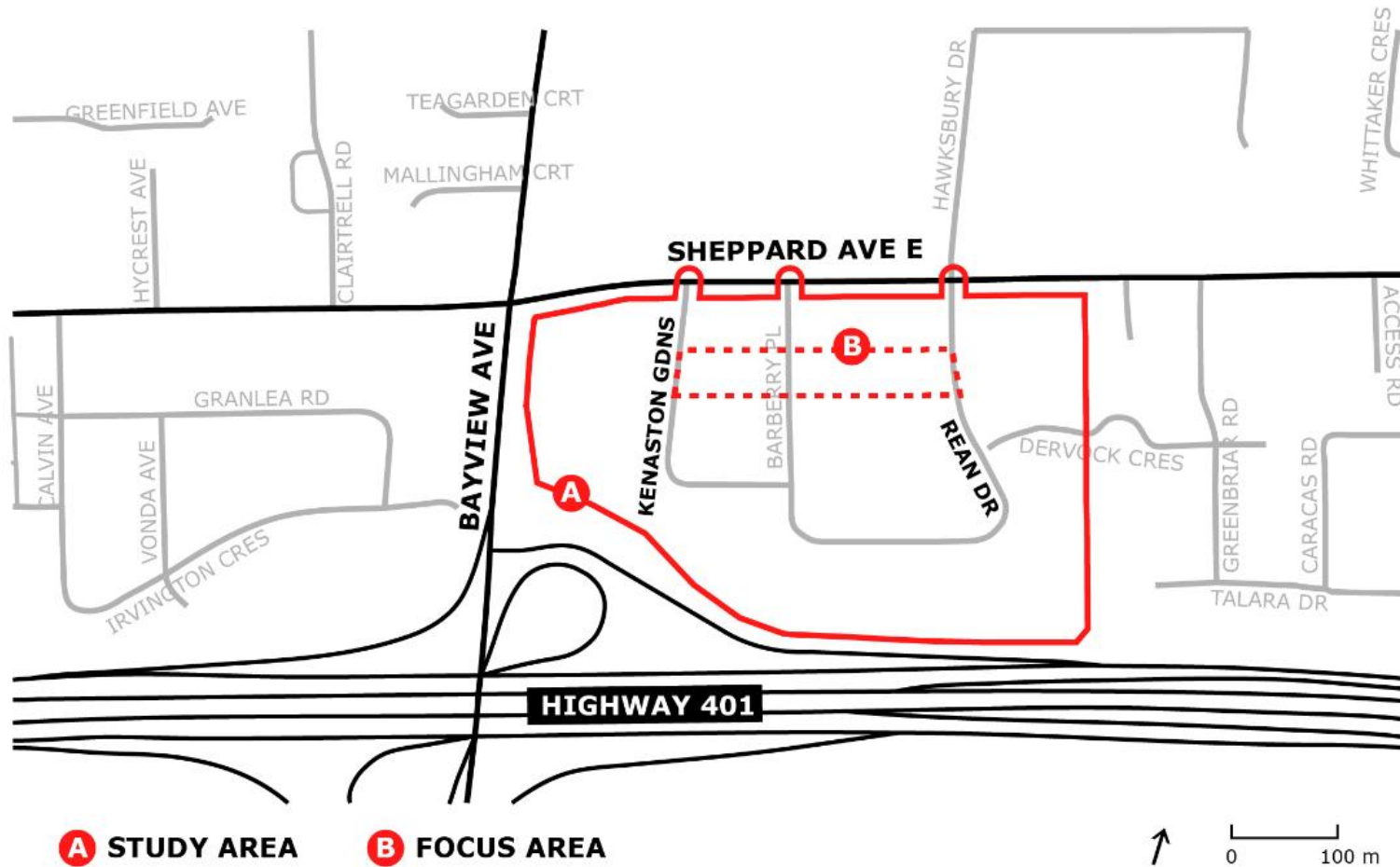
Time: 5:00 p.m. to 8:00 p.m.

Location: St. Elizabeth of Hungary Church
432 Sheppard Avenue East



MORRISON HERSHFIELD

What is the study area?



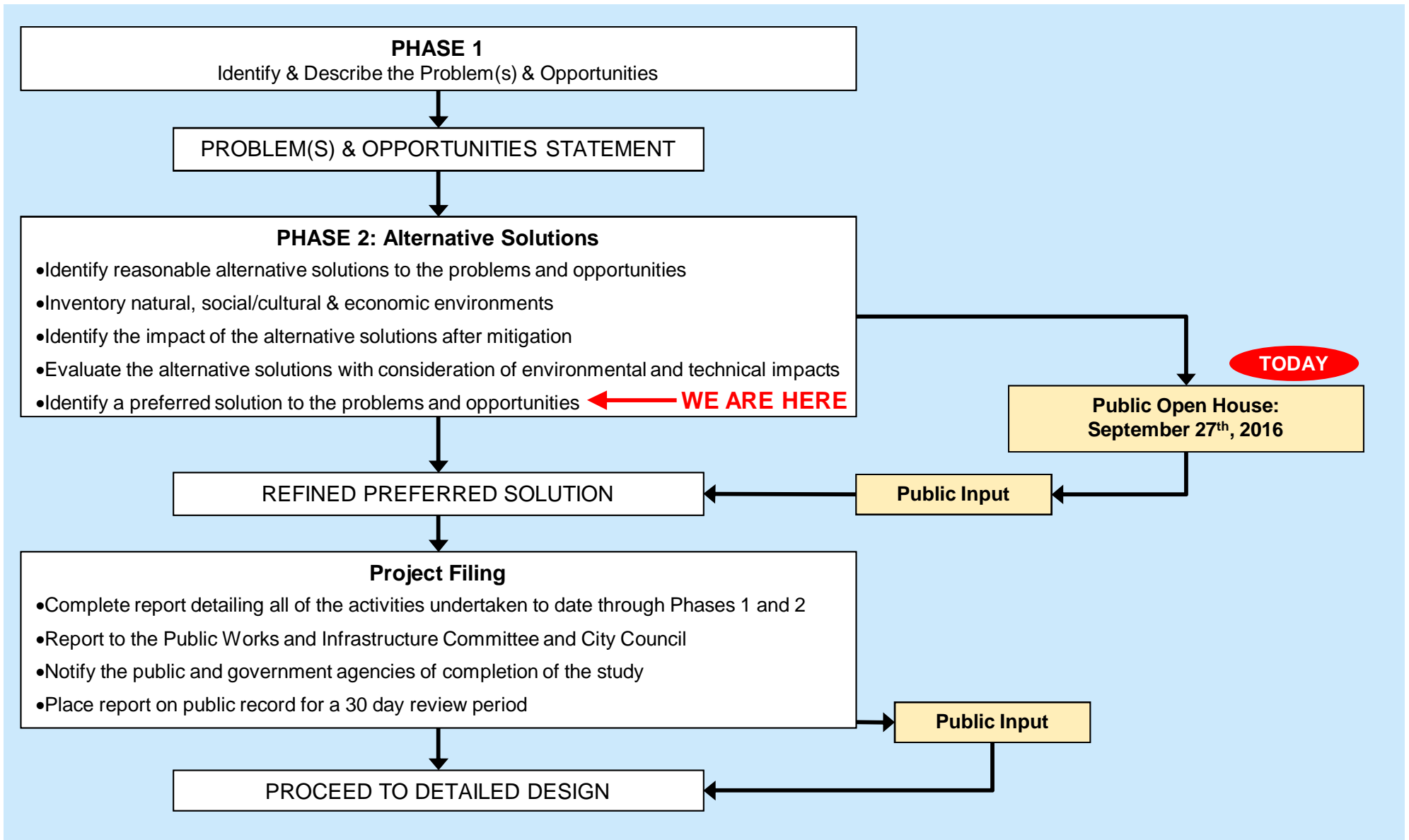
What is being considered?

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

What is an EA?

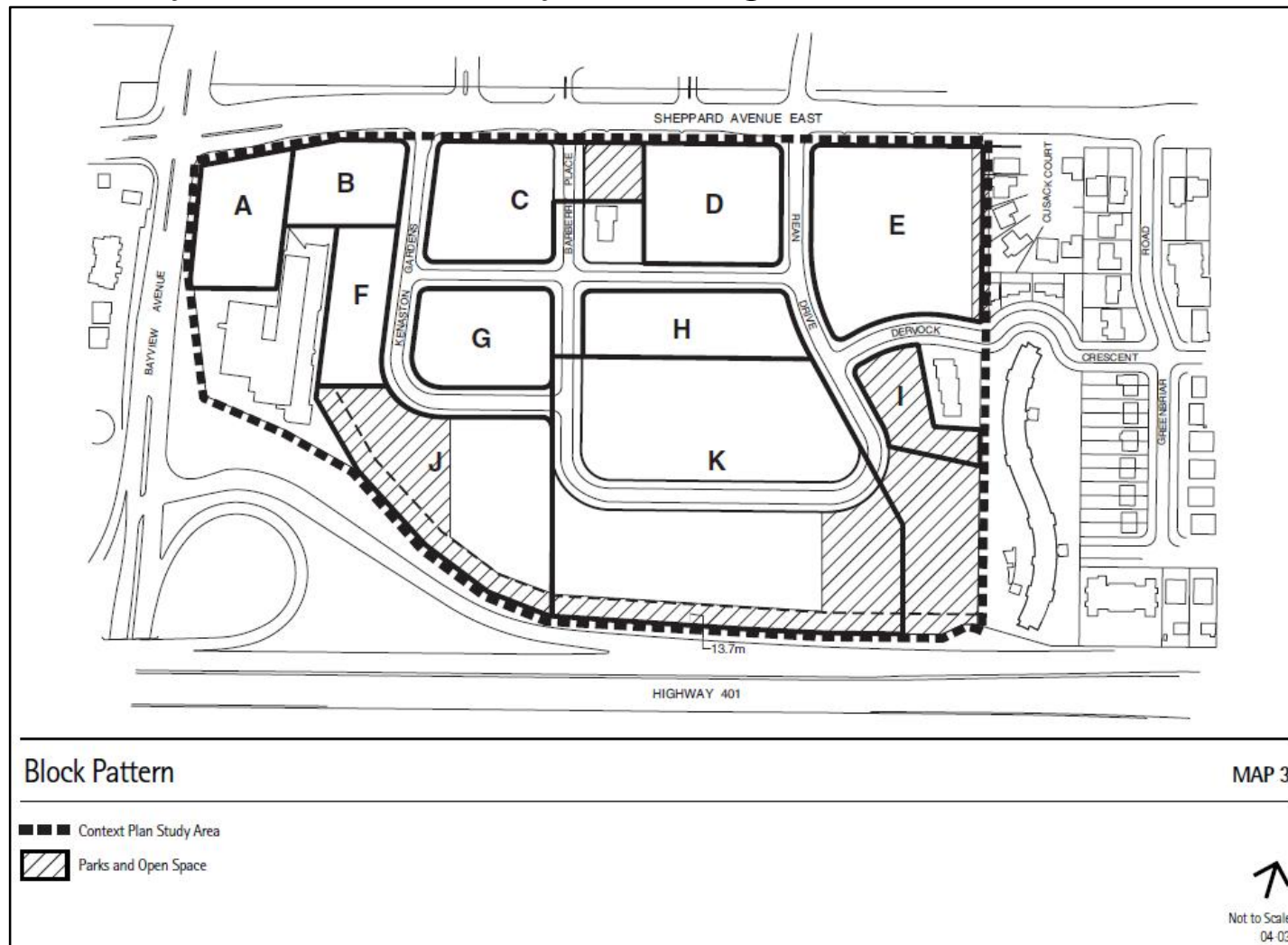
- Planning and decision making process used by the City when studying road and other infrastructure projects under the provincial *Environmental Assessment Act*
- Ensures potential environmental, heritage and social impacts of the project are evaluated
- Separated into phases that require the project 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



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

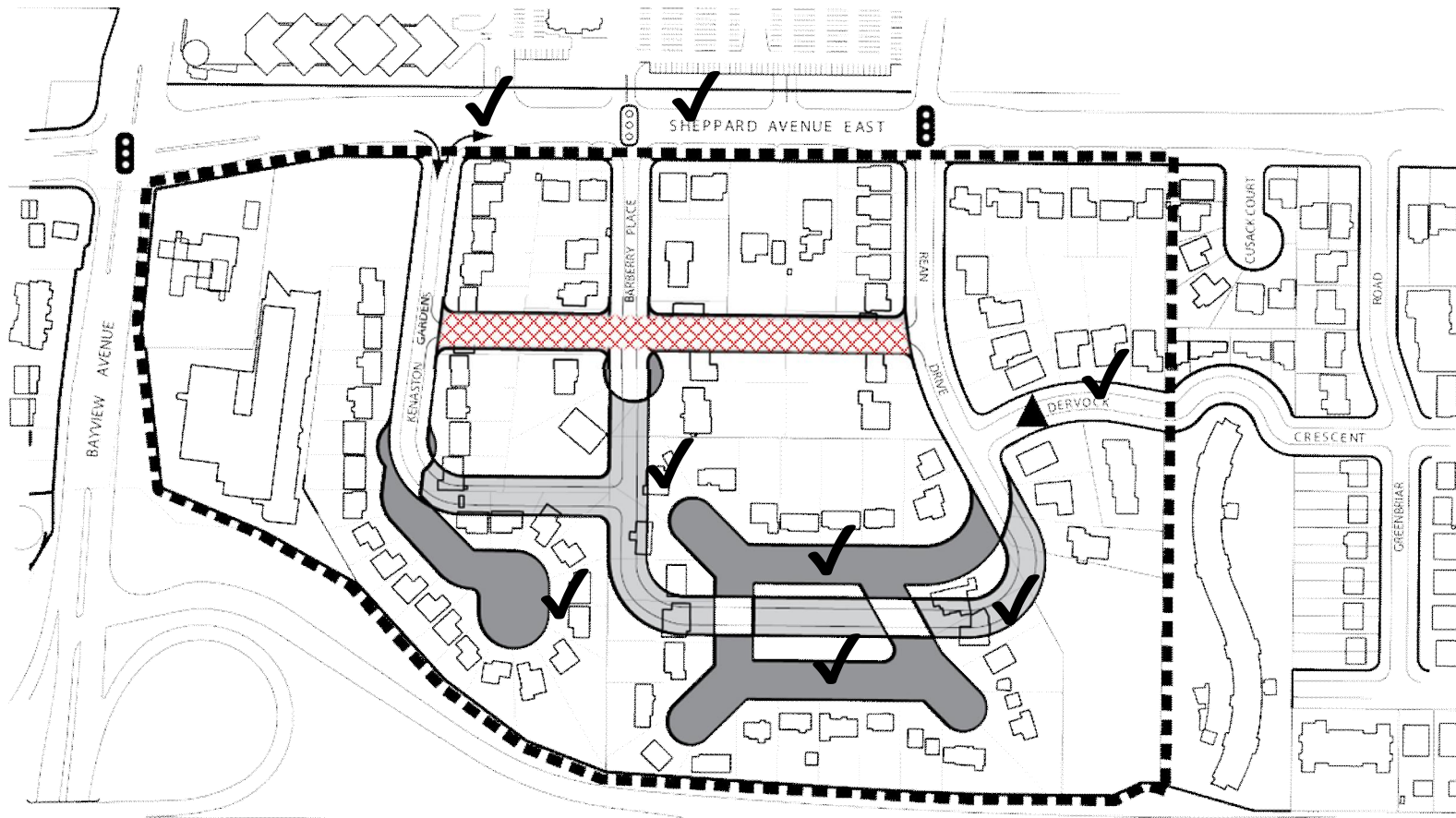
The Southeast Bayview Node Context Plan guides development and demonstrates how to achieve the objectives of the Sheppard East Subway Corridor Secondary Plan to intensify this neighbourhood.



Map 3
Southeast Bayview Node
Context Plan
June 2004

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



Transportation Options

- Context Plan Study Area
- Existing Road to be Retained
- Road to be Closed
- New Road Areas
- Existing Signalized Intersection
- Potential Signalized Intersection
- Potential Right-in / Right-Out Movement
- Potential Traffic Control Measures or Cul-de-Sac
- ✓ Previously Implemented Recommendation
- Recommendation Yet to be Implemented

Map 4
Southeast Bayview Node Context
Plan
June 2004

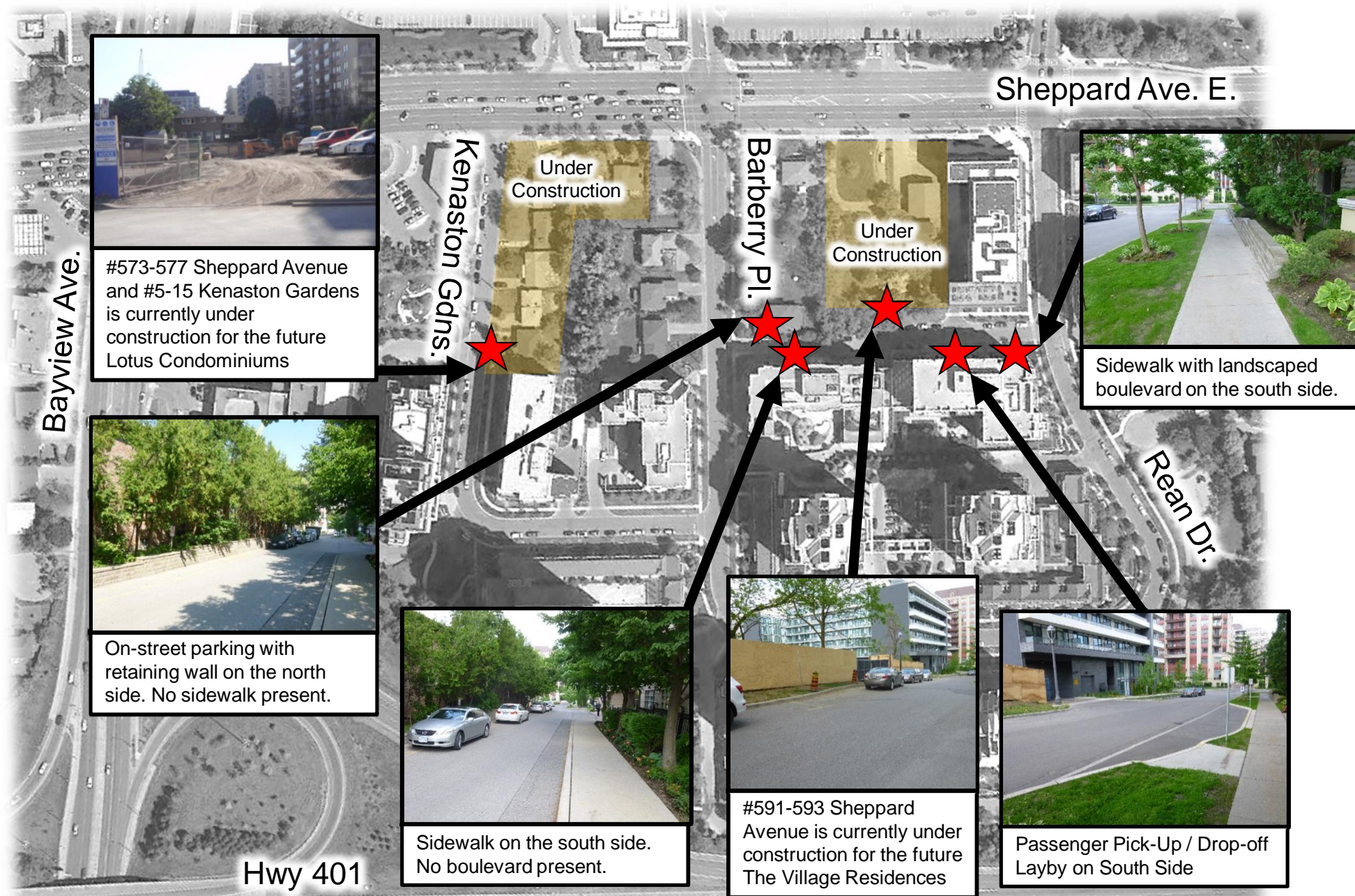
Note: The Rean Drive / Dervock Crescent intersection has been replaced with a cul-de-sac on Dervock Crescent

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



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



The Claridges Entrance



Amica at Bayview Entrance



#9 Barberry Place

Alternative Solutions

Four Alternative Solutions were developed as part of the EA.

They are:

Alternative 1

Do Nothing

Alternative 2

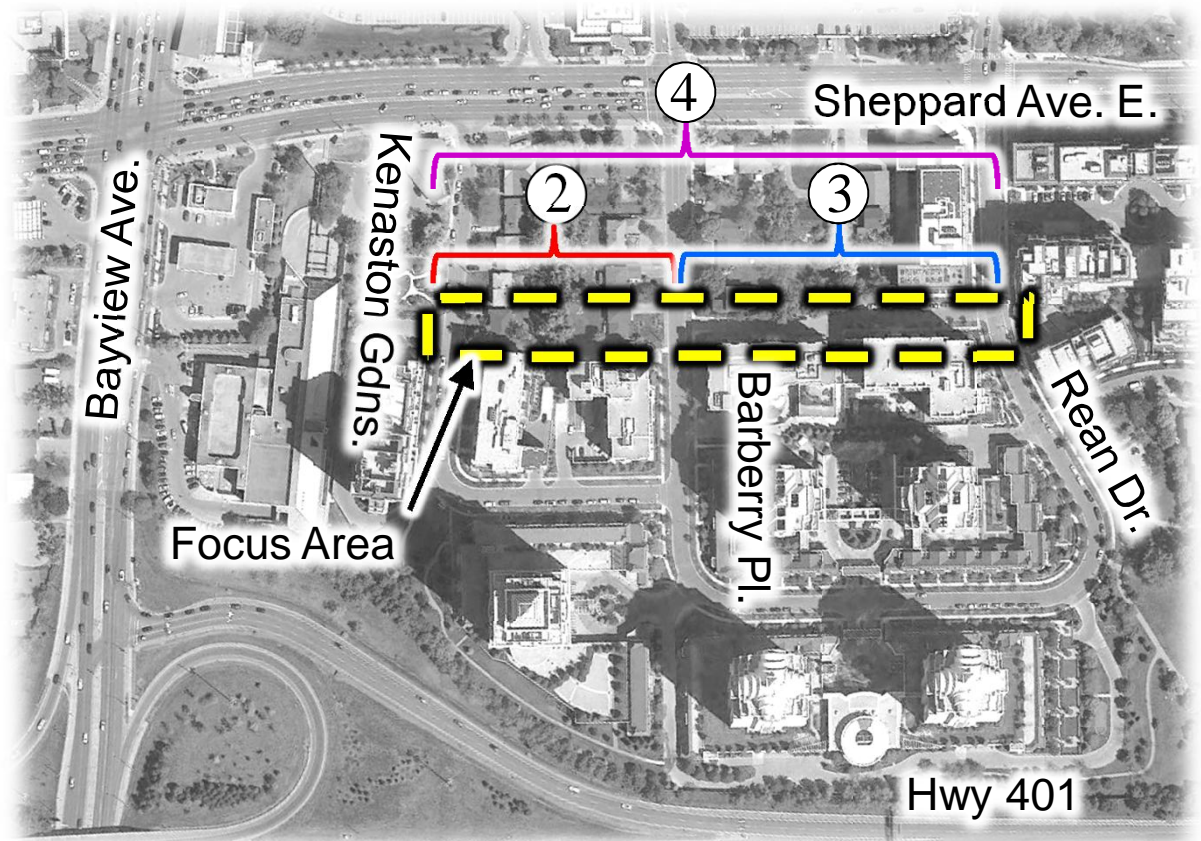
New east-west street
(Kenaston Gardens to
Barberry Place)

Alternative 3

Reconstruct existing street
(Barberry Place to Rean
Drive)

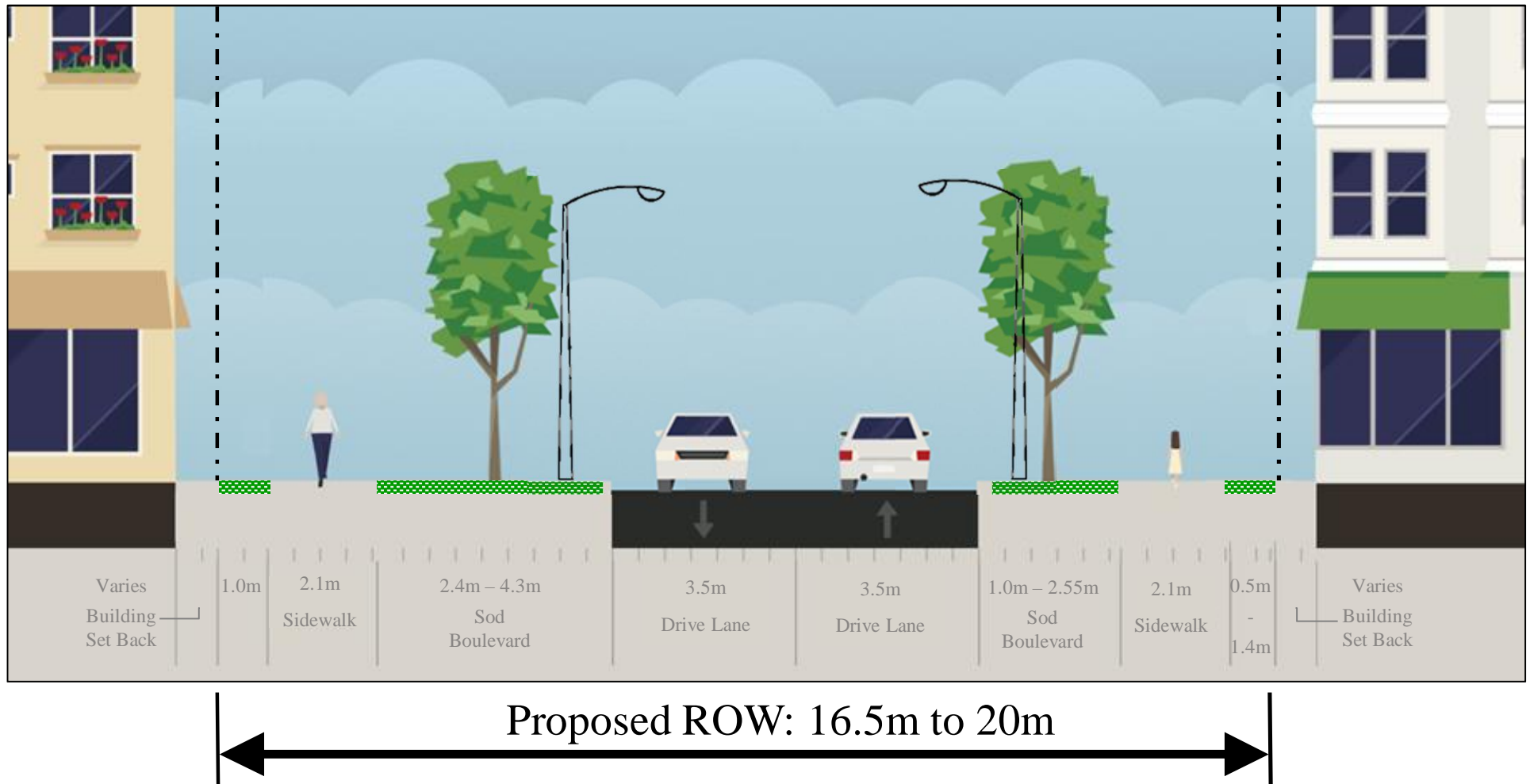
Alternative 4

Combination of New and
Reconstructed Street
(2 and 3)



Typical Sections: Alternative 2

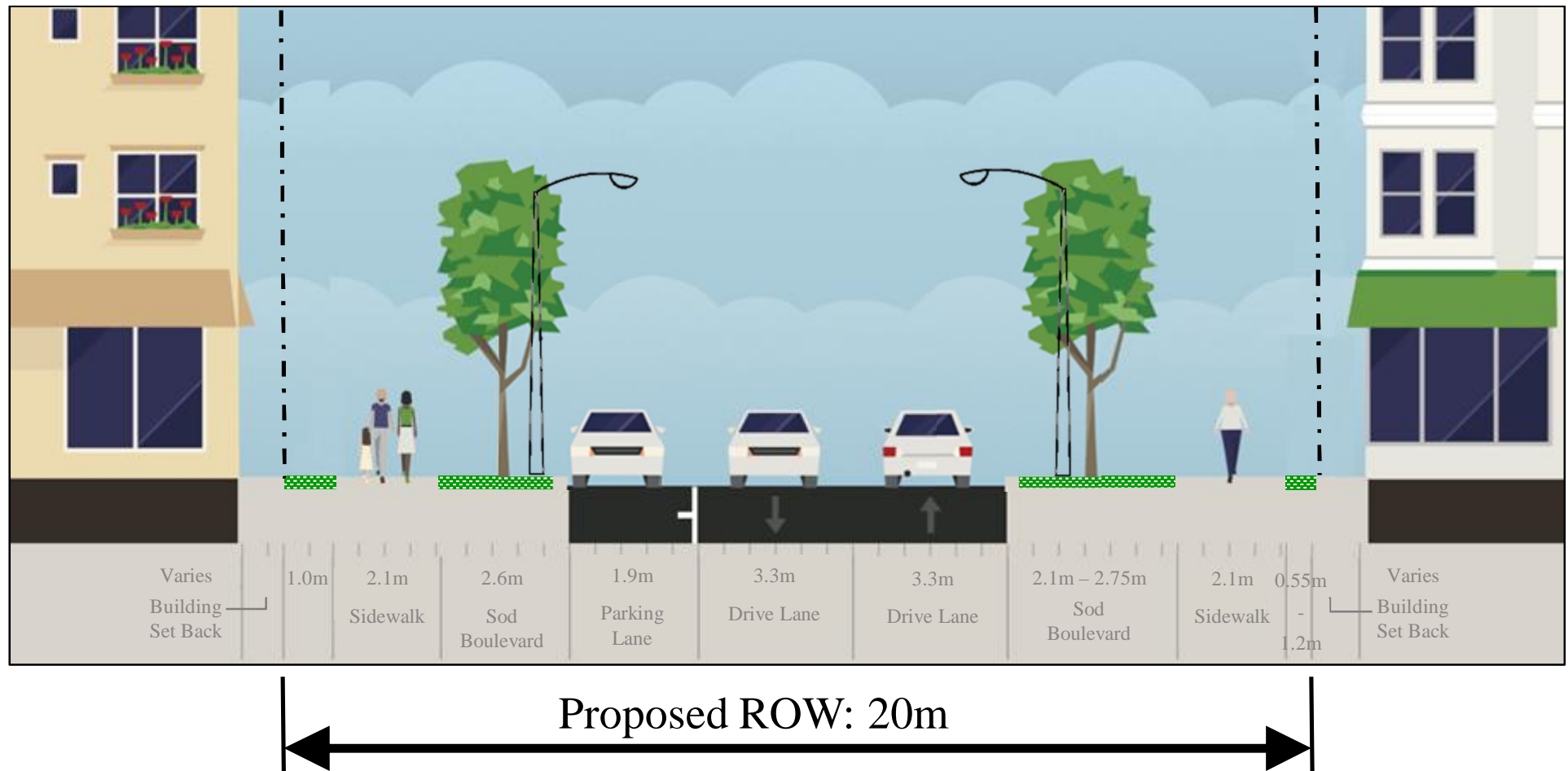
New east-west street (Kenaston Gardens to Barberry Place) (Facing East)



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

Typical Sections: Alternative 3

Reconstruct existing street (Barberry Place to Rean Drive) Facing East
































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.





<p><u>Planning and Policy</u></p> <ul style="list-style-type: none"> • 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 	<p><u>Natural Environment</u></p> <ul style="list-style-type: none"> • Vegetation, existing trees and wildlife • Opportunities for street tree plantings • Noise impacts • Air quality • Climate
<p><u>Transportation</u></p> <ul style="list-style-type: none"> • Safety • Operations • Accessibility for Ontarians with Disabilities Act (AODA) and City of Toronto Standards • Multimodal provisions • Provision for Emergency Services 	<p><u>Engineering & Utilities</u></p> <ul style="list-style-type: none"> • Construction feasibility and staging • Drainage/Stormwater management • Utilities (Relocation/Replacement)
<p><u>Cultural and Built Heritage</u></p> <ul style="list-style-type: none"> • Cultural heritage landscapes • Built heritage • Potential archaeological impacts 	<p><u>Costs</u></p> <ul style="list-style-type: none"> • Property acquisition requirements • Construction costs • Operations and Maintenance costs

Category	Alternative 1	Alternative 2	Alternative 3	Alternative 4
	Do nothing	New east-west street (Kenaston Gardens to Barberrry Place)	Reconstruct existing street (Barberrry Place to Rean Drive)	Combination of New and Reconstructed Street (2 and 3)
Planning and Policy	 <ul style="list-style-type: none"> Does not meet planning objectives for new street between Rean Drive and Kenaston Gardens No direct access is provided as travel is forced to travel along Rean Drive and along Kenaston Gardens to reach opposite sides 	 <ul style="list-style-type: none"> Partly meets planning objectives for new street by continuous route Increases feasibility for the redevelopment (including started Chestnut Hill) on adjacent property (discourages additional access to Sheppard) Application of urban design principles to maintain slow speed traffic, improve pedestrian accessibility and adds pedestrian amenities 	 <ul style="list-style-type: none"> Partly meets planning objectives for roadway Partly increases feasibility for the potential adjacent property redevelopment (discourages additional access to Sheppard) Provides full-length sidewalk on both sides and wider street with pedestrian amenities 	 <ul style="list-style-type: none"> Meets the planning objectives for new street between Rean Drive and Kenaston Gardens Increases feasibility for the potential adjacent property redevelopment (discourages additional access to Sheppard) Application of urban design principles to provide a low speed continuous multi-modal street with pedestrian amenities
Transportation	 <ul style="list-style-type: none"> No improvements to safety Increase in congestion expected due to increased traffic volume as a result of nearby future residential/commercial developments No accessibility improvements 	 <ul style="list-style-type: none"> Reduced traffic flows along nearby streets would result in some safety improvements Improves traffic flow and potential future traffic congestion Increases accessibility between Kenaston Gardens and Barberrry Place Improves pedestrian and cyclist access 	 <ul style="list-style-type: none"> Reduced traffic flows along nearby streets would result in some safety improvements Improves traffic flow and potential future traffic congestion by encouraging traffic onto widened roadway Increases accessibility between Rean Drive and Barberrry Place Improves pedestrian access in part with continuous sidewalk 	 <ul style="list-style-type: none"> Reduced traffic flows along nearby streets would result in safety improvements Improves traffic flow and potential traffic congestion and level-of-service by providing alternative to Kenaston Gardens , Barberrry Place & Rean Drive Significantly increases accessibility between Kenaston Gardens , Barberrry Place and Rean Drive Improves pedestrian access with continuous sidewalk
Natural Environment	 <ul style="list-style-type: none"> No impacts to vegetation or existing trees No new tree plantings 	 <ul style="list-style-type: none"> Removal of vegetation and trees on existing residential property Opportunity for street tree plantings along new roadway 	 <ul style="list-style-type: none"> Removal of vegetation and trees on portion of currently unbuilt roadway required Opportunity for new street tree plantings along widened portion 	 <ul style="list-style-type: none"> Removal of vegetation and trees along length and width of solution Opportunity for new street tree plantings along new roadway and widened portion
Cultural and Built Heritage	 <ul style="list-style-type: none"> No impacts 	 <ul style="list-style-type: none"> No impacts 	 <ul style="list-style-type: none"> No impacts 	 <ul style="list-style-type: none"> No impacts
Engineering and Utilities	 <ul style="list-style-type: none"> No impacts 	 <ul style="list-style-type: none"> New drainage system required Impacts on utilities, requiring relocation and replacement 	 <ul style="list-style-type: none"> Extension of existing drainage system Minimal impact on utilities, possibly some relocations 	 <ul style="list-style-type: none"> New drainage system required Highest impact on utilities, requiring relocation and replacement
Costs	 <ul style="list-style-type: none"> No construction costs Operation and Maintenance costs will increase over time 	 <ul style="list-style-type: none"> Moderate cost 	 <ul style="list-style-type: none"> Lowest cost 	 <ul style="list-style-type: none"> Highest cost

Legend  Most Desirable  Desirable  Neutral  Less Desirable  Least Desirable

Evaluation of Alternatives

Recommendation

	Alternative 1	Alternative 2	Alternative 3	Alternative 4
	Do nothing	New east-west street (Kenaston Gardens to Barberry Place)	Reconstruct existing street (Barberry Place to Rean Drive)	Combination of New and Reconstructed Street (2 and 3)
Ability to address Problem/Opportunity Statement				
Recommendation	Not recommended	Partial solution	Partial solution	Recommended
Summary	Does not address the City's Official Plan, Secondary Plan, and Southeast Bayview Node Context Plan objectives and problem/opportunity statement	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.	Partially meets City's Official Plan, Secondary Plan, and Southeast Bayview Node Context Plan objectives and problem/opportunity statement	Meets the City's Official Plan, Secondary Plan, and Southeast Bayview Node Context Plan objectives and problem/opportunity statement

Legend ● Most Desirable ● Desirable ● Neutral ● Less Desirable ○ Least Desirable

Draft Preferred Solution

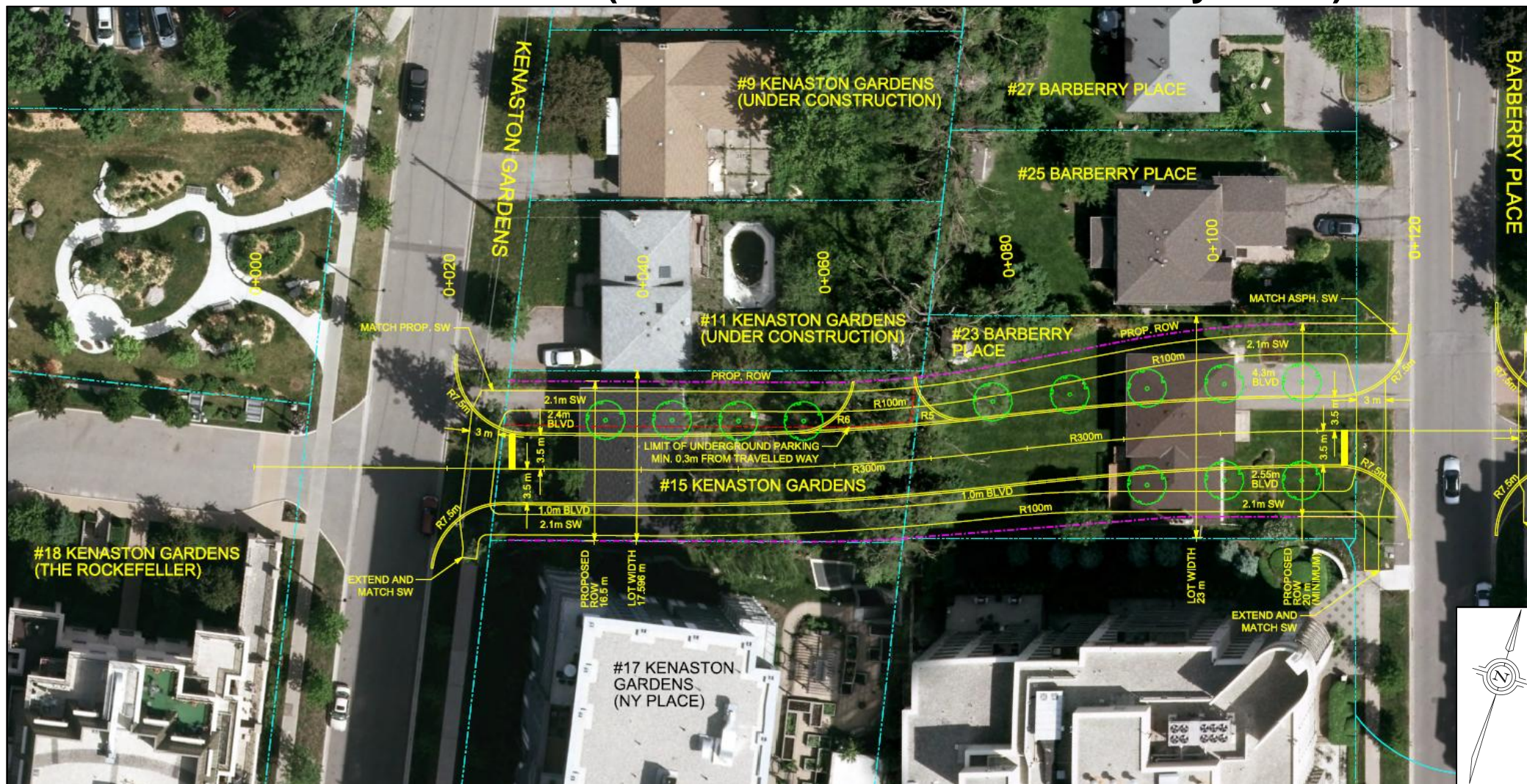
Alternative 4: Combination of New and Reconstructed Street (2 and 3)

- 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

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



LEGEND

PROPOSED STREET
RIGHT-OF-WAY (ROW) —————

EXISTING PROPERTY LINES - - - - -

POTENTIAL STREET TREES
(FOR VISUALISATION PURPOSES) ○

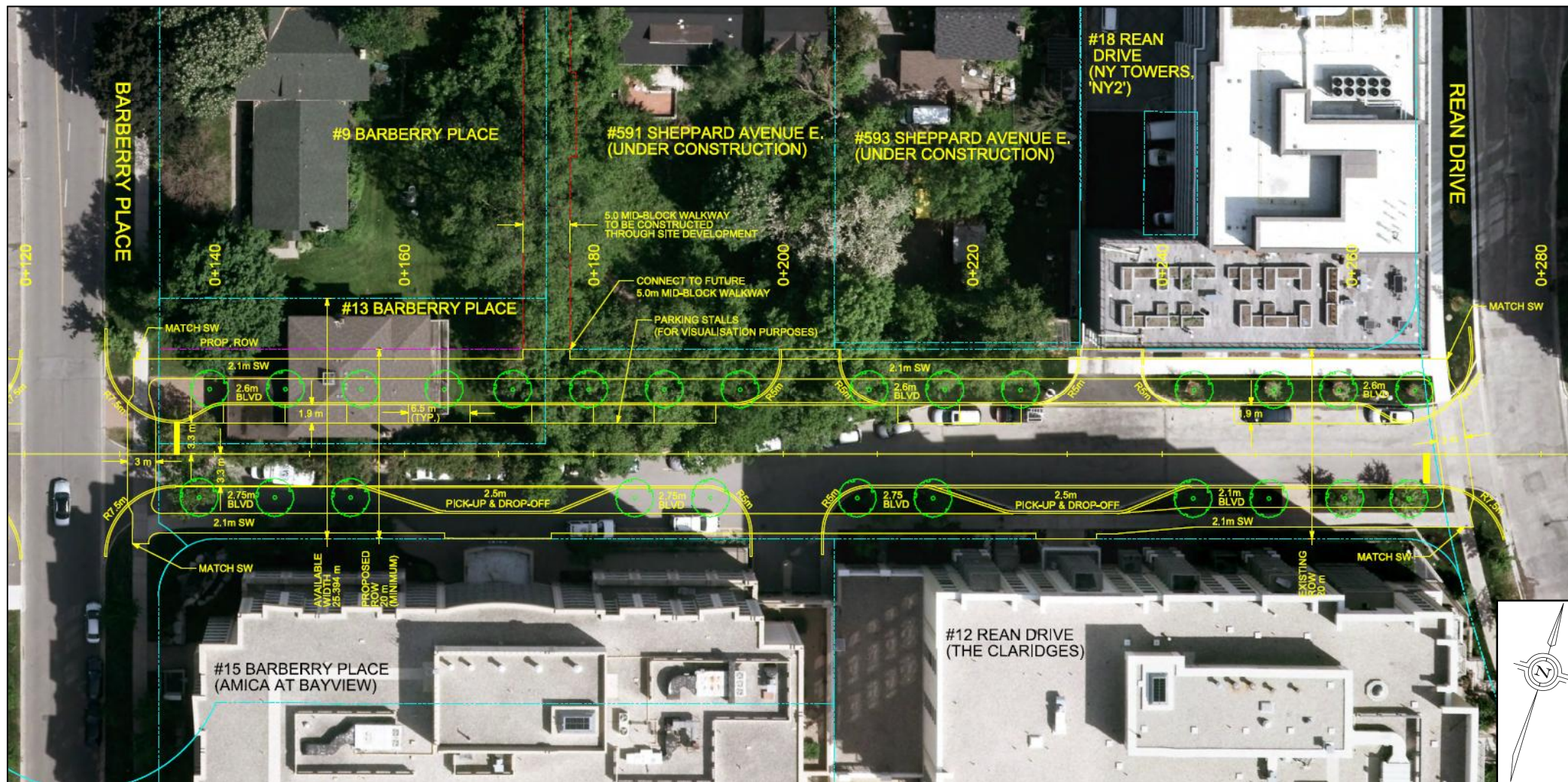
ABBREVIATIONS

EXISTING	EX.
PROPOSED	PROP.
SIDEWALK	SW
BOULEVARD	BLVD
ASPHALT	ASPH.
TYPICAL	TYP.
RADIUS	R

EX.
PROP.
SW
BLVD
ASPH.
TYP.
R

Draft Preferred Solution

Reconstruct existing street (Barberry Place to Rean Drive)



LEGEND

ABBREVIATIONS

PROPOSED STREET
RIGHT-OF-WAY (ROW) ———

EXISTING PROPERTY LINES ———

POTENTIAL STREET TREES
(FOR VISUALISATION PURPOSES) ○

EXISTING
PROPOSED
SIDEWALK
BOULEVARD
ASPHALT
TYPICAL
RADIUS

EX.
PROP.
SW
BLVD
ASPH.
TYP.
R

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



Existing vegetation to be protected (south-west of future Barberry Place intersection)



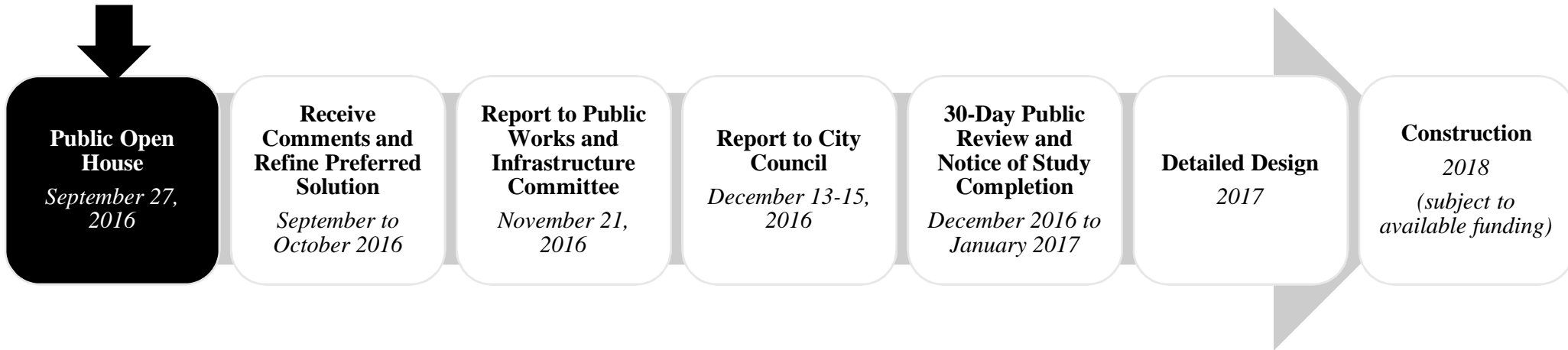
Existing on-street parking to be retained



Existing utilities (hydro, Bell) to be relocated (south-west of future Barberry Place intersection)

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



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

Public Open House - Tuesday, September 27, 2016

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

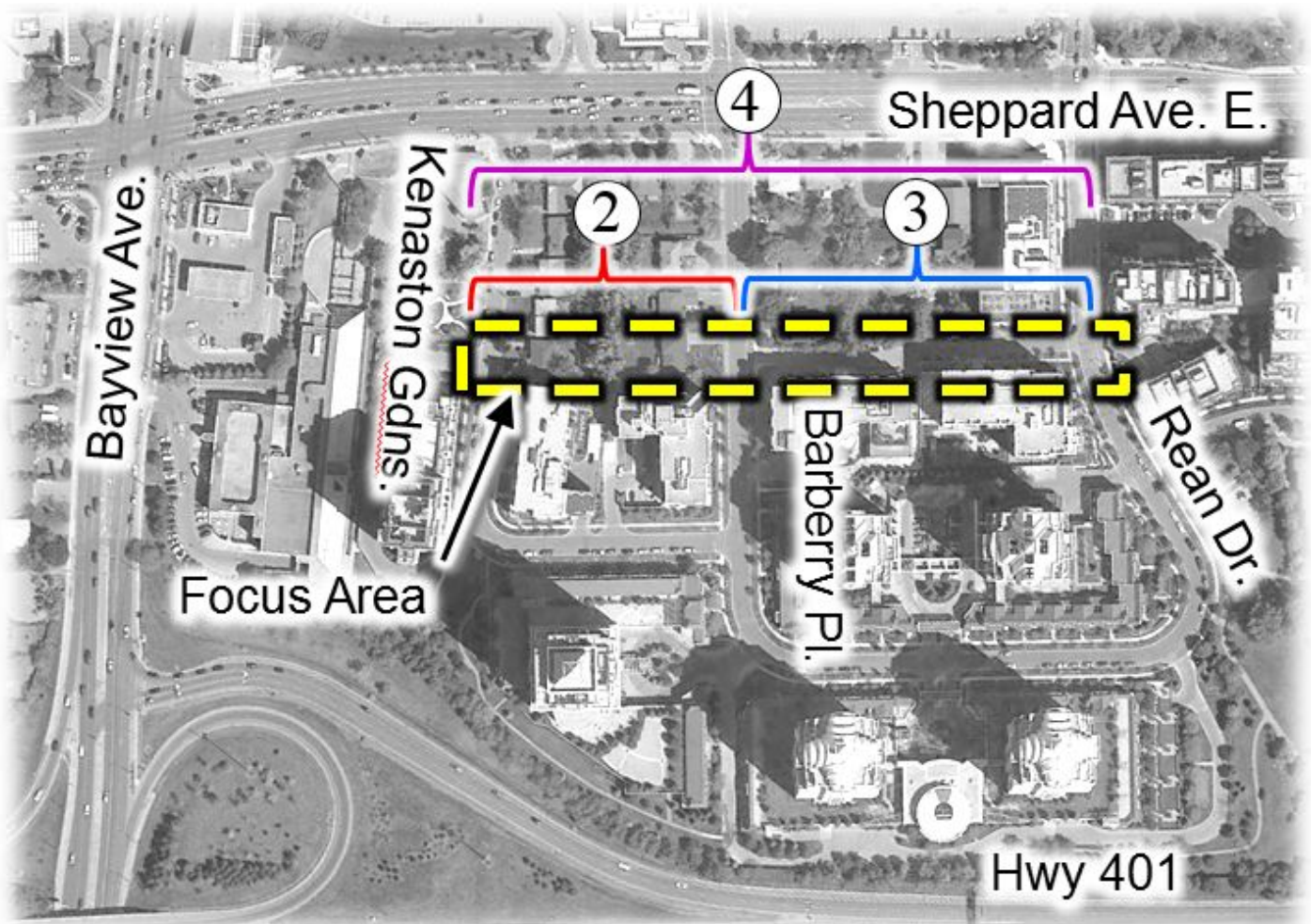
Your input will be reviewed by the project team and help inform plans moving forward. Thank you.

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 Barberrry Place and Rean Drive and a new extension between Barberrry 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 Barberrry Place)
- Alternative 3: Reconstruct existing street (Barberrry Place to Rean Drive)
- Alternative 4: Combination of New and Reconstructed street (Alternatives 2 & 3)



Do you have any comments or concerns regarding these options?

What else should have been considered?

Evaluation Criteria

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

<ul style="list-style-type: none">• Planning and Policy<ul style="list-style-type: none">○ 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• Transportation<ul style="list-style-type: none">○ Safety○ Operations○ Accessibility for Ontarians with Disabilities Act (AODA) and City of Toronto standards○ Multimodal provisions○ Provision for Emergency Services• Cultural and Built Heritage Environment<ul style="list-style-type: none">○ Cultural heritage landscapes○ Built heritage○ Potential archaeological impacts	<ul style="list-style-type: none">• Natural Environment<ul style="list-style-type: none">○ Vegetation, existing trees and wildlife○ Opportunities for street tree plantings○ Noise impacts○ Air quality○ Climate• Engineering and Utilities<ul style="list-style-type: none">○ Construction feasibility and staging○ Drainage/Stormwater management○ Utilities (Relocation/Replacement)• Implementation, Operations and Maintenance Costs<ul style="list-style-type: none">○ Property acquisition requirements○ Construction costs○ Operations and maintenance cost
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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.

Public Consultation

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)

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.