

# Consultation Report

TO360 Wayfinding Strategy (Phase III) – Year Two, Round One Consultation  
November 2018



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This Consultation Report documents feedback shared in the November 2018 Local Mapping Workshops for TO360 — Phase III.

It was shared with participants for review before being finalized.

## Background

Toronto 360 (TO360) is an effort to help people find their way by making streets, neighbourhoods, and the city more legible. Following the successful completion of a pilot project in the Financial District in 2015, the City began a five-year city-wide rollout in 2017. This rollout is focused on developing a map database that will support the future production of wayfinding maps.

In Year One, the TO360 team developed the map database for the area bounded roughly by Lake Ontario, Royal York Road, St. Clair Avenue, and Warden Avenue. In Year Two, the team is developing the database for the areas including Yonge Street from Steeles Avenue to Merton Street, between Avenue Road and just east of Bayview Avenue; Eglinton Avenue from Dufferin Street to Cleveland Street, between Glencairn Avenue and Merton Street; and the area around Scarborough Civic Centre, bounded by Sheppard Avenue East, Midland Avenue, St. Andrews Avenue, and Markham Road.

In November 2018, the City of Toronto's Transportation Services Division (along with Steer, T-Kartor, and Swerhun Inc., consultants to the City) delivered Round One of a two-round consultation program. Round One consisted of four Local Stakeholder Mapping Workshops within the Year Two mapping area. At these workshops the TO360 team sought feedback from representatives of local Residents Associations, Business Improvement Areas, "Friends of" parks groups, and local pedestrian advocacy groups on district names, walking routes and barriers, active areas, places of interest, and landmarks. The feedback from this first round of consultation, which is the focus of this summary, will help inform final edits to the TO360 database and wayfinding maps prior to the rollout of maps in select areas.

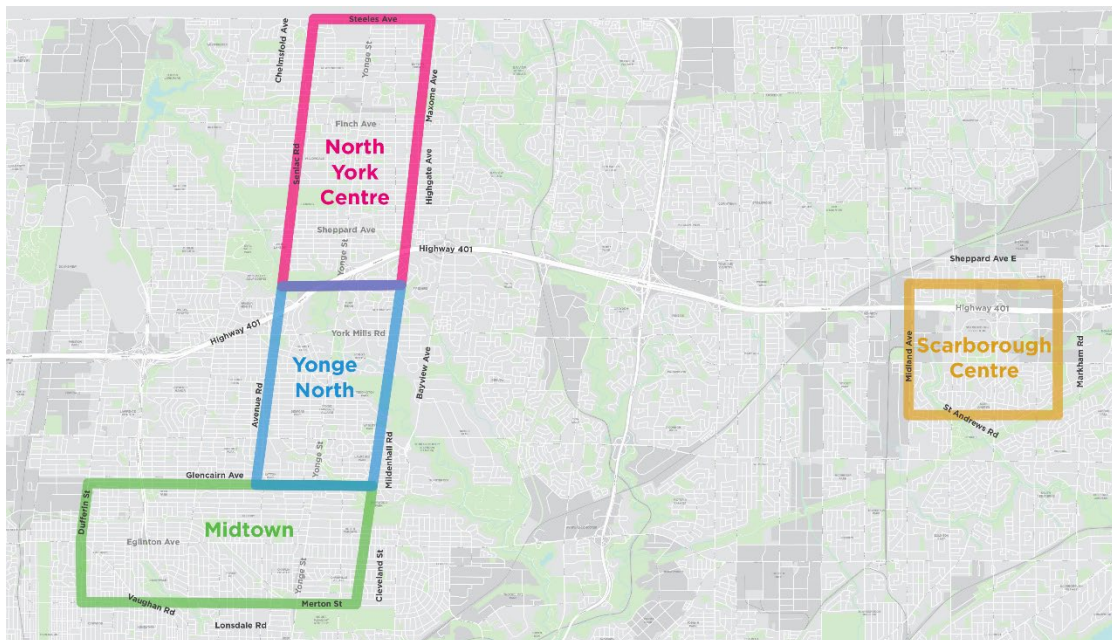


Figure 1: Year Two, Round One Consultation Areas

## Local Stakeholder Mapping Workshop process

In each Local Stakeholder Mapping Workshop, the City and Steer delivered an overview presentation, responded to questions of clarification, and worked with participants to document their feedback on several sets of detailed local area maps, broader area maps, and a Districts Map focusing on the Year Two areas. Participants were given a discussion guide that explained the TO360 approach to tiering Places of Interest and to identifying Districts and Mini-District Names. Participants also shared feedback in writing after the workshops. Participants shared feedback about:

- **Map accuracy.** Are there any errors (like spelling mistakes or mislabeled places) on the local area maps?
- **Walking routes, barriers, and active areas.** What are the important walking routes and barriers in the broader area? What are the active areas (commercial or otherwise)?
- **Places of Interest.** Are there any Places of Interest missing that should be added to the map? Which Places of Interest would you consider landmarks and which would you consider local destinations?
- **District Names.** Are there any District Names missing from the Districts Map? What suggestions (if any) do you have about the locations of the District Names labels?

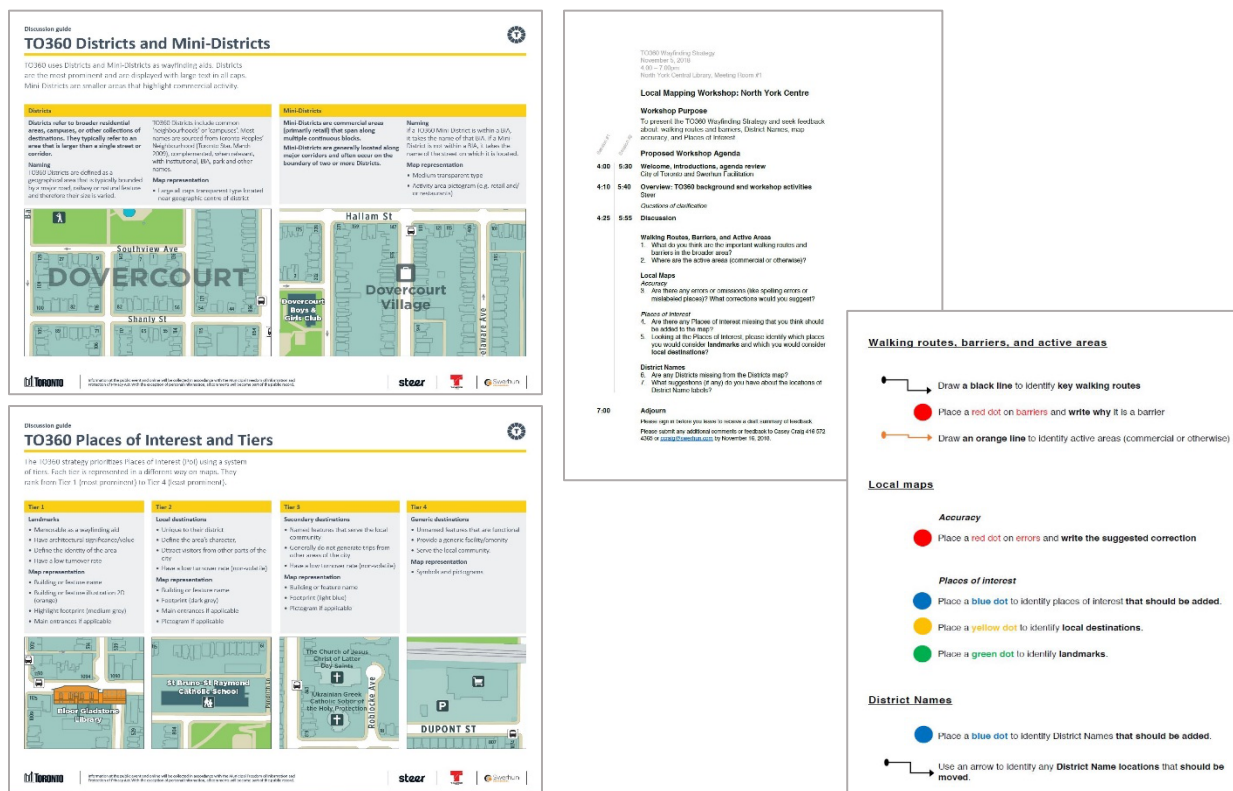


Figure 2: Discussion Guide and Workshop Agenda & Instructions



## About this report

This report documents detailed feedback shared in each Round One Local Stakeholder Mapping Workshop in its own section. Each section includes comments participants shared on maps and over email after the meetings, which is organized under five categories:

1. **Feedback about map accuracy**
2. **Feedback about Places of Interest**
3. **Feedback about pedestrian routes, barriers, and active areas**
4. **Feedback about District Names**
5. **General and other feedback**

The feedback in this report is one of several inputs into the updated database and maps. Other inputs include feedback from a Map Content Task Force composed of representatives of organizations like the TTC and Metrolinx, and various City of Toronto Divisions (e.g. City Planning, Parks, Forestry & Recreation).

A summary of key messages and themes from the Round One Mapping Workshops is on the following page, followed by the detailed workshop summaries.

## Key messages and themes

Over the course of the workshops, several key messages and themes emerged in participants' feedback:

**General support for the TO360 Wayfinding maps.** Participants expressed support for improving pedestrian wayfinding in the City and said that they like the style of the TO360 Wayfinding maps. Participants suggested developing digital layers to support the maps that could become selling features to encourage BIAs and partners to buy in.

**Suggestions to improve map accuracy.** In all meetings, participants identified many formal and informal routes through neighbourhoods that they suggested adding to the maps (e.g. pathways through parks). Participants also suggested checking and fixing building footprints, verifying existing/non-existent sidewalks, checking names of some Places of Interest, and adding locally specific elements like fences and other physical barriers, among other minor suggested edits, on the maps.

**Suggestions for additional Places of Interest.** Participants primarily identified local destinations that were meaningful to residents and area neighbours because of local relevance and daily use. Where participants suggested promoting Places of Interest to landmarks, including some with 2D representations, it was because they are well used and/or easily identified by and appreciated for their architecture and/or heritage or cultural significance. Participants suggested adding many historical points of interest on the maps because they tell a story and connect people to the history of the place.

**Feedback about routes and barriers.** Along with identifying common pedestrian routes and barriers, participants noted many offshoots and side streets that residents and neighbours take to avoid or bypass streets that can feel too busy or unsafe. Participants also identified a number of routes through connecting green spaces.

**Feedback about active areas.** Active areas identified on the maps primarily included places where there is a lot of commercial activity, but in less dense areas this often included “commercial industrial” and areas primarily of service activity, like banking, groceries, and office hubs.

**Feedback about District Names.** In some areas, participants had very few comments on District Names. In others, participants provided suggestions for new names that break down larger areas into two or more smaller areas, as well as slight location adjustments and suggested names to check for accuracy.

**Comments on neighbourhood context.** Participants frequently noted areas of recent or future change to be aware of in each neighbourhood, including LRT construction, future parks, hubs, street and path connections, and transit as a result of recent planning studies. Participants suggested the City strongly consider how the TO360 maps will be useful and successful in a suburban environment.

## Participating organizations

Agincourt Village Community Association  
Bayview Village Association  
City of Toronto, Transportation Planning, Scarborough District  
Downsview Lands Community Voice Association  
Eglinton Park Residents Association  
The Eglinton Way BIA  
Federation of North Toronto Residents' Associations (FoNTRA)  
Friends of Dempsey Park  
Innovate Youth Scarborough  
MarkeTO District BIA  
North York Historical Society  
Scarborough Transit Action  
South Armour Heights Residents Association  
South Eglinton Ratepayers' & Residents' Association (SERRA)  
St. Andrew's Ratepayers Association  
Sheppard East Village BIA  
Upper Canada Court Tenant Association  
Walk Toronto  
West Lansing Homeowners Association  
West Willowdale Neighbourhood Association



## Detailed Feedback: North York Centre (Area 10)

Monday, November 5, 2018

4:00 – 7:00pm

North York Central Library, Meeting Room #1

5120 Yonge Street



## 1. Feedback about map accuracy

Participants shared feedback about map errors and updates, sidewalks, building footprints, and potential pathways and trails to show on the maps.

### Feedback about map errors and updates

Participants suggested revising the maps to include various **missing building and property elements** that are not currently shown, including: the **sports field** north of Earl Haig Secondary School at Kenneth Avenue and Empress Avenue; **three bridges** over the river in the Don Valley Golf Course, north of Highway 401; **four bridges** south of Highway 401 and an additional **hidden bridge** under Hoggs Hollow Highway 401 bridges; the **fence** on the west side of Beecroft Park that separates the park from York Cemetery; the **parking lots** north of Hendon Park between Talbot Road and Yonge Street, and between Yonge Street and Willowdale Avenue; and the **new mews** just north of Beacon condo on the west side of Yonge Street.

Participants suggested **updating** and **fixing** a handful of map errors, including: replacing the label “Shining Through Centre” with “**The Dempsey Store**” because the Shining Through Centre is moving out; removing the dot in **St George** on Yonge Anglican at the northwest corner Yonge Street and Churchill Avenue and from **St Paschal Baylon Church**. Participants also suggested **removing Clinton International College** on the map because it does not have a big draw and is not a significant destination.

Participants suggested **moving the labels** for **Service Ontario** and **Provincial Courts** just east of Bonnington Place because the space is tight and the arrows are confusing. Participants also suggested **adding a skating icon** to **Goulding Park** because it has skating all year round. Participants noted that swimming at Goulding Park, however, is seasonal.

### Feedback about sidewalks

Participants identified **missing sidewalks** on the west side of Easton Road, south of Johnston Avenue to Florence Avenue (physically missing); along the south side of Franklin Avenue from Yonge Street to Botham Road and on the west of Botham Road from Franklin Avenue to Stuart Crescent; and east side of Bales Avenue north of Avondale Avenue. Participants also suggested **reviewing** the area around Centerpoint Mall to ensure the sidewalks are accurately illustrated.

### Feedback about building footprints

Participants suggested **double checking the building footprints** south of Abbotsford Road, as one of the buildings has been demolished and there is a new path running through; and east side of Yonge Street north of Bishop Avenue, as this area may have been redeveloped.

### Feedback about pathways and trails

Participants identified **missing pathways and trails** they would like to see included on the maps, such as: **old trail through Stuart Greenbelt** south towards and under Highway 401 into the Don Valley Golf Course (including short offshoot paths along the trail); **laneway to 88 Sheppard Condo** on Doris Avenue at Greenfield Avenue; **very new pedestrian path** extending Abbotsford Road south to Ellerslie Avenue; **trail** from the southeast corner of Beecroft Road and Kempford Boulevard through this block to Hounslow Avenue near Horsham Avenue; **walking route** starting at the northeast corner of Talbot Road and Blake Avenue heading east towards Yonge Street, connecting with the short unnamed street on the map; **walkways** through Dempsey Park at the east end of Ellerslie Avenue; **pedestrian-only walkway** behind the Hullmark Centre just east of Yonge Street between Anndale Drive and Sheppard Avenue E; and an **old service road** under Highway 401 through the Don Valley Golf Course.

Participants also suggested **extending Newtonbrook Trail** southeast of the study area, north of the ravine. This path also connects to Sunnybrook St John's Rehab Hospital. The trails are well used but not maintained.

## 2. Feedback about Places of Interest

Participants shared suggestions about Places of Interest to promote to a higher tier, and to add to the maps in general.

### Suggested promotions

Participants suggested promoting the following Places of Interest to **Tier 1 landmarks**: **North York Civic Centre**; **Toronto Centre for the Arts** at Beecroft Road and North York Boulevard; **Evangel Temple**; **Mel Lastman Square**; and **Auberge de Pommier** on the west side of Yonge Street just south of William Carson Crescent.

Participants suggested promoting several Places of Interest to **Tier 2 local destinations**: **Brick Fire Hose Tower**, southwest of Princess Park just east of Yonge Street; **Joseph Shepard Building** at Beecroft Road and Elmhurst Avenue; **Yonge Sheppard Centre** at Yonge Street and Greenfield Avenue; **Edithvale Community Centre** at the southeast corner of Finch Avenue W and Edithvale Drive; **Willowdale Cemetery** at the northeast corner of Yonge Street and Church Avenue; **Northtown Way** (Persian commercial and grocery); **Gibson House Museum**, north of Park Home Avenue and west of Yonge Street; **John McKenzie House**, on the east side of Doris Avenue, north of Parkview Avenue; **Goulding Community Recreation Centre & Arena**; **Centerpoint Mall**; and **Empress Walk**.

Participants suggested that the **Mitchell Field Community Centre** should be **promoted to a Tier 2 local destination** but noted that the attached park is less important than the community centre and suggested that it might be appropriate to visually 'demote' the park. It was also noted that swimming at this park is seasonal.

## Suggested additions

### Landmarks and local destinations

Participants suggested adding the following building to the map as a **landmark (Tier 1)**: **Emerald Park** (food court) at the northwest corner of Poyntz Avenue and Yonge Street.

Participants suggested adding the following buildings to the map as **local destinations (Tier 2)**: **Xerox building** (check name) at the northwest corner of Yonge Street and Finch Avenue West; **Gibson House** (check exact location); **the first hydro house in North York** at northeast corner of Yonge Street and Empress Avenue; and **Elihu Pease House** (heritage designated) on the west side of Harrison Garden Boulevard near Humberstone Drive.

### York Cemetery

Participants suggested adding the following **elements found inside York Cemetery**:

- **Victoria Cross Memorial** along the path extending west North York Boulevard;
- **Princess Olga** (grave) on the north side of the cemetery between Senlac Road and Beecroft Road;
- **Tim Horton** (grave) on the north side of the cemetery between Senlac Road and Beecroft Road; and
- **Sherman Tank** on the north of side of the cemetery between Senlac Road and Beecroft Road.

### General Places of Interest

Participants also identified a number of general Places of Interest to consider including on the maps, such as:

- **Condo buildings**, including: **Menkes Ultima** at the southwest quadrant of Yonge Street and North York Boulevard; **Beacon (Sorbara)** on the west side of Yonge Street, north of Park Home Avenue; and **Minto Radiance Spring** just east of Yonge Street between Anndale Drive and Sheppard Avenue E;
- **Public/community buildings**, including: the **museum** just west of Yonge Street north of Park Home Avenue, north of Gibson Park; **North York Community Hall** south of North York City Centre; the **seniors centre** on Finch Avenue W just west of Yonge Street; the **Tennis Club** inside Tournament Park; a **church** on Oaken Gateway, south of the 401 (possibly Bayview Church); and a City **community centre** at the northeast corner Poyntz Avenue and Frizzel Road; three **non-profit child care facilities**, one at Lansing United Church/Community Centre (joint City-Church) at 49 Bogert Avenue, one at Avondale Public School (reopens in January 2019); and another at the new Yonge-Sheppard Centre, which also includes a private child care facility along with Family Service Centre (to open in Spring 2019);
- **Public realm point of interest**, including a **lookout spot** on the east side of Yonge Street just south of the 401 C E; and
- **Private buildings**, including: the **Hydro Building** at 5800 Yonge Street, south of Drewry Avenue (which has been sold and is intended to be redeveloped to 4 condo towers with a mall); **Kanes Funeral Home** at the northwest corner of Yonge Street and Goulding Avenue; **Jerrett Funeral Home** at the southeast of Yonge Street and

Otonabee Avenue; and the **Hullmark Centre** on the east side of Yonge Street between Anndale Drive and Sheppard Avenue E.

#### Historical and heritage references

Participants identified a number of **historical and heritage buildings and public realm elements** that could be interesting to show on the maps, including: **a historic house and a funeral centre** near the southeast corner of the York Cemetery; **graves of iconic people** buried in the York Cemetery (e.g. Tim Horton); **original doorway of heritage building**, west of Princess Park on Empress Walk Shopping Centre; an **original large apple tree** still stands in North York Rose Garden; **buried creek** following the green space through Lee Lifeson Art Park to Willowdale Park, with an interesting interpretation story; and the **evolution of the Persian community** in the area.

### 3. Feedback about routes, barriers, and active areas

Participants drew common pedestrian routes and identified barriers (both physical and perceived) on the broader area maps. They also highlighted areas of commercial and retail activity.

#### Routes

Participants identified numerous active routes and intersections through the area as thoroughfares for pedestrians, as well as safe alternatives to busier streets.

##### Routes through York Cemetery

- New landscaped path inside York Cemetery, in the southwest quadrant;
- Path through York Cemetery to Beecroft Road at North York Boulevard, continuing along North York Boulevard to Yonge Street; and
- Path from the northwest corner of Burnett Park along Don River Boulevard to Sheppard Avenue W; and path from Don River Boulevard through Burnett Park to Wentworth Avenue and north connecting to York Cemetery (good routes into parks).

##### Routes around Yonge Street

- Path starting at the east side of Yonge Street, going under Highway 401. The path curves eastward toward a lookout;
- Yonge Street from Florence Avenue to Mel Lastman Square;
- Poyntz Avenue from Frizzel Road to Yonge Street;
- Johnston Avenue from Botham Road to Yonge Street;
- Path following Yonge Street on-ramp under Highway 401 (safer alternative to west side of Yonge Street);
- Park Home Avenue from Senlac Road to Yonge Street;
- Churchill Avenue from Senlac Road to Yonge Street;
- Church Avenue from Yonge Street to Willowdale Avenue, with busy intersection at Dudley Avenue;
- Empress Avenue from Yonge Street to just east of Kenneth Avenue (to/from subway and school);
- Sheppard Avenue E from Yonge Street to “Peoples” Church; and

- Hendon Avenue from Talbot Road to Yonge Street (to subway).

#### Additional paths and routes

- Path through Lee Lifeson Art Park south through greenspace towards Willowdale Park, continuing through green spaces moving south towards Glendora Park terminating at Highway 401;
- Princess Avenue to Princess Park, a high volume intersection;
- Connection from the west end of Princess Avenue, across Doris Avenue to Princess Park – this is a high volume pedestrian crossing;
- Beecroft Road from Shepard Avenue W to Finch Avenue E (feels like a safer pedestrian alternative to Yonge Street – used for jogging, walking, cycling, etc.);
- Doris Avenue from Spring Garden Avenue to Church Avenue (feels like a safer pedestrian alternative to Yonge Street – used for jogging, walking, cycling, etc.);
- Senlac Road from Burndale Avenue to Churchill Avenue;
- Path through the hydro corridor south of Charlton Boulevard from Kenton Drive to Talbot Road;
- Senlac Road from Sheppard Avenue W off of the study area;
- Path starting at Cummer Avenue just east of Silverview Drive, southeast through Newtonbrook Park (temporary local fitness walking route);
- Talbot Road from hydro corridor to Drewry Avenue (to/from school);
- Blake Avenue from Talbot Road to Hendon Park;
- Willowdale Avenue from Silverview Drive to Athabaska Avenue (where people get off the bus);
- The only pedestrian friendly access to Centerpoint Mall from the north is diagonally southwest from Steeles Avenue W and Yonge Street; and
- North York Centre’s “PATH”-style underground system, which few locals are familiar with (see map in *Attachment 1 – Materials Shared outside the Workshops*).

#### Barriers

Participants identified a number of pedestrian barriers, including physical barriers and dead ends, areas where participants feel that access is difficult or limited, and areas where participants feel that walking conditions are poor or unsafe.

Participants identified **physical barriers** in the area, including **deep steps** from Gwendolen Crescent near Evan Road into Earl Bales Park (check Stuart Avenue entrance as well); construction at northwest corner of Park Home Avenue and Yonge Street; and Yonge Street itself, which can act as “moat”.

Participants noted where there were **dead ends** in the area, including: **Leona Drive** at Sheppard Avenue E (also considered a perceived barrier near an area of social housing); **Senlac Road and Finch Avenue**; **Kenneth Avenue and Bishop Avenue**; **east end of Betty Ann Drive**; as well as **Basswood Road**, **McBride Lane**, and **Johnson Farm Lane** between Tamworth Road in the west, Churchill Avenue in the north, Beecroft Road in the east and Ellerslie Avenue in the south.



Participants pointed out areas where ***access is difficult or limited***, including: a lack of in and out north-south access points to **York Cemetery**; pedestrian access only entrance to **York Cemetery at Quilter Road**; **North York Centre**, which has subway entrances that are hard to find; **access to Addington Greenbelt at Senlac Road** is difficult to see; seasonal access to the **Don Valley Golf Course**; **trail connecting Franklin Avenue to Stuart Avenue/Walker Road** is pedestrian only; and **road junction redevelopment at Beecroft Road, Basil Hall Court, and Ellerslie Avenue** (2019-2020).

Participants also identified areas where they feel the ***walking conditions are poor or unsafe***, including: **beneath Highway 401**; **walking trail connecting Franklin Avenue to Stuart Avenue/Walker Road** where the trees sometimes block lights and make it feel unsafe; missing sidewalk on **Bales Avenue between Avondale Avenue and Glendora Avenue**; narrow sidewalks with high volume pedestrian traffic on **east side of Yonge Street between Avondale Avenue and Johnston Avenue** and on **west side of Yonge Street from Poyntz Avenue to Glendora Avenue**; narrow sidewalk on the **west side of Yonge Street from Churchill Avenue to Ellerslie Avenue**; and no signaled/safe crossing at the **intersection of Willowdale Avenue and Silverview Drive**.

#### Active areas

Participants identified a number of ***areas of commercial and retail activity***, including: **various stretches of Yonge Street**, from Avondale Avenue to Mel Lastman Square; from Holmes Avenue to the GO Station at Bishop Avenue; from Nipigon Avenue to Highland Park Boulevard, and Steeles Avenue from Centerpoint Mall in the west halfway to Dumont Street in the east; from Spring Garden Avenue to Church Avenue with offshoots east of Yonge Street on **Elmwood Avenue to Doris Avenue, Hillcrest Avenue to Doris Avenue, Parkview Avenue to Doris Avenue, and Norton Avenue to Doris Avenue**; the intersection of Yonge Street and Drewry Avenue/Cummer Avenue; as well as **Finch Avenue W to Yonge Street**, some continuation to Kenneth Avenue; and **Centerpoint Mall**.

#### 4. Feedback about District Names

Looking at a Districts Map for the North York Centre consultation area for the Year Two TO360 mapping area, participants shared feedback about the names and locations of Districts.

#### Suggested additional Districts

Participants suggested ***adding*** the following Districts Names: **Koreatown North** near Yonge Street and Finch Avenue W; **Finchurst** at the intersection of Finch Avenue and Bathurst Street; **Edithvale** in the block between Finch Avenue W, Yonge Street, York Cemetery, and Senlac Road; **Silverview** over the streets between Yonge Street, Cummer Avenue, Willowdale Avenue, and Finch Avenue; **North York Centre**, east of the North York Centre Subway Station, west of Willowdale Avenue, and north of Sheppard Avenue; **Willowdale** in the block bound by Finch Avenue W, Yonge Street,

York Cemetery, and Senlac Road (under the proposed “Edithvale”); **Bayview Village** in the area bound by Finch Avenue E, Bayview Avenue, and Sheppard Avenue E; **Avondale** in the area between Yonge Street, Sheppard Avenue, Highway 401 (close to Yonge Street – there would be another district name for the eastern section close to Bayview Avenue; name unknown); **Westgate** just north of Armour Heights; **Tehranto** around Yonge Street and Newton Drive because there is a Persian retail strip here; and a **second Duke Heights label** south of Finch Avenue.

#### Suggested changes to District Names and label locations

Participants suggested changes to existing District Names and label locations, including: **delete York Mills Heights**; **replace** “Newtonbrook” with “**Moore Park**”; and “West Willowdale” with “**Willowdale West**”; and **check the accuracy** of the label for “**Cricket Club**” because participants said they have never heard this area referred to by this name. Participants also suggested the team **rethink** the use of “**North Toronto**” as a District Name as it applies to a much larger area compared to the other District Names, and noted that the York University Subway Station is shown in the wrong location on the Districts Map.

Participants suggested **shifting the location** of some District Names to more accurate locations, including: shifting the **Sheppard Avenue E** label (with shopping and restaurant icons) west of Willowdale Avenue; shifting **Branson** south to sit on top of the streets just north of Finch Avenue W; shifting **Willowdale West** west of Senlac Road and south to the middle of the block; shifting **South Armour Heights** to sit over Wilson Avenue (because South Armour Heights is also south of Wilson Avenue); and shifting **Newtonbrook** eastward to sit between Yonge Street and Willowdale Avenue, as this is a larger area.

#### 5. General and other feedback

Participants noted **areas of future change** to be aware of, including a **future walking route** connecting the southeast end of Hendon Park to the northwest corner of Yonge Street and Hendon Avenue; **extension of Doris Avenue** south to connect with Tradewind Avenue; and **redevelopment of Newtonbrook Plaza** at the southeast corner of Yonge Street and Cummer Avenue.

Participants shared **general suggestions**, such as **check what buildings are open to the public during the Doors Open festival** in Toronto and use this list as a reference for landmarks and local destinations; and **consider showing the topography of the Don Valley Golf Course** to support wayfinding through the area. It was also suggested to **identify safe pedestrian route alternatives** to Yonge Street, such as Beecroft Road and Doris Avenue, on the maps. Finally, participants suggested the team review the maps of North York Centre to **check for other Consulates** in the area of Sheppard Avenue W between Fennell Street and Pewter Road and **verify all trails/walking paths through parks**.



## Detailed Feedback: Midtown (Area 6p)

Tuesday, November 6, 2018

6:30 – 9:30pm

North Toronto Collegiate Institute, Cafeteria

17 Broadway Avenue

## 1. Feedback about map accuracy

Participants shared feedback about missing places and map features and suggested corrections to names of Places of Interest.

Participants said that there were some *missing places and features* on the map, including: **Sculpture Park** east of Yonge Street behind buildings on Millwood Road (check the name, this could be Balliol Parkette); **Montgomery Square**, a new space at the southwest corner of Yonge Street and Helendale Avenue; the **school name** at Mount Pleasant Road and Broadway Avenue; and a **restaurant icon** in “The Eglinton Way” area between Castlewood Road and Heddington Avenue. They also noted that there appears to be a *wrong building footprint* at **101 Broadway Avenue** and that **York University Subway Station icon** on the Districts Map appears in the *wrong place*.

Participants suggested to *double check the names* of some of the Places of Interest, including: **Yonge Eglinton Centre**, which is a historic, big employment centre; **Davisville Public School & Spectrum Alternative School** as it is possible that Davisville Public School is a temporary school location.

Participants also noted some *missing paths and laneways* on the map, including: laneways/paths **east of Yonge Street connecting Merton Street (Al Green Lane) Balliol Street, Davisville Avenue, and Millwood Road**; and **Starret Avenue**, through Yonge Eglinton Centre connecting Eglinton Avenue and Orchard View Boulevard.

## 2. Feedback about Places of Interest

Participants shared suggestions about Places of Interest to promote to a higher tier, and to add to the maps in general.

### Suggested promotions

Participants suggested promoting the following Places of Interest to *landmark (Tier 1)*, including: **St Peter’s Estonian Lutheran Church & Salvation Army North Toronto Community Church** (2D representation); **Eglinton Grand** on Eglinton Avenue at Castle Knock Road, which is a National Historic Site; **TTC Head Office** at Yonge Street and Chaplin Crescent because it is iconic; **Kay Gardner Beltline Park**, because the full trail is a big attractor; **Mount Pleasant Cemetery** because it attracts a lot of people; and **Minto Towers** on Yonge Street, south of Eglinton because they are major wayfinding landmarks for orientation.

Participants suggested promoting several Places of Interest to *local destinations (Tier 2)*, including: **The Church of the Transfiguration** at Manor Road E and Servington Crescent; **St Monica’s Roman Church** on Broadway Avenue between Yonge Street and Redpath Avenue because it is a modernist building; **Maria A. Shchuka Library** at Eglinton Avenue and Northcliffe Boulevard, which is an important library; **Regent Theatre** on Mount Pleasant Road just north of Belsize Drive; **Capitol Event Theatre** at Yonge Street and Castlefield Avenue, which is a listed heritage building; **Viewmount**



**Park**, a large busy park near Glencairn Subway Station; **Mud Creek** through Eglinton Park, which is a popular destination with a lot of heritage value and Indigenous history; **St Clements-Yonge Parkette** at Yonge Street and St Clements Avenue; **Walter Saunders Memorial Park** on Hopewell Avenue and Dufferin Street, which is a great park for kids; **North Toronto Memorial Centre** on Eglinton just west of Edith Drive; **Larry Crossman Forest Hill Memorial Area** on Chaplin Crescent at Spadina Road; **Forest Hill Collegiate Institute** at Eglinton Avenue and Vesta Drive; **North Toronto Collegiate Institute** on Broadway Avenue between Yonge Street and Redpath Avenue, which has an historic façade; and **Eglinton Junior Public School** on Eglinton Avenue and Mount Pleasant Road, which is a notable local school.

Participants had mixed opinions on whether some Places of Interest should be promoted to either **2D Tier 1 landmarks or Tier 2 local destinations**, including: **Ben Nobleman Park** at Eglinton Avenue and Strathearn Road, which is the end of the Allen Road, consider using a tree as the 2D icon; and **Torath Emeth Synagogue** – the rose window could be the icon.

### Suggested additions

#### Tier 1 landmark additions

Participants suggested **adding** the following Places of Interest as **2D landmarks**: **Holy Blossom Temple** at Ava Road and Bathurst Street, one of the most important synagogues in the country; iconic **Kay Gardner Beltline Bridge** over Yonge Street; and the **bridge in Cedarvale Park** over Cedarvale Park Trail between Glen Cedar Road and Connaught Circle.

Participants suggested **adding** the following Places of Interest as **landmarks** (which do not require 2D representation): the “**Postal Station**” on Broadway Avenue just west of North Toronto Collegiate Institute and the **Beth Tzedec Congregation & Robbins Hebrew Academy** at Warwick Avenue and Bathurst Street (one of the most important synagogues in the country).

#### Tier 2 local destination additions

Participants suggested **adding** a number of local destinations to the maps that have **architectural value or significance**, including: an **interesting art deco building** on the south side of Roselawn Avenue between Danesbury Avenue and Marlee Avenue, on the northeast corner of Oriole Parkway and Imperial Street, and west side of Lascelles Boulevard, south of Eglinton Avenue; the “**Cube House**” on the north side of Lytton Boulevard just west of Rosewell Avenue; “**Gates**” at the northwest corner of Yonge Street and Alexandra Boulevard; “**Giant Mansion Fun House**” behind the houses on the south side of Alexandra Boulevard, on the west side of Duplex Avenue; **former dry cleaners in an interesting building** at the south end of Sherwood Lane; “**space age architecture**” on the south side of Roehampton Avenue, near the southwest corner of Roehampton Avenue and Mount Pleasant Road; an **interesting building** (second building north) from the northwest corner of Duplex Avenue and Roselawn Avenue; an **interesting modernist building** on the north side of



Roehampton Avenue between Redpath Avenue and Mount Pleasant Road; and “**Orange Lodge**”, a building between St Clement’s School and Capitol Event Theatre near Yonge Street and St Clements Avenue.

#### General Places of Interest additions

Participants also suggested **adding** additional **general Places of Interest** to the map, including **buildings** like: the **old bank building** at the northwest corner of Mount Pleasant Road and Eglinton Avenue E; **New Eglinton Station** near Eglinton Avenue E and Taunton Road; **Mount Pleasant Theatre** on the eastside of Mount Pleasant Road, just north of Hillsdale Avenue E; **Toronto Camera Club** on the eastside of Mount Pleasant Road, north of Soudan Avenue; **TTC Building** on the southwest corner of Yonge and Davisville; and the **TVO head office** at Berwick Avenue and Yonge Street.

Participants also suggested **adding** local spaces like **markets and parks**, including: the **market on Yonge Street**, between Lola Road and Manor Road W; **Farmer’s Market and playground** at June Rowlands Park; **playground** in Cudmore Creek Park at Manor Road E and Forman Avenue; **playground** at Forman Avenue and Manor Road E; a **privately owned public space (POPS)** at Redpath Avenue Erskine Avenue (in the green space identified on the map); new **park/parkette** at Soudan Avenue and Dunfield Avenue; **ravine connections** – one as you move south from Moore Park Ravine and one on the south end of Mount Pleasant Cemetery, just east of Alvin Avenue; **new park** near Soudan Avenue and Dunfield Avenue; **the highest point in Toronto** (greenspace on the map) on Manor Road E inside Servington Crescent; and **Montgomery Square**, a new space at the southwest corner of Yonge Street and Helendale Avenue.

#### Historical and heritage references

Participants noted a number of **historical and heritage points and Places of Interest** that could be represented on the maps, including: **Davis General Store**, a WW1 Pantry at Davisville and Yonge Street in an 1800s heritage building; an **old police station** on the northwest corner of Yonge Street and Montgomery Avenue; **1850s heritage houses** on Millwood Road, east of Yonge Street; a **prime minister’s childhood home** on the northwest corner of Yonge and Davisville; **Eaton House** at Dewbourne Avenue and Old Forest Hill Road (double check location); a **brick school** on Collegeview Avenue, between Elmsthorpe Avenue and Braemar Avenue; a **Club House** at the Burnaby Boulevard and Oriole Parkway (perhaps the Gartshore house?); **Cowbell Lane**, which has rural and agricultural heritage value; **Jackes’ Land First Nations Community** on the Allenby Public School’s playing field on the west side of Avenue Road between St Clements Avenue and Castlefield Avenue; **historic homes** at the northwest corner of Rosewell Avenue and Albertus Avenue; **historic homes** along the east side of St Hilda’s between Blythwood Road and Aldbury Gardens; a **Heritage District** along Blythwood Road between Yonge Street and Mount Pleasant Road; a **stand of old trees** in Sherwood Park between the picnic table sign and dog sign; and an **interesting, dense, old pedestrian strip** at Vaughan Road and Oakwood Avenue.

### Future areas of change

Participants made note of **future areas of change** to be aware of, including: a **future dog park** in Eglinton Park; a **new park with a through-block connection** at the end of 2019 just east of Yonge Street between Hillsdale Avenue E and Soudan Avenue; and a **future Heritage Conservation District** for the Drumlin and “Glebe Manor” clergy reserve near Oswald Crescent and Wilfrid Avenue.

### 3. Feedback about routes, barriers, and active areas

Participants drew common pedestrian routes and identified barriers (both physical and perceived) on the broader area maps. They also highlighted areas of commercial, retail, and entertainment activity.

#### Routes

Participants identified numerous active routes through the area, including many paths and informal connections to busier arterial streets and connections to trail networks.

#### Multi-street paths, informal walkways, and trails

- Path between Whitmore Avenue to where Roselawn Avenue/Elm Ridge Drive meet;
- Path from Eglinton West Station (west side of W. R. Allen Road) to Viewmount Park;
- Path from Connaught Circle, across Cedarvale Park, connecting to the south end of Glen Cedar Road;
- Kay Gardner Beltline Trail overall, specifically from Bathurst Street in the west to Mount Pleasant Road in the east, with paths across the trail between Shallmar Boulevard and Chaplin Crescent; Russell Hill Road on the south to Chaplin Crescent to the north; Forest Hill Road at Larratt Street on the south to Chaplin Crescent to the north; as well as three north-south connections from the trail at the north edge of Mount Pleasant Cemetery connecting to Merton Street, between Yonge Street and Mount Pleasant Road;
- Path between Mount Pleasant Cemetery and Davisville Avenue, just east of Yonge Street; path continues east on Davisville, with four pedestrian paths connecting north to Millwood Road before Pailton Crescent;
- Path through Eglinton Park from the parking lot/buildings north-west to Roselawn Avenue (informal, not paved);
- Paths starting at Yonge Street, just south of Chatsworth Drive, through Alexander Muir Memorial Gardens, Lawrence Park Avenue, Blythwood Avenue, and Sherwood Park. The path goes under Mount Pleasant Road and crosses Blythwood Road;
- Path just east of Yonge Street extending north from Holly Street, between Eglinton Avenue and Roehampton Avenue;
- Path just east of Yonge Street between Manor Road E and Hillsdale Avenue;
- Path starting at Tullis Drive and Belsize Drive ending at Millwood Road;
- Future path connection of the Kay Gardner Beltline Trail across Marlee Avenue just south of Roselawn Avenue;
- Path roughly mid-block between Yonge Street and Redpath Avenue, connecting Broadway Avenue and Erskine Avenue (path opening soon);
- New walking path between Downsview Park and Downsview Park Station;

- Path on the northwest corner of Mount Pleasant Cemetery and Merton Street is a major intersection for pedestrians and cyclists (connecting the cemetery to Al Green Lane);
- Path connecting Millwood Road to Belsize Drive, heading north via Tullis Drive to Manor Road E continuing north through Hillsdale Avenue E, just east of Yonge Street;
- Path starting at Tullis Drive and Belsize Drive heading northeast via Wilfrid Avenue to Servington Crescent, northwest to Manor Road E;
- Path starting at Pailton Crescent and Davisville Avenue, going east to Acacia Road, going north to Belsize Drive, going east to Thurloe Avenue, going north to Servington Crescent, continuing north to Manor Road E;
- Footbridge over subway tracks on Manor Road W, between Duplex Avenue and Yonge Street;
- Path at the south end of Shields Avenue and Burnaby Boulevard, south to Eglinton Avenue W;
- Future walkway between buildings just east of Yonge Street, between Broadway Avenue and Erskine Avenue; and
- Pedestrian pathway network through Davisville (see emailed map in *Attachment 1: Materials Shared outside the Workshops*).

#### Streets and lanes

- Locksley Avenue from Eglinton Avenue to Hopewell Avenue, as a route to and from Walter Saunders Memorial Park;
- Everden Road from Cedarvale Park to Eglinton Avenue;
- Cowbell Lane between Eglinton Avenue and Soudan Avenue, just east of Yonge
- Pailton Crescent from Davisville Avenue and Merton Street, connecting to Mount Pleasant Cemetery;
- Roselawn Avenue from Oriole Parkway to Yonge Street;
- Eglinton Avenue overall, specifically from Oriole Parkway to Yonge Street;
- Duplex Avenue from Eglinton Avenue to Glenview Avenue (as an alternate route to Yonge Street);
- Orchard View Boulevard from Eglinton Park to Yonge Street; Helendale Avenue, from Edith Drive to Yonge Street; Roselawn Avenue, from Edith Drive to Yonge Street; Castlefield Avenue, from Rosewell Avenue to Yonge Street; and Briar Hill Avenue, from Rosewell Avenue to Yonge Street as alternate walking routes with connections to Yonge Street;
- Lawton Boulevard going north from Oriole Gardens, heading west on Brentdale Drive, heading north on Lascelles Boulevard, across Kay Gardner Beltline Trail, using the eastern path through Oriole Park, heading east on Chaplin Crescent – this is the only path connecting to the subway and Yonge Street;
- Manor Road E from Yonge Street to eastern end of the map;
- Yonge Street from the north edge of the map to Merton Street;
- Greenlines along Montgomery Avenue/Broadway Avenue, from Edith Drive to Mount Pleasant Road; Orchard View Boulevard from Eglinton Park to Yonge Street; Roehampton Avenue from Yonge Street to Mount Pleasant Road; Soudan Avenue

from Yonge Street to Mount Pleasant Road; and Redpath Avenue from Manor Road E to Broadway Avenue;

- Future Greenline on the north side of Eglinton Avenue from Yonge Street to Redpath Avenue; and
- Sherwood Avenue, from Yonge Street to the entrance of Sherwood Park.

#### Bike friendly routes

- Rosewell Avenue, from Roselawn Avenue to Craighurst Avenue – busy back route for bikes to and from Eglinton Avenue;
- Bike route, along Lawton Boulevard in the south, through Oriole Park pathways to Chaplin Crescent, continuing north to Lascelles Boulevard, across Eglinton Avenue, continuing along the east edge of Eglinton Park to Roselawn Avenue; and
- Bike route from Moore Ravine Connection at the southeast of Mount Pleasant Cemetery, northwest to Yonge Street.

#### Barriers

Participants identified a number of pedestrian barriers, including areas with poor walkability, access, and connections and areas experiencing disruption from construction.

Participants said they felt there is ***poor walkability*** at **Burnaby Boulevard and Avenue Road** and said that **Davisville Avenue** between Yonge Street and Mount Pleasant Road ***does not feel very walkable, inviting, or safe***.

Participants identified the following areas as having ***poor access and connections***: a barrier created by the **rail path** between Downsview Park and Ancaster Park (in the area southwest of Downsview Airport); a **dead end at Sheldrake Boulevard** at the eastern edge of Sherwood Park; a **lack of midblock connections at Roehampton Avenue** between Mount Pleasant Road and Yonge Street; **closed gates at Erskine Avenue** at the eastern edge of Sherwood Park; **lack of signage to the Beltline at Highbourne Road** between Oxtown Avenue and Kilbarry Road; **closed City underpass at Mount Pleasant Road**, just south of Merton Street (at the northern edge of Mount Pleasant Cemetery). Participants also noted that to access Mount Pleasant Road south of Merton Street one must use stairs. It is also unclear to cyclists where to go from this point.

Participants noted that **LRT construction along Yonge Street and Eglinton Avenue**, while temporary, acts as a barrier, as well.

#### Active areas

Participants identified a number of ***areas of commercial and retail activity***, including: **Eglinton Avenue** from Dufferin Street in the west to the end of the map in the east; **Dufferin Street intersections**, including Eglinton Avenue, Castlefield Avenue, Wingold Avenue, and Glencairn Avenue; **Yorkdale Shopping Plaza** just north of the map at Dufferin; **Yonge Street** from the north end of the map to Merton Street in the south; **Mount Pleasant Road** from Davisville Avenue to Eglinton Avenue; **Merton Street** and

Pailton Crescent (a smaller area with restaurants and stores); **Broadway Avenue** from Yonge Street in the west, about half way to Redpath Avenue in the east; **Spadina Road** from Coulson Avenue in the north to Heath Street West in the south; and **Lonsdale Road** from its starting point in the west to Russell Hill Road in the east.

#### 4. Feedback about District Names

Looking at a Districts Map for the Midtown consultation area for the Year Two TO360 mapping area, participants shared feedback about the names and locations of Districts.

##### Suggested additional Districts

Participants suggested **adding** the following District Names to the map: **Yonge and Eglinton** at Eglinton Avenue and Yonge Street; (**Ancaster or Ancaster Park**) southwest of Downsview Airport, north of Winston Park, with the label above the larger green space in the area; **Glenville** at the southwest corner of Dufferin Street and Lawrence W; **Briar Hill** over Dufferin Street between Eglinton Avenue W and Glencairn; **Castlefield Design District** at the northwest corner of Eglinton Ave W and Dufferin Street, over the Kay Gardner Beltline Trail; **Wychwood** for the area south of St Clair Avenue W between Christie Street and Bathurst Street; **South Hill** in the area south of St Clair Avenue W between Spadina Road and Avenue Road; **Eglinton Park** in the area north of Eglinton Avenue W between Avenue Road and Yonge Street; **Roehampton** in the area north of Eglinton Avenue E, south of the North Toronto label, between Yonge Street and Mount Pleasant Road; **South Leaside** in the area south of Eglinton Avenue East between Bayview Avenue and Laird Drive, just west of the current Leaside label; **North Leaside (North Lea)** in the area north of Eglinton Avenue E between Bayview Avenue and Brentcliffe Road; **Leaside Business Park** in the area south of Eglinton Avenue E and east of Laird Drive, north of Millwood Road; **South Eglinton** for the area south of Eglinton Avenue E, between Yonge Street and Mount Pleasant Road; and **Manor Park Estates** in the area north of Davisville Avenue between Yonge Street and Mount Pleasant Road (roughly between the labels Chaplins Estates and Davisville Village).

Participants also suggested **verifying** that the following **Mini-Districts** are included in the maps: **Wilson Village BIA** for the area on Wilson Avenue from Dufferin Street eastward (continues beyond the edge of the map) and **Little Manila** for the area on Wilson Avenue between Bathurst Street and William R Allen Road.

##### Suggested changes to District Names and label locations

Participants suggested changes to existing District Names and label locations, including: **replacing Yorkdale** with Yorkdale Village; **shifting Davisville Village** south so the label sits just above Mount Pleasant Cemetery, over Mount Pleasant Road; and **shifting Leaside** southwest so the label sits just west of the triangular green space. Participants also suggested making the label **larger** for **North Toronto** as it represents a much larger area.



## 5. General and other feedback

Participants noted that they **like the idea of improving wayfinding throughout the city** and the **style of the TO360 Wayfinding maps**. Some participants inquired about the **value of the maps to area BIAs if businesses** are not intended to be listed on the maps. Participants **expressed support for interactive, digital maps** that could incorporate business information in the future, which would help BIAs sell the product. Participants said that the **Midtown area in general is confusing for wayfinding** and is missing many street signs, replacement and proper placement of which would be helpful. They expressed **support for installing maps at transit stops** and suggested **adding address numbers** and **including a north arrow** on the maps. They also said that if a digital product is created, **a layer of Indigenous routes** would be good to have.

Participants noted **future considerations** to be aware of, including that some of the **bus icons will need to change to reflect LRT stops** on Eglinton and that a **Davisville Hub is coming to the area in 2020**, which will include a recreation centre and school, north of Millwood Road, east of Yonge Street.



### Detailed Feedback: Scarborough Centre (Area 8)

Wednesday, November 7, 2018

4:00 – 7:00pm

Scarborough Civic Centre, Committee Room #1

150 Borough Drive

## 1. Feedback about map accuracy

Participants shared feedback about the accuracy of map icons and features as well as building footprints.

### Feedback about map icons and features

Participants identified some **missing or wrong icons** including: missing **shopping icon on Town Centre Plaza**; replace shopping icon with a **grocery icon** at the northeast corner of McCowan Road and Ellesmere Road (McCowan Square); and consider using smaller **restaurant and shopping bag icons** at the south end of Town Centre Plaza.

Participants said that some **map features** are **missing or wrong**. They said that a **High School** is **missing** on the east side Midland Avenue south of Millbridge Gate and suggested **confirming** the **start and end locations of the bridge** on the north side of Corporate Drive over the ravine. They noted that the three roads north of Milner Avenue and south of White Haven Park are **not proper roads so should not be shown in white**. They suggested **removing** the **bridge** near the northeast section of the Scarborough Town Centre just west of Progress Avenue and **confirming the name** of **Lee Centre Drive versus Lee Centre Park**.

### Feedback about building footprints

Participants suggested revising the maps to **add footprints for buildings** on: the west side of **Brimley Road** just south of Ellesmere Road; the southeast corner of **Brimley Road and Ellesmere Road**; the north east corner of **Brimley Road and Brimorton Drive**; north of Scarborough Town Centre, on the north side of **Progress Avenue**, south of Highway 401 C E; and in the area of the **Town Centre Plaza**. They also said it is possible that some footprints are missing in the southeast quadrant **Milner Avenue and McCowan Road**.

## 2. Feedback about Places of Interest

Participants shared suggestions about Places of Interest to promote to a higher tier, and to add to the maps in general.

### Suggested promotions

Participants suggested promoting the following Places of Interest to **Tier 1 landmarks**: **Scarborough Town Centre** as a major destination and hub; **Scarborough Civic Centre**; **Canada Centre**, a federal building in the north east area of Albert Campbell Square; and the **Hand of God (statue)** at the northeast corner of Ellesmere Road and Borough Approach W.

Participants suggested promoting the following Places of Interest to **Tier 2 local destinations**: **Scarborough Civic Centre Library**; **Frank Faubert Woods**, a historic wood lot; **Centennial East Recreation Centre**, a large community centre just north of Confederation Park; and the **Scarborough YMCA** on Town Centre Court.

### Suggested additions

Participants suggested **adding** the following **local destinations (Tier 2)** to the map: **skating rink** at Albert Campbell Square, just north of the Scarborough Civic Centre; the **event centre** at the northwest corner of Ellesmere Road and Grangeway Avenue; **Town Centre Plaza**; and **Colangelo's Deli**, a big local institution at the northeast corner of Midland Avenue and Pitfield Road.

Participants also suggested **adding** several **general Places of Interest** to the map, including: **public art of a girl reading book on a bench** just east of the Scarborough Civic Library; **Sheridan Nurseries**, a plant nursery on the north side of Ellesmere Road, just west of Parkington Crescent; **Thompson Park Museum**; **St. Andrew's Fish and Chips** at the south east corner of Ellesmere Road and Saratoga Drive; **coffee shop** on the northeast corner of Progress Avenue and Midland Avenue; **pub** at the west side of Midland Avenue and north of Progress Avenue; a **Fish Market** on the north side of Milner Avenue, south of White Haven Public School; **Pet Hospital** on the south side of Progress Avenue just east of Bellamy Road N; **Consilium Place** at the north east of McCowan Road and Progress Avenue; **Consilium office towers** on the east side of Consilium Place, north of Progress Avenue; **Atlantic Packaging** at the southwest corner of Progress Avenue and Midland Avenue; and a **driving range** just north of Highway 401, east of the ravine, west of Mid-Dominion Acres (double check exact location).

### 3. Feedback about routes, barriers, and active areas

Participants drew common pedestrian routes and identified barriers (both physical and perceived) on the broader area maps. They also highlighted areas of commercial and retail activity.

#### Routes

Participants identified numerous active routes through the area, including many paths and informal connections to and through the surrounding neighbourhoods, such as:

- Path through Birkdale Ravine, Thompson Memorial Park, and Woodsworth from Ellesmere Road in the north, extending eastward beyond the study area;
- Ellesmere Road street connections to Albert Campbell Square via Brian Harrison Way, Borough Drive;
- Paths from Borough Drive to Scarborough Centre via the east side of the Scarborough Civic Centre, west side and through the Scarborough Civic Centre;
- Informal path through the green space at the southwest corner of Progress Avenue, Grangeway Avenue to McCowan Station, to Town Centre Court to Albert Campbell Square; and
- Paths connecting Ellesmere Road to Borough Drive via Frank Faubert Wood Lot.

#### Barriers

Participants identified a number of physical barriers like infrastructure and difficult connections, as well as perceived barriers like areas of unpleasant and/or felt to be unsafe pedestrian conditions.

Participants said that *infrastructure* acts as a barrier in the following areas: **Highway 401**; the **rail corridor at the at grade crossings** at Ellesmere Road and south of Collingwood Park; **the grade separated intersection of McCowan Road and Progress Avenue**, which is a key connection; **parking lots** all around Scarborough Town Centre; and **stairs to enter the Scarborough Centre** from Albert Campbell Square.

Participants identified areas with *difficult connections* as barriers, including: the break in the path through **Birkdale Ravine** at Brimley Road where the **crossing light is far from the path** at Applefield Drive/St Andrews Road; **Birkdale Ravine trail ends at Ellesmere Road** and does not connect to the Scarborough Centre; **Brimley Road only has a sidewalk on the west side** and is hard to cross; there is **no pedestrian crossing at Packard Boulevard** and Ellesmere Road to reach the Scarborough Centre; and the **Thompson Memorial Park trails light crossing** is at McCowan Road.

Participants highlighted both physical and perceived barriers where *pedestrian conditions are felt to be unpleasant and/or unsafe*, including: **missing sidewalks around Neapolitan Drive**; intersection of **Brimley Road and Triton Road** where the **bus turns** is unpleasant; **Brimley Road on ramp through Snowhill Park** is **dangerous** with people trying to cross to the east side; **Albert Campbell Square** has **stairs, poor lighting, and construction**; **McCowan Road just north of Highway 401** is **unpleasant and feels unsafe** with no barriers between pedestrians and cars on the highway on-ramps; **intersection of McCowan Road and Corporate Drive** feels like **an unsafe underpass**; and the **trees on the south side of Borough Drive near Frank Faubert Wood Lot** hide the library and Scarborough Centre.

### Active areas

Participants identified *active areas* with commercial and retail activity, including: northeast quadrant of **Bellamy Road N and Ellesmere Road**; west side of **Midland Avenue from Millbridge Gate to just north of Ellesmere Road**; **Progress Avenue** between Midland Avenue and Cosentino Drive; west side of **Midland Avenue** between Midwest Road and Norbury Crescent – labelled “Industrial Commercial Area” selling building materials like lights, furniture, paint and renovation materials; **Midwest Road** south of Ellesmere Road, an area with many mechanics and cars; the stretch of **Progress Avenue northeast of Scarborough Town Centre**; **northwest quadrant of Progress Avenue and William Kitchen Road**, where one can find Kennedy Commons, retail and restaurants; **Progress Avenue between Schick Court and McCowan Road**; **Scarborough Town Centre**; southeast quadrant of **McCowan Road and Milner Avenue**; **west of Consilium Place between Progress Avenue and Corporate Drive**, with offices, banking area and coffee shops; **north side of Corporate Drive near the ravine crossing**; southeast quadrant of **McCowan Road and Bushby Drive**; and the **first floor of condo retail on the northeast of the Scarborough Civic Centre**, west of Town Centre Court.



#### 4. Feedback about District Names

Looking at a Districts Map for the Scarborough Centre consultation area for the Year Two TO360 mapping area, participants suggested **shifting** the **Bendale** District Name label to sit in the area over Lawrence Avenue E between McCowan Road and Bellamy Road N; **removing White Haven**; and **double checking the accuracy** of the labels for **Malvern West**; **Agincourt North**; and **Golfdale Gardens**.

#### 5. General and other feedback

Participants shared general advice for the project team about the context of the neighbourhood and study area. Participants would like the City **to consider the urban context with TO360 Wayfinding products** where cars dominate the landscape and many residents said that walking is felt to be unsafe. Participants said to also consider in the map design that map users in Scarborough will be primarily residents instead of tourists, and many may be elders, newcomers, or people whose first language is not English.

Participants expressed disappointment and surprise that the **Scarborough mapping area does not include Agincourt Village and the area north of Sheppard to Huntingwood**. The Agincourt Village area has important and rich cultural and historical elements, along with active commercial and retail. The area north of Sheppard to Huntingwood is pedestrian heavy and in need of improved wayfinding. Participants said they would like the City to consider expanding their scope to include these areas, or to consider including these areas in the next phase of the project.

Participants noted some **areas of future change** to be aware of, such as the **intersection at Ellesmere Road, Borough Approach W, Packard Boulevard** which will be revised to connect the north-south roads; the **future redevelopment of the Scarborough Centre** as the City hub; a **future subway station** at the southeast corner Scarborough Centre at McCowan Road; and a **future bus terminal** (28 lines) near McCowan Road and Town Centre Court. Participants also noted that the public art **“Eruption”** at Albert Campbell Square is not there right now as the green space it sits in is under construction.



## Detailed Feedback: Yonge North (Area 7)

Thursday, November 8, 2018

4:00 – 7:00pm

Agricola Lutheran Church, Basement

25 Old York Mills Road

## 1. Feedback about map accuracy

Participants shared feedback about map features, labels, place names, and potential pathways to consider showing on the maps.

Participants provided suggestions to **fix** some of the map features, including: **show the street colour for Green Gates Court**; **delete** the “fence-like” outline around Green Gates Court; **add** a second **subway tab** at Yonge Street and Ranleigh Avenue and at northwest corner of Yonge Street and Bedford Park Avenue; **add** extra **subway tab** at Old York Mills Road; and **check** the footprint of **Avondale Public School** as it has been demolished and rebuilt.

Participants provided suggestions to improve the accuracy of **map labels**, including: **add West Don River** throughout the Yonge North study area; **remove** church tenants’ names so the labels read “**Agricola Finnish Lutheran Church**” and “**Church of St Timothy Anglican**”; and double **check the accuracy** of the name of “**St David Welsh Church**” at the southwest corner of Melrose Avenue and Yonge Street.

Participants also suggested a number of paths to **add** to the maps, including: path from **Avondale Avenue to Avondale Elementary Alternative School**; path connecting **Old Yonge Street “cul-de-sac” to Yonge Street**; walking paths connecting **Upper Highland Crescent to Tournament Park and between Lower Links Road and Danville Drive**; pedestrian path between **Ranleigh Avenue and Wanless Avenue** just west of Bedford Park Public School Elementary; and **consider extending** the path/road in the **Don Valley Golf Course that connects to Westgate Boulevard**.

## 2. Feedback about Places of Interest

Participants shared suggestions about Places of Interest to promote to a higher tier, and to add to the maps in general.

### Suggested promotions

Participants suggested promoting the following Places of Interest to **2D landmarks (Tier 1)**: **Blessed Sacrament Church** at northwest corner of Yonge Street and Cheritan Avenue and **Havergal College Upper School** on east side of Avenue Road between Lawrence Avenue W and Glenview Avenue.

Participants suggested promoting **Saint John’s York Mills Anglican Church** just west of St. John’s York Mills Cemetery to a **landmark (Tier 1)**.

Participants suggested promoting the following Places of Interest to **local destinations (Tier 2)**: **George H Locke Library** at the southeast corner of Lawrence Avenue E and Yonge Street; **Fairlawn Avenue United Church** at northwest corner of Fairlawn Avenue and Yonge Street; and **Yonge Boulevard Parkette** at Yonge Boulevard and Yonge Street.

There were *mixed opinions* on whether the following Places of Interest should be identified on the maps as *landmarks (Tier 1) or local destinations (Tier 2)*: **Loretto Abbey Catholic Secondary School**, which has a wide area draw and could also be a 2D landmark; and **Salvation Army Yorkminster Citadel & Central Korean Adventist Church** at the southeast corner of Lord Seaton Road and Yonge Street.

### Suggested additions

Participants suggested adding the following Places of Interest as *local destinations (Tier 2)* because of their *architectural significance*: “**Armed Forces College**” (check name) at southeast corner of Sandringham Drive and Wilson Avenue; and **O’Keefe Water Plant** on the west side of Yonge Street near York Mills Valley Park.

Participants suggested *adding* the following *general Places of Interest* on the maps: The **Toronto Cricket, Skating & Curling Club**; **The Links Plaza** near the intersection of Lord Seaton Road and The Links Road; **lawn bowling** inside Lawrence Park and Ravine; the **clubhouse for the Golf Course** on the west side of Yonge Street south of Highway 401; **garden** on the south side of Ranleigh Avenue at the northwest corner of Bedford Park Public School Elementary; **church** at northwest corner of Avenue Road and Ridley Boulevard; and the **community centre and library** at southwest corner of Avenue Road and Wilson Avenue.

Participants also suggested *adding* Places of Interest with *historical/heritage value*, either on the maps or included in the heritage content on signs, including: **C. W. Jeffries Homestead**, a small building footprint just north of York Mills Center; the **former Fairmeadow Public School**; and the site of the “**1960 Disaster**” where there may be a plaque commemorating the event at the southwest corner of Wilson Avenue and Yonge Street. A list of local places of interest was shared with the team after the meeting and is included in full in *Attachment 1 – Materials Shared outside the Workshops*.

## 3. Feedback about routes, barriers, and active areas

Participants drew common pedestrian routes and identified barriers (both physical and perceived) on the broader area maps. They also highlighted areas of commercial and retail activity.

### Routes

Participants identified active routes through the residential neighbourhoods and the green spaces, as well as alternative routes to and from busier streets, such as:

- Pedestrian path around The Links Plaza at The Links Road and Tournament Drive;
- Path starting at the north end of Mount Hope Catholic Cemetery heading northwest through Sherwood Park, through Blythwood Ravine, through Lawrence Park and Ravine, branching north through Alexander Muir Memorial Gardens to the southeast corner of Lawrence Avenue and Yonge Street; branching west at Alexander Muir Memorial Gardens to Yonge Street, north to Chatsworth Drive (crosswalk), through Duplex Parkette to Duplex Avenue;

- Yonge Boulevard from Yonge Street to Delhi Avenue with offshoots to the east on Harley Avenue and Dunster Avenue, as well as Mason Boulevard heading north to Wilson Avenue;
- Path from Yonge Street connecting to the middle of McGlashan Road; and
- Yonge Street path curving eastward under Highway 401.

### Barriers

Participants identified **physical and perceived barriers**, including: the greenspace between William Carson Crescent and Oakley Place, which is a **steep ravine wall** that is not publicly accessible; inside Tournament Park where the **path ends at a fence** as it meets The Links Plaza; **Avenue Road bridge** over Highway 401; **underpass at Yonge Street at York Mills Park**, north of the West Don River; **Yonge Boulevard** between Yonge Street and Wilson Avenue, which acts as a cycling barrier due to fast cars and centre median for traffic calming; and **Highway 401** at Yonge Street, where there is no sidewalk on the west side of Yonge Street south of the highway and the conditions are noisy and unpleasant.

### Active areas

Participants identified **areas of commercial and retail activity**, including: **Avenue Road from Lawrence Avenue West to Joicey Boulevard**; **Lawrence Avenue W between Avenue Road and Elm Road**, a medical area; **Yonge Street from Lawrence Avenue to Yonge Boulevard** where there is a Loblaws grocery store at the north end; **Yonge Street from south end of map to Glenview Avenue**; **York Mills Center**; **The Links Plaza** just west of Tournament Park; and the **west side of Harrison Garden Boulevard and Humberstone Drive** where there is a grocery store and retail.

## 4. Feedback about District Names

Looking at a Districts Map for the Yonge North consultation area for the Year Two TO360 mapping area, participants shared feedback about the names and locations of Districts.

### Suggested additional Districts

Participants suggested **adding Finch Hydro Corridor** for the green space between Finch Avenue W, Drewry Avenue, Yonge Street and Bathurst Street; **Chesswood** over Chesswood Drive between Finch Avenue W and Sheppard Avenue W; **Faywood** between Dublin Heights and Wilson Heights; **Clanton Park** over Bathurst Street between Sheppard Avenue W and Wilson Avenue; and **York Mills Gardens** between Highway 401 and York Mills Road just east of Bayview Avenue. They also suggested **shifting South Armour Heights** south of Wilson Avenue, and noted that the label for **North Toronto** refers to a bigger area.

## 5. General and other feedback

Participants said it would be helpful to somehow **identify** on the maps where there are **safe and lighted crossings**, especially along likely routes from popular destinations.



## Attachment 1: Materials Shared outside the Workshops

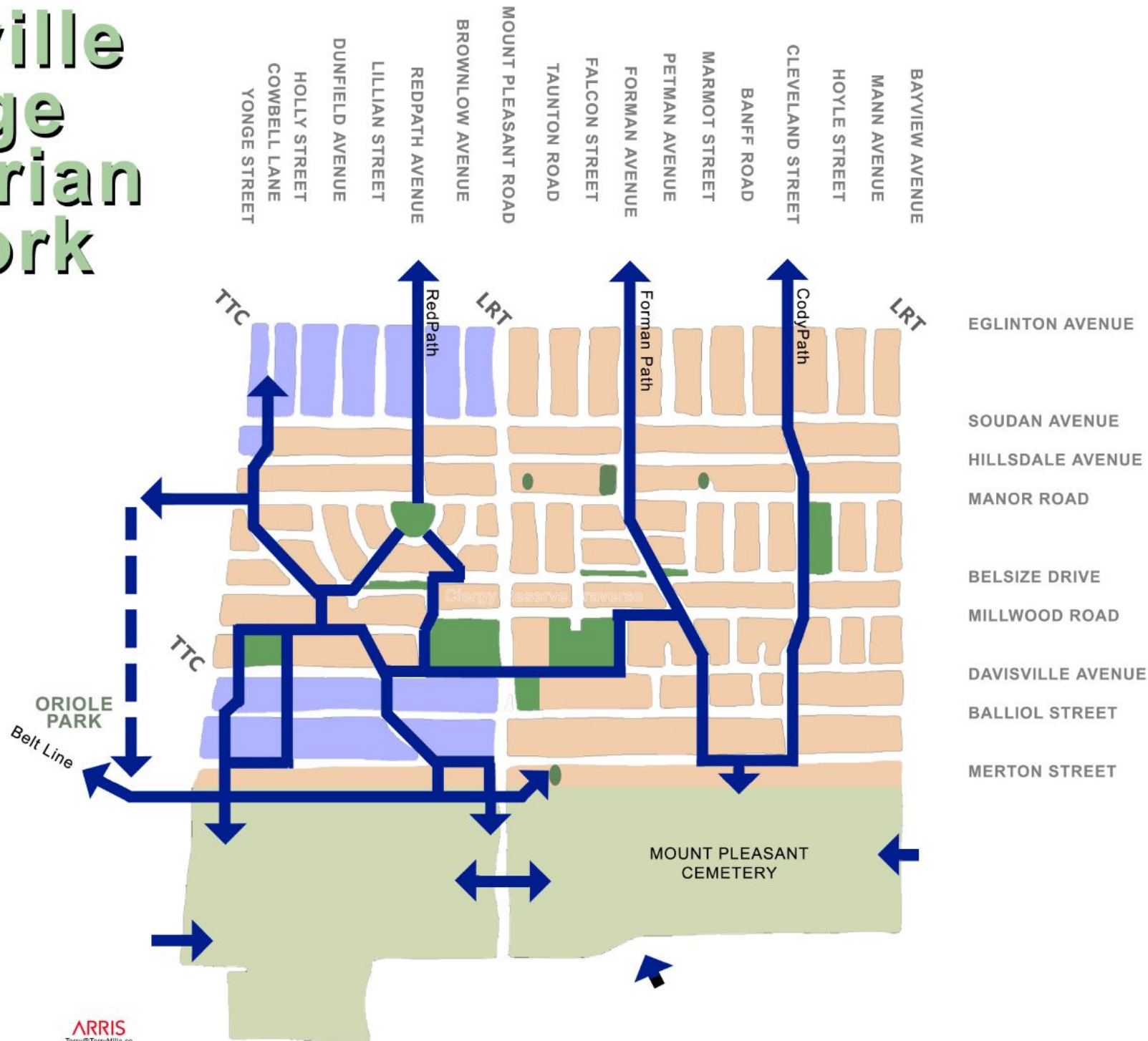
Please see the following pages for reference materials participants shared with the project team outside of the workshops.



Your map was missing the existing non-profit Child Care facility at Lansing United Church / Community Centre (joint City-Church) 49 Bogert Ave. There will also be new non-profit Child Care facility at Avondale Public School when it reopens in January (?) 171 Avondale Ave. There will also be both non-profit & private Child Care facility at new Yonge-Sheppard Centre along with Family Service Centre to be opened in Spring(?).

thanks,  
 Raymond

# Davisville Village Pedestrian Network





<b>TO360 Wayfinding</b>	<b>Yonge North</b>	<b>Nov 8, 2018</b>	Prepared by Peter Heinz <a href="mailto:pheinz2@gmail.com">pheinz2@gmail.com</a>
<b>Historic Sites</b>	<b>Schools</b>	<b>Churches</b>	<b>Green Spaces</b>
O'Keefe's Water Bottling Plant	Havergal College	St Margarets of Scotland CC	Wanless Park
Jolly Miller Tavern	Loretto Abbey	Blessed Sacrament CC	Cheltenham Park
1960 Hoggs Hollow Disaster	Lawrence Park CI	Church of St Timothy's Anglican	Blythwood Ravine
1954 Hurricane Hazel	John Wanless JPS	Church of St Leonards Anglican	Lawrence Park
Armour Heights Airfield	John Ross Robertson JPS	St John's York Mills Anglican	Woburn Park
CFB Armour Heights	Blythwood JPS	Dewi Sant United	York Mills Valley Park
St John's on the Hill Cemetery	Bedford Park JPS	Fairlawn Avenue United	Burke Brook Ravine
York Mills Baptist Cemetery	Armour Heights JPS	Armour Heights Presbyterian	Sherwood Park
Hoggs Hollow Bridge	Blessed Sacrament CPS	Glenview Presbyterian	Alexander Muir Memorial Park
Yonge Street Bridge	Glenview SPS	Agricola Finnish Lutheran	<b>Neighbourhoods</b>
Village of York Mills	Sunnyview PS	St Ansgar Lutheran	Hoggs Hollow
Village of Bedford Park	<b>Golf Courses</b>	Blythwood Baptist	Bedford Park
Home of C.W. Jefferys	Rosedale Golf Course	Yorkminster Citadel Salvation Army	Lawrence Park
C.W. Jeffrey's Cairn	Don Valley Golf Course		Armour Heights
			Wanless Park