

Appendix F

Consultation Summary and Notifications



North York Centre South Service Road

Municipal Class Environmental Assessment Study Addendum

Public Consultation Summary

toronto.ca/nyc-south-road

Prepared by:
Jason Diceman
Senior Public Consultation Coordinator
Public Consultation Unit
jason.diceman@toronto.ca

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Introduction

The North York Centre Service Roads – comprised of Doris Avenue and Beecroft Road – form a ring road around the North York Centre, east and west of Yonge Street.

The Service Roads serve several purposes, including:

- Connecting North York Centre with a finer grained transportation network in order to better manage traffic flow along Yonge Street and other alternate routes;
- Providing convenient rear access to residential, retail, and office buildings on Yonge Street; and
- Forming a boundary for the high-rise development within North York Centre in relation to the adjacent stable residential neighbourhoods.

The completion of the southeastern portion of the Service Road that would link Doris Avenue and Tradewind Avenue across Sheppard Avenue East and east of Yonge Street was first studied in detail in a 1996 Environmental Assessment (EA), followed by an EA Addendum in 1998. In 2013, the study was reopened to address important changes in the study area, including extensive high-rise development in North York Centre.

In the intervening period, various options for connecting Doris Avenue and Tradewind Avenue across Sheppard Avenue East have been re-assessed (and presented to both Council and the public) with the objective of improving traffic flow to better accommodate growth in North York Centre and mitigating impacts to private property.

This Public Consultation Report summarizes the activities carried out to notify and receive public input during this study

Public consultation for this study was primarily conducted over three periods:

- September 2013 to March 2014
- May 2015 to June 2015
- February 2020 to January 2021

Each period included direct engagement with stakeholders and affected property representatives, public notification, a public drop-in event, a detailed web page (toronto.ca/nyc-south-road), and multiple feedback mechanisms, including online, email, phone and postal.

Included is also documentation of consultation with Indigenous Communities and notification of agencies. Technical communications with affected agencies (e.g. utilities with infrastructure in the study focus area; Provincial Ministries) is documented separately in the larger Environmental Assessment Report, as part of the technical advisory materials.

Each consultation period presented variations of single and offset intersection designs, with updated design details, evaluations and context.

Key Findings

Throughout the consultations, trends in public opinion received were relatively consistent:

- Popular preference for a single intersection that will optimize traffic flow and pedestrian safety
- Majority acceptance that an (interim) offset intersection may be necessary and is better than do-nothing
- Interest in having the project implemented without further delay
- Appreciate the Bonnington place cul-de-sac design that will avoid residential driveways directly on the service road
- Concerns about any changes that may increase traffic infiltration on to residential streets
- Some opposition to impacting of the existing green space (north-east of Doris Avenue)

Stakeholder consultation will continue following City Council's December 2020 approval of next steps, prior to finalizing of detailed design and required property acquisition.

Agency Notification

Study notice was circulated to the City's Public Consultation Unit's standard Transportation Project Agency Contact List prior to each public consultation event. *See list of agencies and departments contacted in Appendix 1.*

Indigenous Communities Consultation

A letter sent to the City of Toronto from the Ministry of Aboriginal Affairs in 2013 identified that the Mississauga of the New Credit First Nation may have interest or rights for a project within the City boundaries.

A later letter from the Ministry provided a revised list of Aboriginal communities for projects in the City:

- **Alderville First Nation**
- **Curve Lake First Nation**
- **Hiawatha First Nation**
- **Mississaugas of Scugog Island**
- **Mississaugas of the New Credit First Nation**

A notification letter, including PDF copies of the Stage 1 Archaeological Report, February 2020 Public Update flyer, and links to the web page with Public Information Panels, were sent by email on March 22, 2021 to the confirmed formal representatives of each of the above five Indigenous communities. A follow-up reminder email was also sent April 13, 2021.

Mississaugas of the New Credit First Nation requested to be reengaged once the City proceeds with a Stage 2 Archaeological study on this project.

A copy of the letters and email responses are included in the Appendix 2.

Public Consultation Overview

Public consultation for this study was primarily conducted over three periods:

- September 2013 to March 2014
- May 2015 to June 2015
- February 2020 to January 2021

The public consultation was conducted both online and in person. Below is a summary table of the major activities carried out. *Example copies of letters, flyers and ads are included in the Appendix 3.*

Date	Activity	Details
September 16, 2013	Study informally introduced at Planning application public meeting for: 49 Sheppard Ave East and 14, 16, 18, 20, 22, 24 Bonnington Place	Introductory project information shared at City Planning meeting addressing developments in the corridor Web page created and Study Information handout shared with participants
November 26, 2013	An introductory letter to properties in the study area	Sent to all 138 property owners/managers in the study area (not including individual condominium owners) Web site was also updated with frequently asked questions
February 13, 20, 27 2014	Notice of Public Event #1 published	Published twice in the North York Mirror (East) newspaper and also flyer delivered to study area. Issued to Standard Agencies list
March 5, 2014	Public Event #1	75 participants 25 Feedback submissions
May 7, 2014	Email Update and notice of Public Works and Infrastructure Committee meeting	May 14, 2014 Public Works and Infrastructure Committee item PW31.9
May 28 and June 6 2015	Notice of Public Event #2 published	Published twice in the North York Mirror (East) newspaper and also flyer delivered to study area.
June 11, 2015	Public Event #2	57 participants 108 Feedback submissions
June 1, 2015	Letters sent to potentially impacted properties	Addressed letters sent to 66 property owners with potential impacts from the proposed new road design

February 10, 2020	Notice of Public Event #3 published	Flyers delivered to the study area. Emails sent to project list and standard agency stakeholder list.
February 27, 2020	Public Event #3	18 participants at the event. 40 feedback submissions received.
November 24, 2020	Update and notice of Infrastructure and Environment Committee meeting (Item IE18.2)	Emails sent to project list with 115 contacts on record. Included details of two-phased implementation approach and opportunity to participate in committee meeting.
December 1, 2020	Infrastructure and Environment Committee consideration	See Item IE18.2 Six communications received by the Committee from members of the public, and addressed by the project lead. See details at: http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.IE18.2
TBD	Notice of 30 day review for final report	To be published via flyer and email lists.

Methods of Public Engagements

Members of the public and stakeholders were informed about the project and invited to participate using a variety of methods.

Flyers

Paper flyers with study information, event details and the project web page were delivered by Canada Post Unaddressed AdMail throughout the study area (Yonge Street to Dudley Avenue, Highway 401 to Empress Avenue).

The number of mailboxes receiving flyers in the study increased from 10,000 in 2014 to 19,000 in 2020.

Copies of all notices are included in the Appendix 3.

Addressed Letters

At key phases early in the addendum study, addressed letters were sent to property owners to notify them of the study and invite their participation:

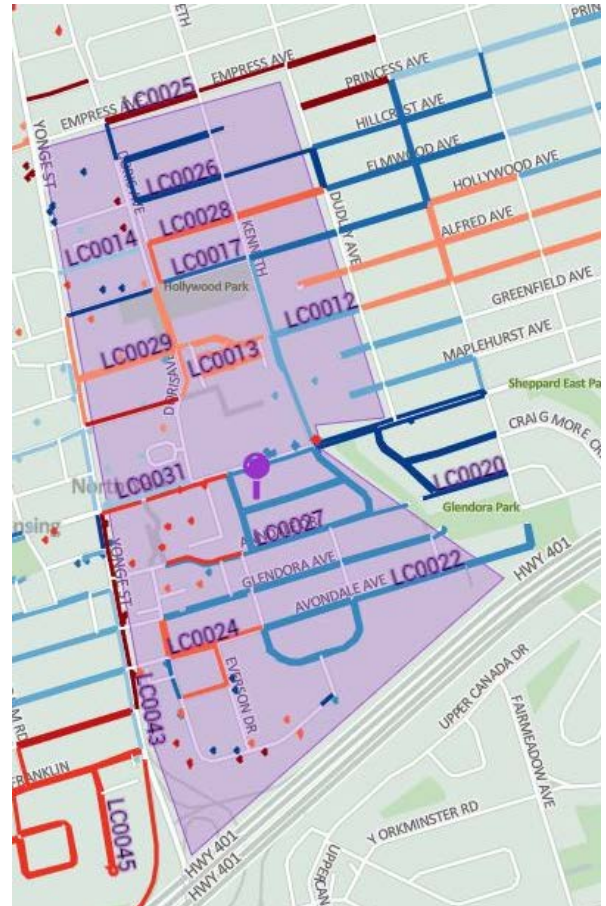
- November 26, 2013: Letters sent to 138 property owners/managers in the study area (not including individual condominium owners).
- June 1, 2015: Letters sent 66 property owners with potential impacts from the proposed new road design.

Property occupants (tenants) would also have received flyer notices.

Newspaper Ads

For the Public Events #1 and #2, notice was published twice in the local newspaper: North York Mirror (East). For Public Event #3 ad was not published as the City's standard practice changed to focus on flyers and electronic means of notification.

Copies of all notices are included in Appendix 3.



Flyer distribution area - Canada Post letter carrier map

Email List

Throughout the study, interested members of the public were invited to subscribe to the project email list:

- At public consultation events
- By contacting the public consultation coordinator listed on flyers, letters and the study web page
- Whenever submitting comments or otherwise contacting the public consultation staff for the study

Subscribers numbered from 80 to 115 throughout the life of the project.


Subscribers were sent study consultation event invitations and project updates as noted in the above Public Consultation Overview table.

Web Page

Starting in September 2013, the project web page hosted background and introductory information materials and links to related projects. At each phase of public consultation, the web page was updated with complete copies of materials presented at the public events. Input was invited through online feedback forms, and direct contact via email or phone.

The web page URL was as follows:

toronto.ca/nyc-south-road



I want to...

Search

City of Toronto / Community & People / Get Involved / Public Consultations

Infrastructure & Construction Projects

North York Centre: Doris Ave. Extension (South Service Road) - Bonnington Pl. & Tradewind Ave.

Share

North York Centre: Doris Ave. Extension (South Service Road) – Bonnington Pl. & Tradewind Ave.

November 2020 Update: City staff will be presenting recommendations for this study to the Infrastructure & Environment Committee (IEC) at the December 1, 2020 meeting. **A copy of the staff report is available under IEC agenda item IE 18.2.** Interested members of the public can arrange to speak or submit comments to the Committee.

The North York Centre Service Roads – comprised of Doris Avenue and Beecroft Road – form a ring road around the North York Centre, east and west of Yonge Street.

The Service Roads serve several purposes, including:


- Connecting North York Centre with a finer grained transportation network in order to better manage traffic flow along Yonge Street and other alternate routes;
- Providing convenient rear access to residential, retail, and office buildings on Yonge Street; and
- Forming a boundary for the high-rise development within North York Centre in relation to the adjacent stable residential neighbourhoods.

The completion of the southeastern portion of the Service Road that would link Doris

Two-phased ApproachStudy AreaBackground


As a result of the review that has been undertaken, this EA Addendum recommends a two phased approach as follows:

Phase 1 – Interim: Offset Intersection



- Tradewind Avenue would be extended up to Sheppard Avenue East.
- This would result in an offset intersection at Tradewind Avenue / Sheppard Avenue East and Doris Avenue / Sheppard Avenue.
- Traffic signal phasing would be coordinated at the offset intersection to optimize traffic flow.
- Bonnington Place would be closed off in a cul-de-sac south of Sheppard Avenue East, as proposed in the 1998 EA.
- This was identified as Option C in the Environmental Assessment process.

Phase 2 – Future: Single Intersection*



- Doris Avenue would be realigned approaching Sheppard Avenue East to meet the northern extension of Tradewind Avenue.
- This would result in a single four-legged intersection, with a skew on the north-east quadrant.
- This is a revised version of Option B identified in the Environmental Assessment process

*This final design is a modification following the February 2020 public consultation. Staff refined the Future condition to achieve the

Samples from study web page (April 2021)

North York Centre South Service Road EA Addendum – Public Consultation

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One-window Contact

Throughout the study all public materials invited engagement with City of Toronto public consultation staff with listed contact including phone, email, and postal address. All significant comments and responses were tracked and addressed.

Public Drop-In Events

Three public consultation events were hosted by the project team at key phases in the study. Each event followed the same format of displayed information panels, opportunity to discuss with the project team, and invitation to submit comments using a paper feedback form or online feedback form. All information materials from the public events were also published as PDF files on the project web page.

Event	Date / Time	Location	Participation
Public Event #1	March 5, 2014 6 to 9 p.m	Earl Haig Secondary School, 100 Princess Avenue	75 participants 25 feedback submissions
Public Event #2	June 11, 2015 6 to 8 p.m.	Earl Haig Secondary School, 100 Princess Avenue	57 participants 108 feedback submissions
Public Event #3	February 27, 2020 6 to 8 p.m.	North York Memorial Community Hall	18 participants 40 feedback submissions.

A copy of the display panels from each event is available on the project web page at toronto.ca/nyc-south-road.

A copy of the three event feedback summary reports are included in Appendix 5.

Affected Property Owner Engagement

Property owners directly impacted by the proposed changes and new road include the following:

Address	Owner
80 Sheppard Avenue East	Toronto Catholic District School Board (TCDSB)
45-47 Sheppard Ave East	Crown Realty Partners
90 Sheppard Ave East	90 Sheppard Nominee Inc., (represented by Crown Realty Partners)
25 Bonnington Place and 87, 91, 93 and 95 Sheppard Avenue East	SheppBonn Ltd.

Throughout the project, these stakeholders participated in multiple meetings, phone calls and email discussions with the members of the project team. Effort was made to address, and where possible, resolve questions and concerns raised.

A copy of key messages and meeting records from the late phase of the study (2020) are included in Appendix 6.

Appendix 1 – Agency List

- Beanfield Metroconnect
- Bell Canada
- Canada Lands Corporation
- Canada Post Delivery
- CN Rail
- Cogeco Data Services Inc./Aptum Technologies (Canada) Inc.
- CP Rail
- Enbridge Pipeline Inc.
- Enwave Energy Corporation
- Hydro One Inc.
- Imperial Oil
- Metro Fibrewerx
- Metrolinx
- Ministry of Community Safety and Correctional Services
- Ministry of Environment, Conservation & Parks (MOECP)
- Ministry of Heritage, Sport, Tourism and Cultural Industries
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources and Forestry
- Ministry of the Environment and Climate Change
- National Defence Canada
- Ontario Power Generation
- Prestige Telecom
- Rogers Cable Systems
- Rogers Telecommunications
- Sun-Canadian Pipe Line Company Ltd.
- TELUS
- TeraSpan
- Toronto & Region Conservation Authority (TRCA)
- Toronto Hydro
- Trans Northern Pipe Line
- Videotron Ltd.
- Zayo (formerly Allstream)
- Zoya Group

Appendix 2 – Indigenous Communities Correspondence

Policy, Planning,
Finance & Administration

Program Support
Metro Hall, 19th Floor
55 John Street
Toronto, ON M5V 3C6

Reply to: Jason Diceman
Public Consultation Unit
Tel: 416-338-2830
Fax: 416-392-2974
TTY: 416-338-0889
Email: Jason.Diceman@toronto.ca

March 22, 2021

Chief Dave Mowat & Dave Simpson
Alderville First Nation
11696 Second Line
PO Box 46
Roseneath ON K0K 2X0

Re: Recommended Design – North York Centre South Service Road Municipal Class EA Study "Schedule C Addendum" Process

Dear Chief Dave Mowat & Dave Simpson,

The City of Toronto is approaching completion of the Municipal Class Environmental Assessment Study (Schedule C Addendum) for the North York Centre South Service Road. The purpose of the study is to complete the North York Service Road on the east side of Yonge Street by linking Doris Avenue and Tradewind Avenue across Sheppard Avenue East.

For your reference, we have attached a previous public notice and a copy of the **Stage 1 Archaeological Assessment report**. The recommended designs and further information about the study can be found at toronto.ca/nyc-south-road

Your input is important. If you require additional information or would like to meet with the City to discuss this project further, please contact me at your earliest convenience.

The City of Toronto will continue to notify you about the study as it progresses.

Sincerely,



Jason Diceman
Senior Public Consultation Coordinator
Public Consultation Unit
City of Toronto

Policy, Planning,
Finance & Administration

Program Support
Metro Hall, 19th Floor
55 John Street
Toronto, ON M5V 3C6

Reply to: Jason Diceman
Public Consultation Unit
Tel: 416-338-2830
Fax: 416-392-2974
TTY: 416-338-0889
Email: Jason.Diceman@toronto.ca

March 22, 2021

Chief Emily Whetung, Kaitlin Hill & Julie Kapyrka
Curve Lake First Nation
Government Services Building
22 Winookeeda Rd.
Curve Lake ON K0L 1R0

Re: Recommended Design – North York Centre South Service Road Municipal Class EA Study "Schedule C Addendum" Process

Dear Chief Emily Whetung, Kaitlin Hill & Julie Kapyrka,

The City of Toronto is approaching completion of the Municipal Class Environmental Assessment Study (Schedule C Addendum) for the North York Centre South Service Road. The purpose of the study is to complete the North York Service Road on the east side of Yonge Street by linking Doris Avenue and Tradewind Avenue across Sheppard Avenue East.

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Jason Diceman
Senior Public Consultation Coordinator
Public Consultation Unit
City of Toronto

Policy, Planning,
Finance & Administration

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Metro Hall, 19th Floor
55 John Street
Toronto, ON M5V 3C6

Reply to: Jason Diceman
Public Consultation Unit
Tel: 416-338-2830
Fax: 416-392-2974
TTY: 416-338-0889
Email: Jason.Diceman@toronto.ca

March 22, 2021

Chief Laurie Carr, Tom Cowie & Sean Davison
Hiawatha First Nation
Satellite Office
197 Sopers Lane
Hiawatha ON K9J 0E6

Re: Recommended Design – North York Centre South Service Road Municipal Class EA Study "Schedule C Addendum" Process

Dear Chief Laurie Carr, Tom Cowie & Sean Davison,

The City of Toronto is approaching completion of the Municipal Class Environmental Assessment Study (Schedule C Addendum) for the North York Centre South Service Road. The purpose of the study is to complete the North York Service Road on the east side of Yonge Street by linking Doris Avenue and Tradewind Avenue across Sheppard Avenue East.

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Sincerely,



Jason Diceman
Senior Public Consultation Coordinator
Public Consultation Unit
City of Toronto

Policy, Planning,
Finance & Administration

Program Support
Metro Hall, 19th Floor
55 John Street
Toronto, ON M5V 3C6

Reply to: Jason Diceman
Public Consultation Unit
Tel: 416-338-2830
Fax: 416-392-2974
TTY: 416-338-0889
Email: Jason.Diceman@toronto.ca

March 22, 2021

Chief Kelly LaRocca, Councillor Jamie Coons, Dave Mowat & Monica Sanford
Mississaugas of Scugog Island First Nation
22521 Island Rd.
Port Perry ON L9L 1B6

Re: Recommended Design – North York Centre South Service Road Municipal Class EA Study "Schedule C Addendum" Process

Dear Chief Kelly LaRocca, Councillor Jamie Coons, Dave Mowat & Monica Sanford,

The City of Toronto is approaching completion of the Municipal Class Environmental Assessment Study (Schedule C Addendum) for the North York Centre South Service Road. The purpose of the study is to complete the North York Service Road on the east side of Yonge Street by linking Doris Avenue and Tradewind Avenue across Sheppard Avenue East.

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Sincerely,



Jason Diceman
Senior Public Consultation Coordinator
Public Consultation Unit
City of Toronto

Policy, Planning,
Finance & Administration

Program Support
Metro Hall, 19th Floor
55 John Street
Toronto, ON M5V 3C6

Reply to: Jason Diceman
Public Consultation Unit
Tel: 416-338-2830
Fax: 416-392-2974
TTY: 416-338-0889
Email: Jason.Diceman@toronto.ca

March 22, 2021

Chief R. Stacey LaForme, Mark LaForme & Fawn Sault
Mississaugas of the Credit First Nation
Department of Consultation and Accommodation (DOCA)
4065 Hwy 6
Hagersville ON N0A 1H0

Re: Recommended Design – North York Centre South Service Road Municipal Class EA Study "Schedule C Addendum" Process

Dear Chief R. Stacey LaForme, Mark LaForme & Fawn Sault,

The City of Toronto is approaching completion of the Municipal Class Environmental Assessment Study (Schedule C Addendum) for the North York Centre South Service Road. The purpose of the study is to complete the North York Service Road on the east side of Yonge Street by linking Doris Avenue and Tradewind Avenue across Sheppard Avenue East.

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The City of Toronto will continue to notify you about the study as it progresses.

Sincerely,



Jason Diceman
Senior Public Consultation Coordinator
Public Consultation Unit
City of Toronto

From: [Tom Cowie](#)
To: [Jason Diceman](#); [Chief Laurie Carr](#); [Sean Davison](#); k.a.sandy-mckenzie@rogers.com
Cc: [Gary Papas](#)
Subject: RE: North York Centre South Service Road Municipal Class EA
Date: April 14, 2021 9:08:21 AM
Attachments: [image003.png](#)

Aaniin Jason,

We have no questions or concerns at this time.

Mno nendam ghiizhigad,

Tom Cowie
Lands/Resources Consultation

Hiawatha First Nation
123 Paudash Street
Hiawatha, ON K9J 0E6
705-295-7773
705-295-7131 (fax)
tcowie@hiawathafn.ca



"We, the Mississaugi of Hiawatha First Nation, are a vibrant, proud, independent and healthy people balanced in the richness of our Culture and Traditional way of life"

**Wisdom/Nbwaakaawin Love/Zaagidiwin Respect/Mnaadendamowin
Bravery/Aakdehewin Honesty/Gwekwaaziwin Humility/Dbadendizwin Truth/Debwewin**

From: Jason Diceman <Jason.Diceman@toronto.ca>
Sent: Tuesday, April 13, 2021 5:13 PM
To: Chief Laurie Carr <chiefcarr@hiawathafn.ca>; Tom Cowie <tcowie@hiawathafn.ca>; Sean Davison <sdavison@hiawathafn.ca>; k.a.sandy-mckenzie@rogers.com
Cc: Gary Papas <Gary.Papas@toronto.ca>
Subject: RE: North York Centre South Service Road Municipal Class EA

Hello again,

The City of Toronto is carrying out the North York Centre South Service Road Municipal Class EA (www.toronto.ca/nyc-south-road)

This is a follow-up email inviting you to contact me before April 22, 2021 if you have any questions or concerns regarding the recommended design to discuss.

Thank you,
Jason Diceman

From: Jason Diceman
Sent: March 22, 2021 2:40 PM
To: 'chiefcarr@hiawathafn.ca' <chiefcarr@hiawathafn.ca>; 'tcowie@hiawathafn.ca' <tcowie@hiawathafn.ca>; 'sdavison@hiawathafn.ca' <sdavison@hiawathafn.ca>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>
Cc: Gary Papas <Gary.Papas@toronto.ca>
Subject: North York Centre South Service Road Municipal Class EA

Dear Chief Laurie Carr, Tom Cowie & Sean Davison

The City of Toronto is approaching completion of the Municipal Class Environmental Assessment Study (Schedule C Addendum) for the North York Centre South Service Road. The purpose of the study is to complete the North York Service Road on the east side of Yonge Street by linking Doris Avenue and Tradewind Avenue across Sheppard Avenue East.

For your reference, we have attached a previous public notice and a copy of the Stage 1 Archaeological Assessment report. The recommended designs and further information about the study can be found at www.toronto.ca/nyc-south-road

Please contact me before April 22, 2021, if you have any questions or concerns to discuss.

Thank you,

Jason Diceman

Sr. Public Consultation Coordinator
Public Consultation Unit, PPF&A
[City of Toronto](http://www.toronto.ca)



Mississaugas of the Credit First Nation

From: Erika Johannsen
Sent: Wednesday, September 15, 2021 12:43 PM
To: 'Jason Diceman' <Jason.Diceman@toronto.ca>
Cc: Megan DeVries <Megan.DeVries@mncfn.ca>
Subject: RE: North York Centre South Service Road Municipal Class EA

Good afternoon Jason,

Thank you for sharing the Stage 1 Archaeological Assessment (AA) report for the realignment of Tradewind Avenue/Bonnington Place. On behalf of MCFN-DOCA, I have completed a comprehensive review of this report. Following this review, MCFN-DOCA asks that the unpaved areas of the park south of the Toronto Separate School Board building within the anticipated Stage 2 project area be assessed. This is to confirm that extensive/deep land alterations have removed all archaeological potential. Additional property survey/photo documentation and the placement of judgmental test pits within this area would satisfy this request. Please feel free to forward this e-mail to the archaeological consultant undertaking the Stage 2 AA.

Thank you for your consideration of this feedback. MCFN-DOCA looks forward to continued engagement with the City of Toronto as this project goes forward. When the Stage 2 AA is scheduled, please contact Megan DeVries, Archaeological Operations Supervisor, at megan.devries@mncfn.ca to execute the necessary agreements for in-field participation and report review.

Kind Regards,

Erika Johannsen
Field Archaeologist



Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)

From: [Megan DeVries](#)
To: [Jason Diceman](#); [Fawn Sault](#)
Cc: [Gary Papas](#); [Mark LaForme](#); [Robyn Shyllit](#)
Subject: RE: North York Centre South Service Road Municipal Class EA
Date: June 28, 2021 3:50:02 PM
Attachments: [image001.png](#)

Thank you, Jason. Please reach out when you do proceed.

Megan.

From: Jason Diceman <Jason.Diceman@toronto.ca>
Sent: Monday, June 28, 2021 3:49 PM
To: Fawn Sault <Fawn.Sault@mncfn.ca>
Cc: Gary Papas <Gary.Papas@toronto.ca>; Mark LaForme <Mark.LaForme@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>; Robyn Shyllit <Robyn.Shyllit@toronto.ca>
Subject: RE: North York Centre South Service Road Municipal Class EA

Please be aware the Stage 2 study is not likely to begin until sometime next year when we undertake preliminary / detailed design.

-jd

From: Fawn Sault [<mailto:Fawn.Sault@mncfn.ca>]
Sent: June 28, 2021 3:24 PM
To: Jason Diceman <Jason.Diceman@toronto.ca>
Cc: Gary Papas <Gary.Papas@toronto.ca>; Mark LaForme <Mark.LaForme@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>; Robyn Shyllit <Robyn.Shyllit@toronto.ca>
Subject: RE: North York Centre South Service Road Municipal Class EA

Hi Jason,

Thank you for the reports. I understand there will be a Stage 2 for archaeology. Megan will be in touch, if she hasn't already, for the proper paperwork to be executed for our participation.

Miigwech,

Fawn Sault
Consultation Coordinator
Mississaugas of the Credit First Nation
4065 Hwy. 6, Hagersville, N0A 1H0
Website: <http://mncfn.ca/>
Ph: 905-768-4260

Cell:289-527-6580

From: Jason Diceman <Jason.Diceman@toronto.ca>
Sent: Friday, June 25, 2021 2:52 PM
To: Fawn Sault <Fawn.Sault@mncfn.ca>
Cc: Gary Papas <Gary.Papas@toronto.ca>; Mark LaForme <Mark.LaForme@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>; Robyn Shyllit <Robyn.Shyllit@toronto.ca>
Subject: RE: North York Centre South Service Road Municipal Class EA

Attached is the original email with a copy of the Stage 1 Archaeological Assessment report.

Take care,

Jason Diceman

Sr. Public Consultation Coordinator

Public Consultation Unit, PPF&A

[City of Toronto](#)



From: Fawn Sault [<mailto:Fawn.Sault@mncfn.ca>]
Sent: June 24, 2021 7:59 PM
To: Jason Diceman <Jason.Diceman@toronto.ca>
Cc: Gary Papas <Gary.Papas@toronto.ca>; Mark LaForme <Mark.LaForme@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>; Robyn Shyllit <Robyn.Shyllit@toronto.ca>
Subject: Re: North York Centre South Service Road Municipal Class EA

Hi Jason,

Thank you for letting me know. I'll check my file Monday when I return. Did you have any arch or environmental studies?

Miigwech

Fawn

Sent from my iPhone

On Jun 24, 2021, at 3:36 PM, Jason Diceman <Jason.Diceman@toronto.ca> wrote:

Hi Fawn,

I note we did not receive a response letter from you on this file.

Jason Diceman

Sr. Public Consultation Coordinator

Public Consultation Unit, PPF&A

[City of Toronto](#)

<image001.png>

From: Fawn Sault [<mailto:Fawn.Sault@mncfn.ca>]

Sent: April 14, 2021 4:14 PM

To: Jason Diceman <Jason.Diceman@toronto.ca>

Cc: Gary Papas <Gary.Papas@toronto.ca>; Mark LaForme <Mark.LaForme@mncfn.ca>;
Megan DeVries <Megan.DeVries@mncfn.ca>

Subject: RE: North York Centre South Service Road Municipal Class EA

Good Afternoon Jason,

You will be receiving a response letter from me this week. In the meantime if you have any field work, archaeology or environmental, that is up-coming please let us know and Megan will send you the contracts that will need to be executed for our participation.

If you have any questions please feel free to reach out to me.

Thank you again reaching out.

Fawn Sault

Consultation Coordinator

Department of Consultation and Accommodation

Mississaugas of the Credit First Nation

Cell – 289-527-6580

From: Jason Diceman [<mailto:Jason.Diceman@toronto.ca>]

Sent: Tuesday, April 13, 2021 5:13 PM

To: Chief, R Stacey Laforme; Mark LaForme; Fawn Sault; DOCA; Darin Wybenga; Megan

DeVries
Cc: Gary Papas
Subject: RE: North York Centre South Service Road Municipal Class EA

Hello again,

The City of Toronto is carrying out the North York Centre South Service Road Municipal Class EA (www.toronto.ca/nyc-south-road)

This is a follow-up email inviting you to contact me before April 22, 2021 if you have any questions or concerns regarding the recommended design to discuss.

Thank you,

Jason Diceman

From: Jason Diceman
Sent: March 22, 2021 2:37 PM
To: 'Stacey.LaForme@mncfn.ca' <Stacey.LaForme@mncfn.ca>; 'Mark.LaForme@mncfn.ca' <Mark.LaForme@mncfn.ca>; 'Fawn.Sault@mncfn.ca' <Fawn.Sault@mncfn.ca>; 'doca@mncfn.ca' <doca@mncfn.ca>; 'Darin.Wybenga@mncfn.ca' <Darin.Wybenga@mncfn.ca>; 'Megan.DeVries@mncfn.ca' <Megan.DeVries@mncfn.ca>
Cc: Gary Papas <Gary.Papas@toronto.ca>
Subject: North York Centre South Service Road Municipal Class EA

(now with letter PDF)

Dear Chief R. Stacey LaForme, Mark LaForme & Fawn Sault,

The City of Toronto is approaching completion of the Municipal Class Environmental Assessment Study (Schedule C Addendum) for the North York Centre South Service Road. The purpose of the study is to complete the North York Service Road on the east side of Yonge Street by linking Doris Avenue and Tradewind Avenue across Sheppard Avenue East.

For your reference, we have attached a previous public notice and a copy of the Stage 1 Archaeological Assessment report. The recommended designs and further information about the study can be found at www.toronto.ca/nyc-south-road

Please contact me before April 22, 2021, if you have any questions or concerns to discuss.

Thank you,

Jason Diceman

Sr. Public Consultation Coordinator

Public Consultation Unit, PPF&A

[City of Toronto](http://www.toronto.ca)

<image003.png>

Appendix 3 – Public Notices

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.

North York Centre South Service Road Potential Changes to Doris Avenue, Bonnington Place & Tradewind Avenue

Municipal Class Environmental Assessment Addendum Notice of Public Event

We invite you to attend a public drop-in event to learn more about the work completed to date, the study recommendations and the next steps in this process. Details are as follows:

**Date: Wednesday,
March 5, 2014**

Time: 6 p.m. to 9 p.m.

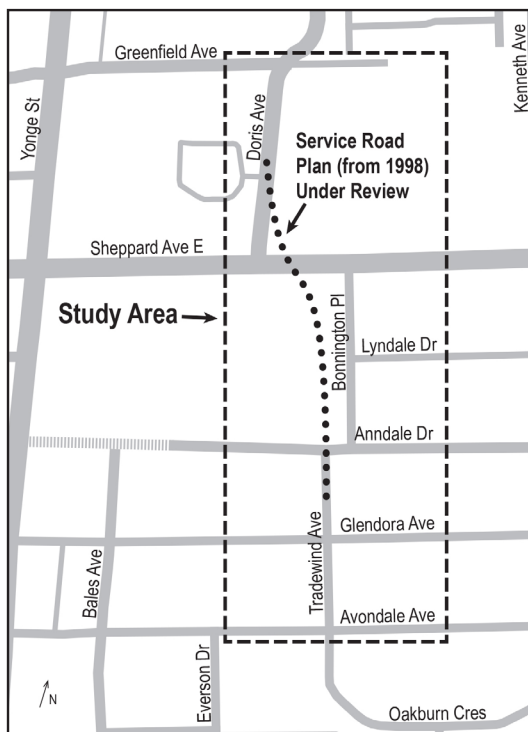


**Location: Earl Haig Secondary
School, 100 Princess Avenue**

Background

As part of ongoing traffic network improvements, the City of Toronto is reviewing options for completion of the North York Centre Service Road south of Sheppard Avenue.

The proposal may require changes to Doris Avenue, Bonnington Place, and Tradewind Avenue. The plan dates back to 1998 and has not yet been built due to outstanding issues of cost, property impact, and timing with other works. A new proposal that aims to resolve previous issues and provide a feasible plan for the Service Road's completion will be presented at the public event and shortly after on the project web page.



We would like to hear from you

Public consultation is an important part of this study. If you would like more information, please contact:

Jason Diceman, Public Consultation Coordinator

City of Toronto, Metro Hall, 19th Fl.

55 John St., Toronto, ON M5V 3C6

Tel: 416-338-2830 | Fax: 416-392-2974 | TTY: 416-338-0889

E-mail: jdicema@toronto.ca

Visit: toronto.ca/involved/projects/nyc-south-road

Issue Date: February 20, 2013

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

North York Centre South Service Road Municipal Class Environmental Assessment Addendum

Potential Changes to Doris Avenue, Bonnington Place & Tradewind Avenue

We invite you to attend a public drop-in event to learn more about the work completed to date, the study recommendations and the next steps in this process. Details are as follows:

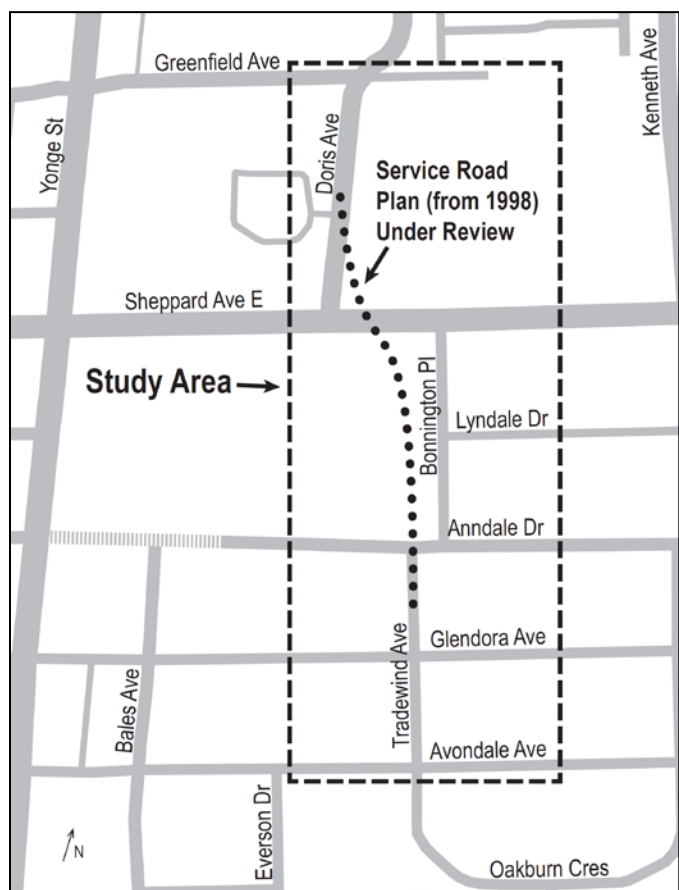
Date: **March 5, 2014**
Time: **6 p.m. to 9 p.m.**
Location: **Earl Haig
Secondary School
100 Princess Ave.**



Background

As part of ongoing traffic network improvements, the City of Toronto is reviewing options for completion of the North York Centre Service Road south of Sheppard Avenue.

The proposal may require changes to Doris Avenue, Bonnington Place, and Tradewind Avenue. The plan dates back to 1998 and has not yet been built due to outstanding issues of cost, property impact, and timing with other works. A new proposal that aims to resolve previous issues and provide a feasible plan for the Service Road's completion will be presented at the public event and shortly after on the project web page.



What is the Purpose of this Service Road?

Both Beecroft Road on the west and Doris Avenue on the east of Yonge Street, function as service roads, providing access to many of the residential, business and institutional buildings in North York Centre, and forming an important part of the local network.

This project is an important next step in achieving the goals of the Official Plan, and is part of the North York Centre Secondary Plan.

Completing the Service Road, by linking Doris Avenue with Tradewind Avenue, would improve mobility and access, relieve congestion on alternate routes, improve cyclist and pedestrian mobility and safety, and support current and future residential and commercial growth.

The Service Road is intended to form a boundary for the high-rise development along Yonge Street and is designed to protect existing residential neighbourhoods from traffic related to North York Centre. The current configuration of Doris Avenue, Bonnington Place, Tradewind Avenue, and Sheppard Avenue does not achieve these goals.

What is Being Considered?

We are currently investigating various alternatives to see which ideas are feasible and what would be the negative and positive impacts of each. All users – autos, trucks, bikes, and pedestrians – are included. In analyzing the options, we will be considering issues such as traffic operations, safety, property impact, parkland and open space, utility impact, road geometry, neighbourhood impacts, and capital cost.

Join us on March 5 or visit the web site shortly after to see the proposed options and provide your feedback.

We Would Like to Hear From You

Public consultation is an important part of this study.
If you would like more information, please contact:

Jason Diceman

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

Tel: 416-338-2830
Fax: 416-392-2974
TTY: 416-338-0889
jdicema@toronto.ca

www.toronto.ca/involved/projects/nyc-south-road

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. Issue Date: February 13, 2014



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.

North York Centre South Service Road Potential Changes to Doris Avenue, Bonnington Place & Tradewind Avenue


Municipal Class Environmental Assessment Addendum Public Consultation: Online and Public Event

The City is proposing a road connection between Doris Avenue and Tradewind Avenue. We invite you to learn more and provide feedback.

Comment Online

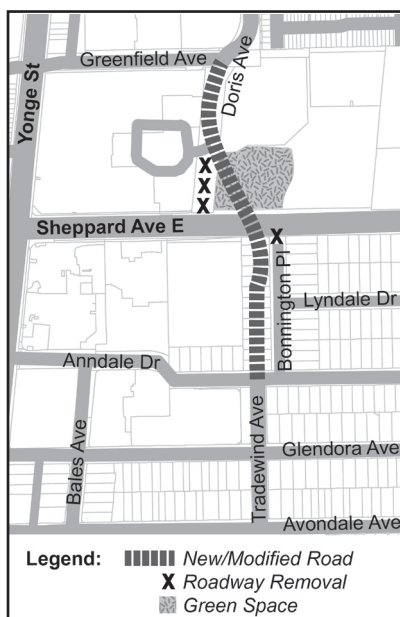
toronto.ca/nyc-south-road

Attend a Public Drop-in Event

Date: Thursday, June 11, 2015
Time: 6 p.m. to 8 p.m.
Location: Earl Haig Secondary School,
 100 Princess Ave. 

Overview

The need for completion of the North York Centre Service Road south of Sheppard Avenue was first established in 1996. After several revised plans the City is now proposing a single intersection linking Doris Avenue to Tradewind Avenue. The road would bisect the green space north of Sheppard Avenue. Bonnington Place would be converted to a cul-de-sac north of Lyndale Drive.



This project will provide multiple benefits:

- Facilitate traffic flow and circulation
- Protect residential areas from traffic infiltration
- Improve cyclist and pedestrian mobility and safety
- Support current and future residential and commercial growth

We would like to hear from you

Public consultation is an important part of this study. Visit the project web page now to view the latest drawings and information and to provide your feedback. For more information, please contact:

Jason Diceman, Public Consultation Unit, City of Toronto
 Metro Hall, 19th Fl., 55 John St. Toronto, ON M5V 3C6
 Tel: 416-338-2830 Fax: 416-392-2974
 Email: jdiceman@toronto.ca Visit: toronto.ca/nyc-south-road

Issue Date: May 28, 2015

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

North York Centre South Service Road Municipal Class Environmental Assessment Addendum

Potential Changes to Doris Avenue, Bonnington Place & Tradewind Avenue

The City is proposing a road connection between Doris Ave and Tradewind Avenue.

We invite you to learn more and provide feedback.

Comment Online:

toronto.ca/nyc-south-road

Attend a Public Drop-in Event

Date: Thursday, June 11, 2015

Time: 6 p.m. to 8 p.m.

Location:

Earl Haig Secondary School

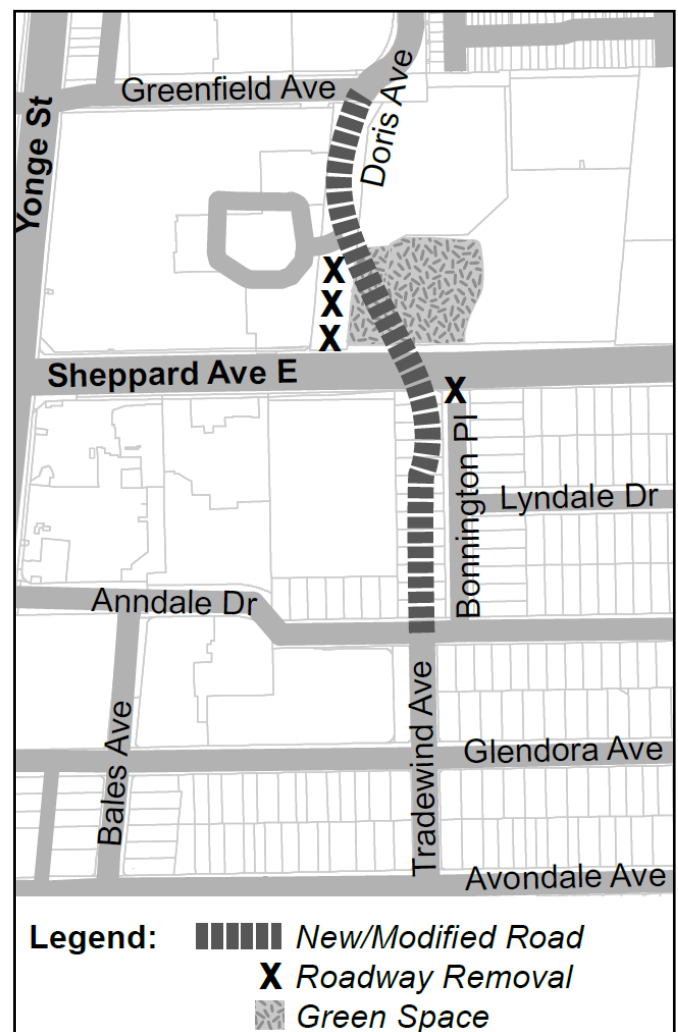
100 Princess Ave.



Overview

The need for completion of the North York Centre Service Road south of Sheppard Avenue was first established in 1996. After several revised plans the City is now proposing the following:

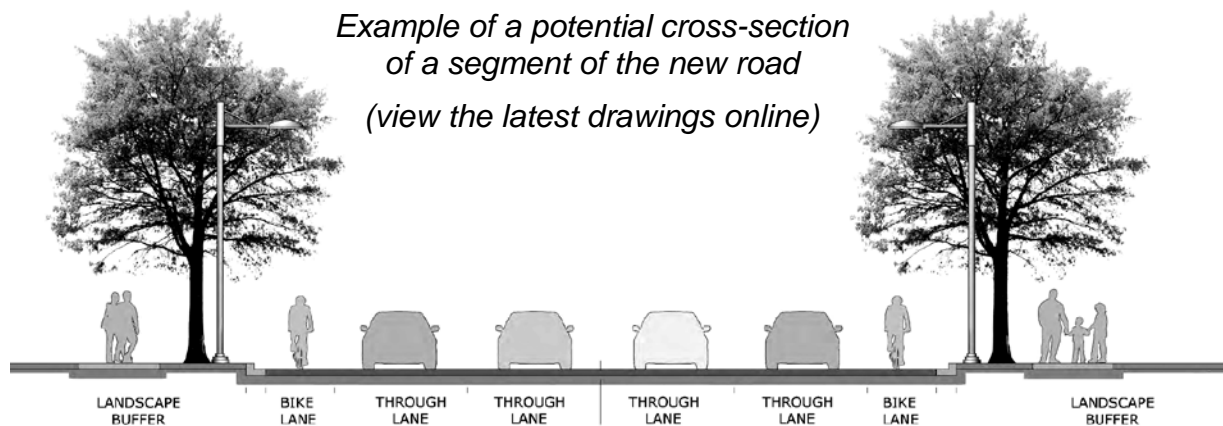
A single intersection linking Doris Avenue to Tradewind Avenue. The road would bisect the green space north of Sheppard Avenue. Bonnington Place would be converted to a cul-de-sac north of Lyndale Drive.



North York Centre South Service Road continued...

This project will provide multiple benefits:

- Facilitate traffic flow and circulation
- Protect residential areas from traffic infiltration
- Improve cyclist and pedestrian mobility and safety
- Support current and future residential and commercial growth



We Would Like to Hear From You

Public consultation is an important part of this study. Visit the project web page now to view the latest drawings and information and to provide your feedback. For more information, please contact:

Jason Diceman, Public Consultation Unit, City of Toronto
Metro Hall, 19th Floor, 55 John Street Toronto, ON M5V 3C6
Tel: 416-338-2830 Fax: 416-392-2974
Email: jdiceman@toronto.ca



www.toronto.ca/nyc-south-road

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. Issue Date: May 28, 2015

North York Centre South Service Road Municipal Class Environmental Assessment Addendum

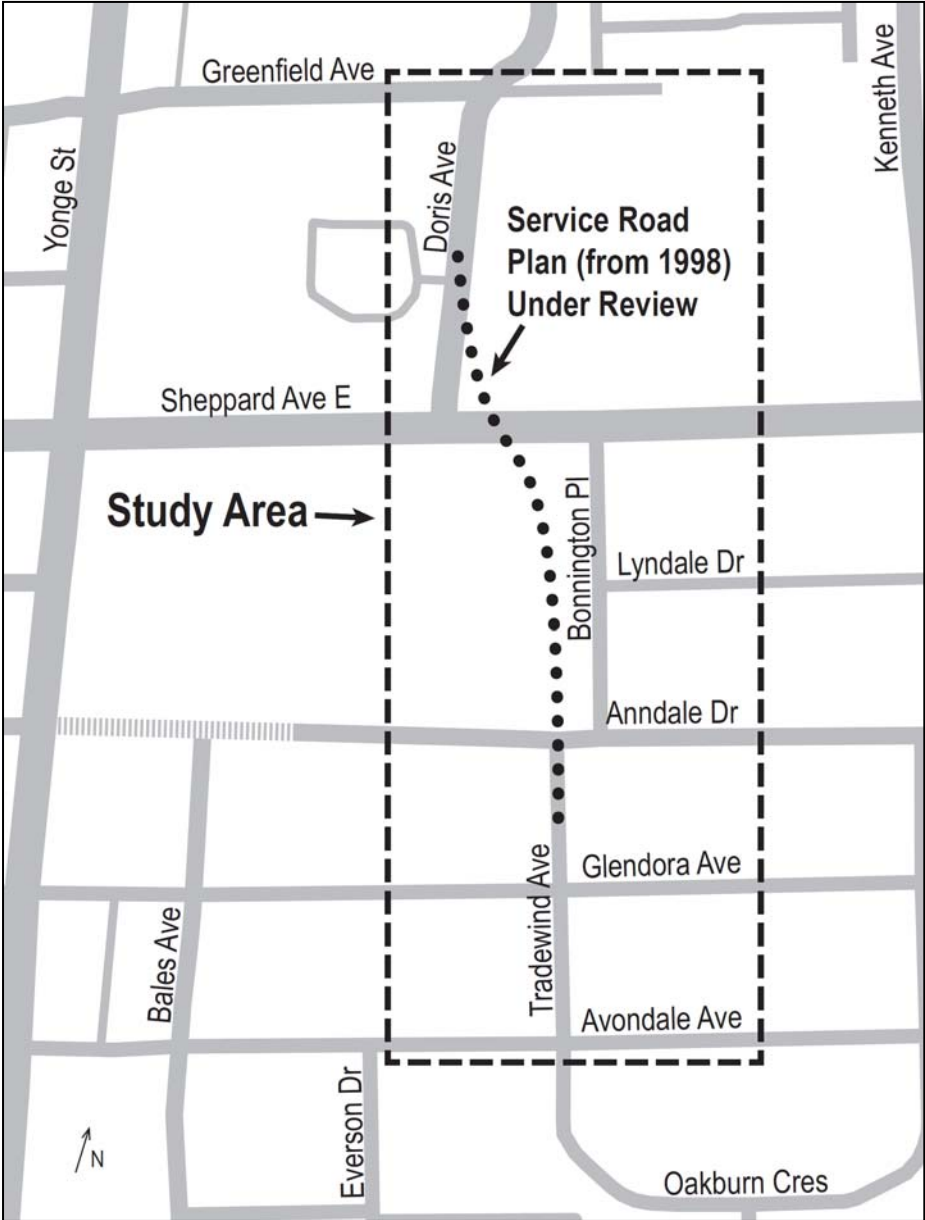
Proposed Changes to Doris Avenue, Bonnington Place & Tradewind Avenue

Overview

The City of Toronto is reviewing a plan for the completion of the North York Centre Service Road south of Sheppard Avenue, which would include a new road connection between Doris Avenue and Tradewind Avenue.

The need for completion of the North York Centre Service Road south of Sheppard Avenue was first established in 1996. This project has several purposes, including:

- Providing convenient rear access to residential, retail, and office buildings on Yonge Street
- Connecting the transportation network, in order to better manage traffic flow on Yonge Street and other alternate routes
- Form a boundary for the high-rise development in North York Centre



The City is considering a two phased implementation approach.

See next page...

Publication date: February 10, 2020

From: Jason Diceman
Sent: November 24, 2020 11:05 AM
To: Jason Diceman
Subject: Dec 1 meeting for NY Service Road: Doris Ave. Bonnington Pl. & Tradewind Ave.

North York Centre: Doris Ave. Extension (South Service Road) – Bonnington Pl. & Tradewind Ave.

City staff will be presenting recommendations for this study to the **Infrastructure & Environment Committee** (IEC) at the **December 1, 2020** meeting. A copy of the staff report is available under [IEC agenda item IE 18.2](#). Interested members of the public can arrange to speak or submit comments to the Committee – see details below.

The North York Centre Service Roads – comprised of Doris Avenue and Beecroft Road – form a ring road around the North York Centre, east and west of Yonge Street.

The Service Roads serve several purposes, including:

- Connecting North York Centre with a finer grained transportation network in order to better manage traffic flow along Yonge Street and other alternate routes;
- Providing convenient rear access to residential, retail, and office buildings on Yonge Street; and
- Forming a boundary for the high-rise development within North York Centre in relation to the adjacent stable residential neighbourhoods.

The completion of the southeastern portion of the Service Road that would link Doris Avenue and Tradewind Avenue across Sheppard Avenue and east of Yonge Street was first studied in detail in a 1996 Environmental Assessment (EA), followed by an EA Addendum in 1998. In 2013, the study was reopened to address important changes in the study area, including extensive high-rise development in North York Centre.

In the intervening period, various options for connecting Doris Avenue and Tradewind Avenue across Sheppard Avenue have been re-assessed (and presented to both Council and the public) with the objective of improving traffic flow to better accommodate growth in North York Centre and mitigating impacts to private property.

Two-phased Approach

As a result of the review that has been undertaken, this EA Addendum recommends a two phased approach as follows:

Phase 1 – Interim: Offset Intersection



- Tradewind Avenue would be extended up to Sheppard Avenue East.
- This would result in an offset intersection at Tradewind Avenue / Sheppard Avenue East and Doris Avenue / Sheppard Avenue.
- Traffic signal phasing would be coordinated at the offset intersection to optimize traffic flow.
- Bonnington Place would be closed off in a cul-de-sac south of Sheppard Avenue East, as proposed in the 1998 EA.
- This was identified as Option C in the Environmental Assessment process, and would complete a portion of the future condition intersection, south of Sheppard Avenue.

Phase 2 – Future: Single Intersection*



- Doris Avenue would be realigned approaching Sheppard Avenue East to meet the northern extension of Tradewind Avenue.
- This would result in a single four-legged intersection, with a skew on the north-east quadrant.
- This is a revised version of Option B identified in the Environmental Assessment process

*This final design is a modification following the February 2020 public consultation. Staff refined the Future condition to achieve the following:

- minimize impact on the Privately Owned Publicly Accessible (POPS) green space north of Sheppard Avenue; and
- avoid impact to the underground parking structure at 45-47 Sheppard Avenue East.

This refinement replaces the cul-de-sac on Bonnington Place with a right-out connection to Sheppard Avenue East, subject to detailed design.

Both phases will protect for a four-lane street south of Sheppard Avenue, with two lanes in each direction, sidewalks on both sides of the road and a wider boulevard where feasible.

Implementation Schedule and Next Steps

Should this item be adopted by IEC, and City Council (December 16-17, 2020), the implementation schedule is as follows:

- Complete Environmental Study Report and 30 day Public Review Period: Q2 2021
- Detailed Design: 2021 – 2023
- Phase 1 Construction: 2023 – 2024

The timing of implementation for Phase 2 has yet to be determined and would be subject to completion of detailed design to minimize impacts where possible, and acquisition of required property.

Visit the project web page for more background information:

toronto.ca/nyc-south-road

Infrastructure and Environment Committee

Members of the public can arrange to speak or submit comments to the Committee.

For those who wish to speak at the meeting regarding the project, you must contact the Infrastructure and Environment Committee Administrator at 416-397-4592 or iec@toronto.ca by 4:30 p.m. on November 30, 2020.

You can also submit comments on any of the agenda items by emailing the Committee at iec@toronto.ca. Communications and public submissions will become part of the public record and will be listed in the legislative record of the meeting.

You may also send comments by mail:

Infrastructure and Environment Committee
Attn: Committee Administrator
Toronto City Hall, Floor 10, West Tower
100 Queen Street West
Toronto, ON M5H 2N2

The following link tells you a little bit more about this process: <http://www.toronto.ca/legdocs/tmmis/have-your-say.htm>.

Jason Diceman

Sr. Public Consultation Coordinator
Public Consultation Unit, PPF&A
[City of Toronto](https://toronto.ca)



Appendix 4 – Letters to Property Owners

Following are the template of personalize letters sent to property owners with potential impacts from the proposed changes in this study.

November 26, 2013

[owners address]

Subject: North York Centre South Service Road Study

Potential Impacts to [property address]

We are pleased to inform you that the City of Toronto is conducting a Transportation Infrastructure Planning Study to develop and evaluate a range of alternative solutions for completion of the North York Centre Service Road south of Sheppard Avenue. You are receiving this letter because the changes being considered may impact your property or your travel patterns.

The Study has been initiated as part of ongoing efforts to improve the road network within the North York Secondary Plan area. It is following the Municipal Class Environmental Assessment (EA) process, and will form an Addendum to a 1996 EA for the Service Road, as amended in 1998.

The focus of the Study is to provide a solution that will link Doris Avenue with Tradewind Avenue, improving mobility and access, relieving congestion, improving cyclist and pedestrian mobility and safety, and supporting current and future residential growth while buffering the established residential area to the east.

A number of alternatives are being investigated for the project, including:

- Do nothing, i.e. maintain existing operation
- Implement the preferred alignment from the '*Downtown Plan South of Sheppard Avenue Environmental Study Report Addendum*' (1998)
- Consider alternative ways of creating a new direct link between Doris Avenue and Tradewind Avenue, through a combination of road alignment alterations and signal coordination

The Study will evaluate solutions based on cost, property and access impacts, accommodation of all road users, traffic operations, road network connectivity, impacts on the natural and cultural environment, and many other factors.

Continued on reverse...

A Public Drop-in Event will be scheduled early in 2014. This event will provide you and your neighbours with an opportunity to review background information, details of the alternatives being considered, evaluation of those alternatives, and to speak directly with the Study team. We will advise you when the details of the event are finalized.

In advance of that public session, we are including some background material with this letter. These materials and more, as well as links to other related projects, are available on the study web page at:

www.toronto.ca/involved/projects/nyc-south-road

We invite you to e-mail, mail or call us to discuss the Study and provide your input.

The City contact is **David Kuperman**, Project Manager, who can be reached by telephone at **(416) 338-0667** or by e-mail at **dkuperm@toronto.ca**.

We look forward to discussing the details of the project with you and receiving your input.

Yours truly,



Stephen Schijns, P. Eng.
Manager, Infrastructure Planning

Stephen M. Buckley
General Manager
Transportation Services Division

Transportation Services Division
City Hall, 22nd Floor East
100 Queen Street West
Toronto, Ontario M5H 2N2

Jeffrey Dea
Manager, Infrastructure Planning

Reply to: Riad Rahman, P.Eng, PMP
Tel: 416-392-8340
Fax: 416-392-4804
rrahman@toronto.ca
www.toronto.ca

June 1, 2015

[property owner name
and postal address]

**Subject: North York Centre South Service Road Study:
Doris Avenue, Bonnington Place and Tradewind Avenue**

Potential Impacts to [property address]

Dear Resident,

You are receiving this letter because the City is proposing changes to local roads that may impact your property or your travel patterns.

The City of Toronto is approaching completion of a study to recommend changes to **Doris Avenue, Bonnington Place and Tradewind Avenue**. This North York Centre South Service Road Study is part of our ongoing efforts to improve the road network within the North York Secondary Plan area.

Attached is a copy of the Public Consultation notice, which summarizes the proposed plan, including a simple map and list of the public benefits. Detailed plan drawings of this recommended plan "Option B" are also included.

Please contact staff at your earliest convenience to confirm that you received this notice and to let us know if you have any questions or concerns.

We invite you to attend an upcoming public drop-in event to view large printed drawings and speak directly with staff and the consulting team.

Date: Thursday, June 11, 2015
Time: 6 p.m. to 8 p.m.
Location: Earl Haig Secondary School, 100 Princess Ave.

As well, we would be glad to arrange direct meeting with you to discuss the project in the coming weeks.

Continued on reverse...

Further information about the study, including project history, background materials, detailed drawings, and evaluation, are available for review on the project web page:

www.toronto.ca/nyc-south-road

If needed, we would be happy to provide these materials in print, on your request.

Again, please contact us at the coordinates below to confirm that you received this notice and to let us know if you have any questions or concerns.

Jason Diceman,
Public Consultation Unit, City of Toronto

Metro Hall, 19th Floor, 55 John Street Toronto, ON M5V 3C6

Tel: 416-338-2830 Fax: 416-392-2974

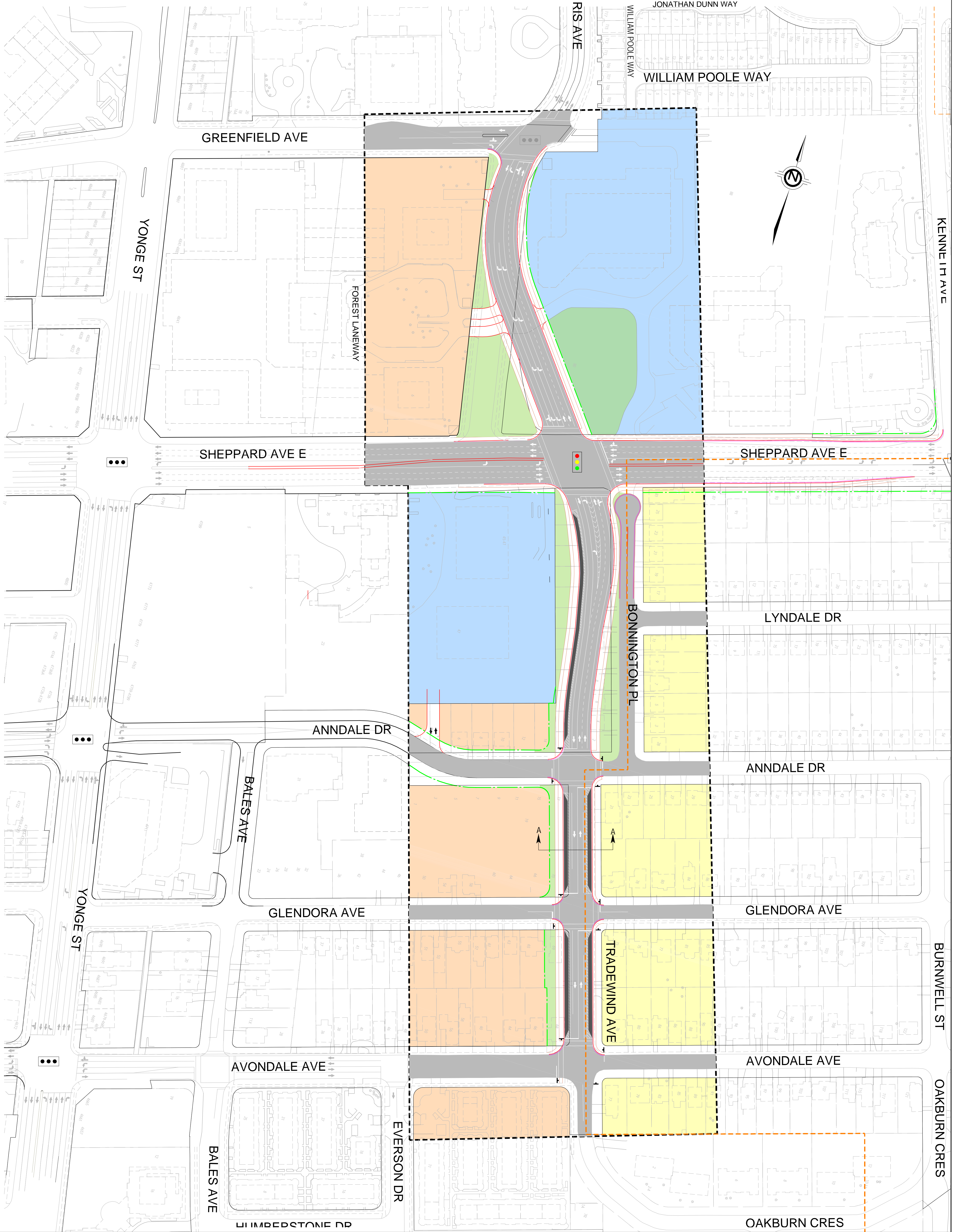
Email: jdiceman@toronto.ca

We look forward to discussing the details of the project with you.

Yours truly,

A handwritten signature in black ink, appearing to read 'Riad Rahman', with a long, sweeping underline that curves upwards and to the right.

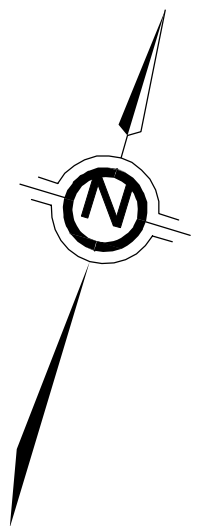
Riad Rahman, PMP, P.Eng.
Project Manager, Infrastructure Planning
Transportation Services



LEGEND

- | | | | |
|---|--|-------------------------|-------------------|
| Study Area | Stable Residential Area | Existing Traffic Signal | On-Street Parking |
| North York Centre Secondary Plan Boundary | Institutional/Commercial Property | Proposed Traffic Signal | Cross Section |
| Existing Property Line | Existing Private Open Space (Moorehead Park) | Existing Median | Stop Sign |
| Proposed Property Line | Proposed Landscaped Buffer | Proposed Median | |

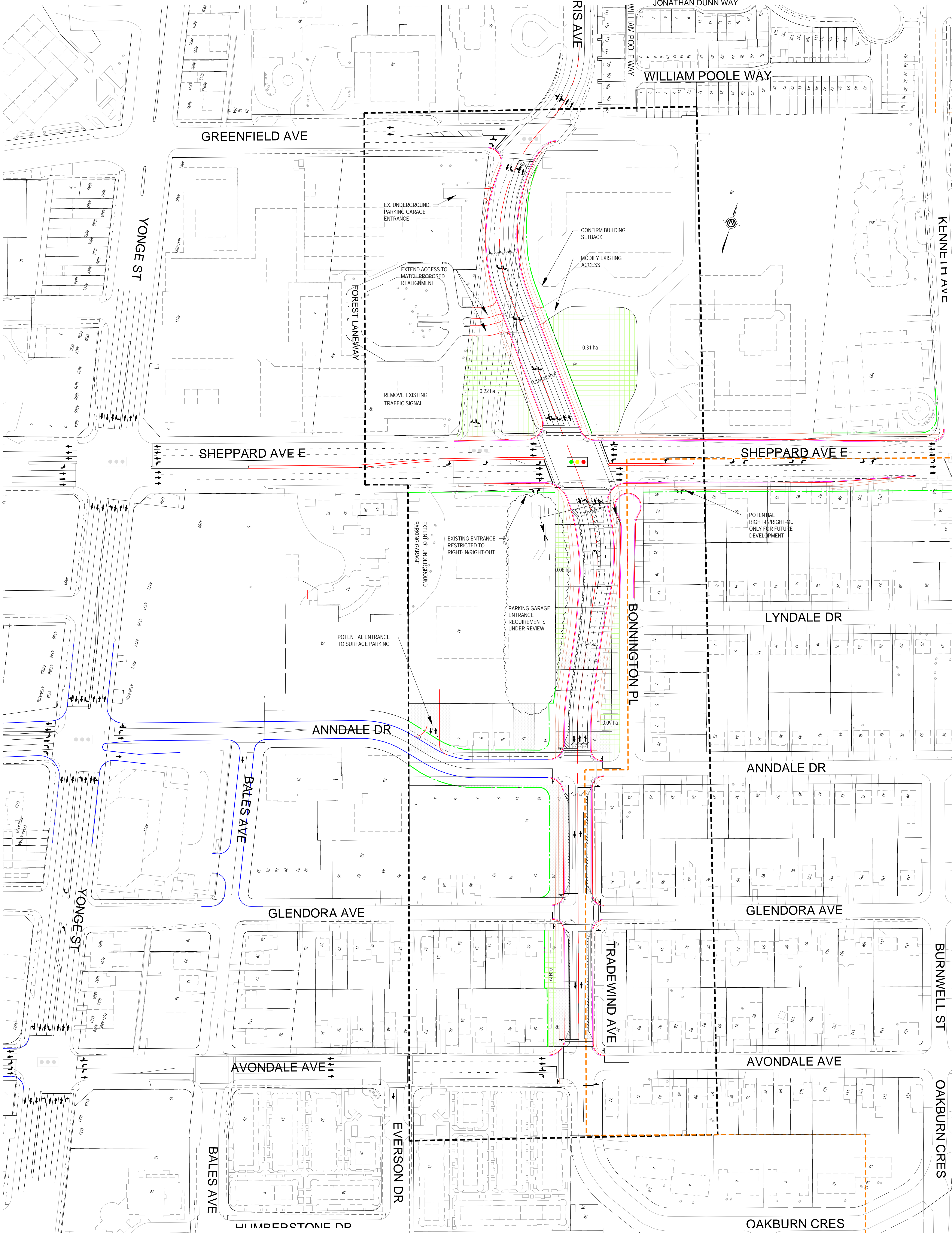
North York Centre South Service Road - Recommended Plan "Option B" (May 28, 2015)



LEGEND

NORTH YORK CENTRE SOUTH
SERVICE ROAD CLASS EA
STUDY ADDENDUM

- STUDY AREA BOUNDARY
- PROPOSED PROPERTY LINE
- PROPOSED CURB
- PROPOSED MEDIAN
- EXISTING MEDIAN
- PROPOSED TRAFFIC SIGNAL





Engineering and Construction Services



GHD

North York Centre South Service Road

Feasibility Study Addendum

OPTION B - Option 2

North York Centre South Service Road - Recommended Plan "Option B" (May 28, 2015)

Appendix 5 – Public Event Results Reports

Overview

On March 5, 2014 the City hosted a Public Drop-in Event from 6 p.m. to 9 p.m. at Earl Haig Secondary School (100 Princess Ave.) The event was well advertised:

- 10,800 illustrated flyers delivered by Canada Post in the area of Yonge St. to Dudley Ave., 401 to Empress Ave. two weeks before the event,
- 144 letters to potentially affected property owners and resident two weeks before the event
- advertisements published in the North York Mirror (East) on February 20 and 27,
- email invitations sent to the preliminary email list of about 18 stakeholders

All display materials were published on the project web page as PDF files shortly following the event: www.toronto.ca/involved/projects/nyc-south-road

Communications Received

- 75 participants signed in at the drop-in event and spoke with staff
- 14 drop-in comment forms were submitted
- 11 email messages were received between March 5 to the close of the comment period on March 27, 2014.

All submissions have been documented, acknowledged and responded to appropriately.

Who Participated

Participants were mostly local residents and property owners who regularly drove in the area, as well as walked. *See further details in Appendix C.*

Comment Summary in One Sentence

Most locals support the project and prefer Option B because it appears to optimize traffic flow, while avoiding residential driveways directly on to the service road; keep in mind many are concerned about traffic infiltration.

Key Themes and Points Raised

Below are an amalgamated summary of key comments submitted.

- Efficiency of traffic circulation is a top priority
- Preference for single intersection (Options A and B) mostly for traffic flow and safety of all road users
- The design should avoid residential driveways directly on to the service road, as this could cause traffic delays and challenging situations
- Many felt this plan will encourage traffic infiltration in to the residential neighbourhoods, and rush hour congestion worse.
- Concerns about pedestrian safety (e.g. wide crossings) and convenience (indirect vs. direct connections between streets and destinations)
- Congestion on Anndale-Yonge-401 should be addressed as part of this project
- The potential for an improved urban park and more green buffers was appreciated, but not seen as top priority (compared to traffic congestion)
- There is a desire for quick implementation
- Concern that City might allow further towers to be built east of Bonnington once additional traffic capacity is introduced by the service road
- Questions / opposition to 49 Sheppard Ave. development as a barrier to service road implementation
- The utility of the bike lanes was called into question

See further details in Appendix A and B.

Prioritization of Key Factors

Question 3 of the comment form asked participants to prioritize "key factors the City is considering when evaluating which road configuration option will be recommended". The results showed "Efficiency of Traffic Circulation" as far and away the most important priority for participants.

	Priority			
Factors	1st	2nd	3rd	Total Points
Efficiency of Traffic Circulation	8	1	2	28
Pedestrian and Cycling Accommodations	1	2	1	8
Traffic Infiltration	1	1	2	7
Planning Policies (e.g. hard edge intended to maintain stable residential neighbourhood)		3	1	7
In-Direct Impacts (e.g. Bonnington Place change to a cul-de-sac, change in travel patterns, changes to on-street parking, etc.)	1	1	2	7

Other factors, such as Impacts to Heritage Features (Moorehead Park), Mature Trees, Open Space, Costs (including construction & land acquisition) and Direct Property Impacts, did not register any priority in participant submissions.

Appendix A – Summary of All Comment Forms

Answers have been summarized and where necessary, moved to the appropriate column

Form #	1. Conditions	2. Option A	2. Option B	2. Option C	2. Option D	4. Other factors	5. Other	7. Public consultation	Out of scope
1		Private driveways should not connect to main road – hazard.	Best. Like urban green space. Private driveways not connecting to main road – hazard.			Safety to ped. Crossing doris Avondale extension. N-S driver safety. Limited access to resident community east side.	Avondale must be widened to 5 lanes: 2 EB 3 WB.		Complete Yonge-401 East first.
2		Like most.	Did not like cul-de-sac. Single traffic light is good.		Did not like. Poor traffic flow.		Reading comments on drawings online was difficult. Well presented.		
3	Everything considered. Priorities important.	[missed]	Like best. Don't really need more parks, but traffic flow is key.	Dislike: poor traffic flow and concern about collisions (including pedestrian)	Worse than C.	Increasing local use of Sheppard-Yonge subway should not be long term goal. Focus on traffic.	"Get crackin" Don't be afraid to expropriate	Well presented, Helpful staff. Glad did not waste money on cookies etc.	
4	Intersections : Anndale and Bonnington; Anndale and Tradewind.		Like best. Smooth.	Bonnington and Anndale is nightmare for all users – needs 4-way stop.	Same as C.	Concerned about worse traffic on Avondale.	4-way stop as Avondale and Bales is awkward.	Too confusing. Lots of materials are superfluous.	
5	Ped. safety and accessibility. Easy access to subway. Well maintained green space.	Easy to use intersection . Not good to have driveways on main road. Narrow sidewalk at SW corner of Greenfield & Doris.	Slalom intersection difficult to drive. Narrow sidewalk at SW corner of Greenfield & Doris. Can ped. cross landscaped	Difficult for pedestrian crossing. Can ped. cross landscaped buffer?	Difficult for pedestrian crossing. Access Bonnington cul-de-sac from Sheppard?	Speed of traffic. Worse congestion at Avondale/Yonge		Need plain language. Better identify staff roles.	

Form #	1. Conditions	2. Option A	2. Option B	2. Option C	2. Option D	4. Other factors	5. Other	7. Public consultation	Out of scope
		Can ped. cross landscaped buffer?	buffer?						
6	What weights do you apply to matrix? All options bring more traffic into area and congestion to Yonge.					Traffic from buildings under construction			
7		2 nd choice. Like straight intersection . Don't like driveways on main road.	1 st choice. Like straight intersection , normal driveways on Bonnington. All good.	Dislike. Awkward and slow traffic.	Dislike. Awkward and slow traffic.			Worked well. Can you post public feedback on web?	
8	Urgency			Dislike. Dangerous.	Dislike. Dangerous .	Urgency			
9								Would like a presentation.	Tie plan to new Yonge-401 flyer to avoid congestion . Join and build fast.
10			Like best. Single intersection .			Safety of residents on Bonnington. Get traffic off small roads.			
11		Green space next to business should be closer to residential houses.on east side.	Green space next to business should be closer to residential houses.on east side.	Less costly, but worse for traffic flow. Like green buffer close to houses on east.	Less costly, but worse for traffic flow. Like green buffer close to houses on east.		Long overdue to address rush hour turning issues.		
12	Current conditions shown fairly.	No east side buffer for Bonnington residents.	Most aesthetic sense. Not much east side buffer for Bonnington residents.	Like east side buffer. But offset intersection is wide.	Like east side buffer	Safety of residents first. Auesthetics and costs second.		Excellent and informative.	
13		Best for				Faster		Well	

Form #	1. Conditions	2. Option A	2. Option B	2. Option C	2. Option D	4. Other factors	5. Other	7. Public consultation	Out of scope
		traffic flow. We have enough parks in Willowdale.				implementation.		organized.	
14	Where does traffic flow to? Avondale can't handle more volume.							401 diagrams were unclear.	

Appendix B – Summary of Emails Following the Public Event

H.C. March 5

- Already too much traffic in the neighbourhood. Concern this would add more.
- Should instead encourage more public transit and active transportation.

G.S. March 6

- 49 Sheppard Ave. project hinders the planning of North York Service Road. I strongly oppose its approval, as it does not represent public interest, i.e. solution for traffic congestion in the Yonge & Sheppard area. The road is overdue, and should be completed as soon as possible, but certainly before any further development is approved.
- 1998 ESR "Tradewind Option" still an option?

M.C. March 11

- Preference is for a SINGLE intersection. [A or B]
- Without knowing the comparative land costs it is hard to say which one I'd prefer. I'm not certain that the land cost on both of those options are exactly the same.
-

J.G. March 15

- I both live (near Yonge & Finch) and work (4711 Yonge) in the NYC area.
- I prefer Option A (second choice B) and I think Options C & D are terrible. My reasons for preferring A is the smoother traffic flow and the large square on the West side of the future Doris Ave.
- With the heavy traffic around NYC, smooth traffic flow is critical; also having a public square on the west side of Doris makes more sense given all the density to the west of Doris.

J.R. March 16

- The creation of a service road without also opening Leona Avenue again and solving the problem of the Yonge/401 will not solve any problems, it will only exacerbate them.
- [Existing and future demand will] ...create a major backlog on Avondale and Harrison Garden Blvd.
- Need more exists to Sheppard
- leave Bonnington open as a second exist to Sheppard Ave
- option A - shouldn't be driveways exiting directly onto the street.
- Option B looks like it would be the best.

- off-set intersection would be very problematic
- I don't think there should be parking on the street or bike lanes (if the bike lanes are going to interfere with driving lanes).
- no more room on the subway for more people either
- I am a local high-rise resident and I walk/use transit in the area daily and I drive (or am a passenger in a car) in the area weekly.

R.G. March 17

- It is truly embarrassing to think that all of these new builds went up, without a proper transportation plan already in place.

R.H. March 18

- Option C seems to offer the path of least resistance for implementation – less land acquisition
- none of the options attractive from the standpoint of a pedestrian, especially a senior citizen, trying to walk to the Yonge-Sheppard subway, or to the shops on Yonge Street. too many lanes of roadway to cross.
- suggest that the City should purchase all of the properties on the east side of Bonnington between Sheppard and Anndale, and create a park
- remaining land on the west side of this portion of Doris could be zoned for retail, which would provide some local shops and restaurants
- no need for bicycle lanes. cyclists are using lesser travelled routes that are connected by parkland, Examples: Gladys Allison to Kenneth Avenue to Leona Drive via Hollywood Park; Willowdale Avenue to Avondale via Glendora Park.

W.P. March 19

- Need to provide more justification for why this proposed road is necessary at all.
- has the possibility of reducing traffic through a Transportation Demand Management Plan been considered?

B.B. March 20

- As a single family detached home owner on Avondale, I am in favor of the “do nothing” scenario regarding the road expansion.
- only bring more condo traffic from north of Sheppard into our area
- instead focus on easier east-bound access to the 401
- worry that by building 4 lanes of traffic you will be pressured by condo developers to... change the city zoning plan to allow for more condo's to be built south of Sheppard/East of Yonge.

J.H. March 21

- Prefer Option A then B
- Prefer: least traffic infiltration, least addition of noise and pollution and the safest option for pedestrians. And preserves the greatest number of trees.
- Concerned proposed rezoning for development east of Bonnington which is moving into the stable residential area, contrary to the plan.
- bike lanes will not work as you have to cross the highway on the sidewalk which means cyclists would have to navigate into the neighbourhood.
- I think Bales Ave. between Avondale and Glendora should become a pedestrian walkway closed to cars. Retail, restaurants and cafes would be a welcome addition
- I did think your presentation at the school was well organized and I appreciated that you had the whole team there to answer questions within their areas of expertise.

R.J. March 27

- Complete design suggested, include direct connection of Doris-Bonnington-Tradewind Service Road to Highway 401 and Counter-Clockwise RoundAbout at MooreHead Park.

Appendix C – Additional Comment Form Data

Question # 3				
	Priority			Total Points
Factors	1st	2nd	3rd	
Efficiency of Traffic Circulation	8	1	2	28
Traffic Infiltration	1	1	2	7
On-Street Parking				0
Pedestrian and Cycling Accommodations	1	2	1	8
Planning Policies (e.g. hard edge intended to maintain stable residential neighbourhood)		3	1	7
Direct Property Impacts (e.g. require acquisition, modify access, etc.)				0
In-Direct Impacts (e.g. Bonnington Place change to a cul-de-sac, change in travel patterns, changes to on-street parking, etc.)	1	1	2	7
Impacts to Heritage Features (Moorehead Park)				0
Impacts on Mature Trees				0
Impacts on Open Space				0
Costs (including construction & land acquisition) <i>*Land acquisition not included in evaluation matrix</i>				0

Question # 6	
Flyer (No Envelope)	9
Letter in an envelope	1
Ad in North York Mirror	0
E-Mail List	2
Other	2
<i>through a friend</i>	1

Website	1
<i>yscondonews.com</i>	1

Question # 8	
Local High-Rise Resident	1
Local House Resident	12
Property Developer	
Business/Property Manager/Rep.	2
Advocacy Org. Rep.	
Resident from Outside Area	1
Other	1
<i>Commuter who uses route</i>	1

Question # 9				
	Daily	Weekly	Occ.	Never
Walk/Transit	6	6	1	
Motor Vehicle	9	4	1	
Bicycle		1	1	4
Other				1

Overview

This Public Consultation Event Report summarizes comments received from the public during the May 28 to June 25, 2015 public consultation phase. Additional direct stakeholder engagement (e.g. with directly impacted properties) was also carried out side of this period and is summarized in the stakeholder consultation sections of the Environmental Study Report.

On June 11, 2015 the City hosted a Public Drop-in Event from 6 p.m. to 8 p.m. at Earl Haig Secondary School (100 Princess Ave.) The event was well advertised:

- 11,280 illustrated flyers delivered by Canada Post in the area of Yonge St. to Dudley Ave., 401 to Empress Ave. two weeks before the event,
- 66 letters to potentially affected property owners one week before the event
- advertisements published in the North York Mirror (East) on May 28 and June 6, 2015
- email invitations sent to the email list of about 88 stakeholder contacts

Prior to the public event, all display materials were published on the project web page as embedded slides on May 28, 2015. An online comment form was also provided.

Project web page: www.toronto.ca/involved/projects/nyc-south-road

Communications Received

Online

- The online comment form received 72 completed submissions (23 prior to the June 11 event)
- 15 email messages were received between May 28 to June 29 2015.

At the drop-in event

- 57 participants signed in at the drop-in event and spoke with staff
- 6 comment forms were submitted at the drop- in event
- 15 idea rating sheets were created and responded to

In addition, City staff have met directly with property representatives and continue to exchange communications:

- 90 Sheppard Ave E - Crown Property Management
- 45-47 Sheppard Ave E - Crown Property Management
- 80 Sheppard Avenue East - TCDSB Planning Services

All submissions have been documented, acknowledged and responded to. See consultation sections of the Environmental Study Report.

Who Participated

Almost all participants were local residents and property owners who regularly walk and drive in the area, as recognized through "About You" questions at the public event registration table and in the online form. *See further details in Appendix C & D*

Comment Summary in One Sentence

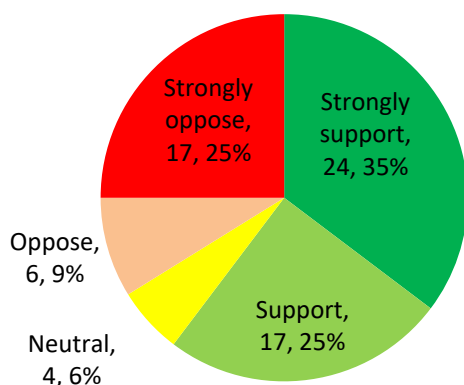
Most locals support the project and prefer Option B because it optimizes traffic flow; there are concerns about pedestrian safety at mid-block crossing & increased local traffic; some oppose the impact on the existing green space.

Online Comment Form - Survey Results

The online comment was completed by 72 residents. The multiple-choice questions in the online comment form provided the following results.

1. How do you feel about the proposed new road connection as presented?

- Majority support (60%) for the new road connection as presented*

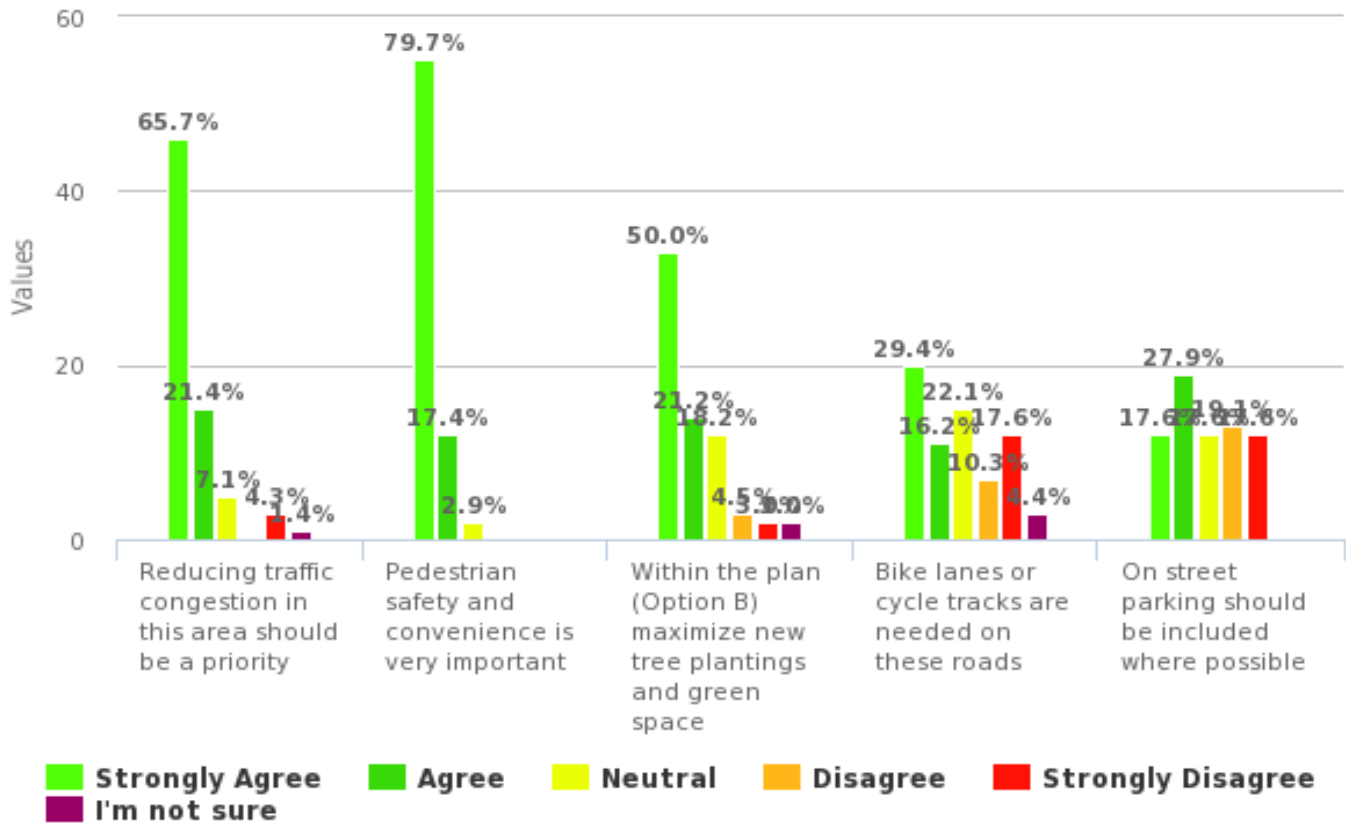


*4 "I'm not sure" responses are not included in the above chart

2. Do you agree or disagree with the following statements

Below is a text summary of the survey results for the five topics in this question, followed by graphic charts.

- "Pedestrian safety and convenience is very important" – unanimous support
- "Reducing traffic congestion in this area should be a priority" - almost unanimous support
- "Within the plan (Option B) maximize new tree plantings and green space" - 71% agreement, with minimal disagreement
- "Bike lanes or cycle tracks are needed on these roads" - mixed opinions
- "On street parking should be included where possible" - mixed opinions

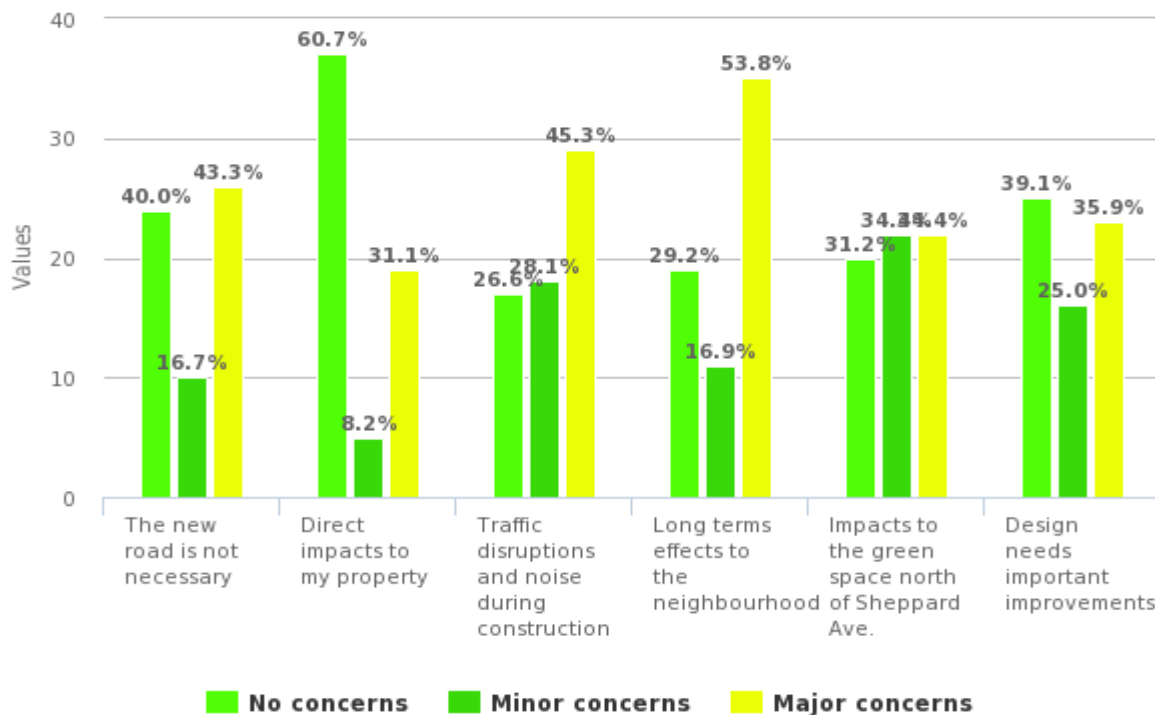


3. Do you have any concerns about the plan?

Below is a text summary of the survey results for the six topics in this question, followed by graphic charts.

In priority order of community concern:

- "Long terms effects to the neighbourhood" - majority have major concerns
- "Traffic disruptions and noise during construction" – majority have some concerns
- "The new road is not necessary" – split opinions
- "Design needs important improvements" – mixed opinions
- "Impacts to the green space north of Sheppard Ave." – mixed opinions
- "Direct impacts to my property" – An important concern for about 1/3 of respondents



Idea Rating Results

The idea rating sheets at the drop-in event generally did not receive enough opinion dots to be considered reliably representative of the attendees (e.g. more than 12 dot/signatures), with the exception of #2 "Option B – Single intersection skewed is a good solution" which had 14 dots in "strong agreement".

That said, ideas and opinion trends among those who did give dots included the following:

- "Option C of D - Offset intersection" was not agreed to be a better solution
- "wider sidewalks" was a popular request
- 'Pedestrian safety' beyond the Sheppard Dorris intersection was referenced multiple times
- 'Save the green space' and 'maximizing trees' was suggested by various participants
- "...remove the cul-de-sac at Leona" had 6 strong agreements

Option B - Single intersection skewed is a good solution

Do you agree? Fill your one dot below & sign on the right:

Strong Agreement	Agreement	Neutral	Disagreement	Strong Disagreement	Not Sure
 14 dots	 0 dots	 0 dots	 0 dots	 0 dots	 0 dots
Strengths & Opportunities			Concerns & Weaknesses		
Best solution of the 4 available, as it allows more movement momentum for drivers & less left turns.			Will be very congested at the all-way intersection around avondale & yonge (access road to hahnman), which will convert the left turn.		

Key Themes and Points Raised

Below are an amalgamated summary of comments submitted, grouped by theme, with no particular order from the online comment form open ended question, paper comment forms and emails. See *raw comment data in the appendices*.

Support for Project (Option B)

- Support for improving traffic flow
- Support for improving pedestrian safety
- Support for implementing the project ASAP
- Feel the design will provide the "smoothest drive"
- Current configuration is very dangerous - this seems like a great improvement
- One set of traffic lights on Sheppard is far safer than 2 sets; the traffic is too busy for the morning and evening rush hours.

Modified Design Suggestions

- Should be two traffic lanes in both directions, at all times, all the way to Avondale Avenue
- Intersection of Bonnington and Anndale needs to also be improved for driver and pedestrian safety
- There needs to be pedestrian cross walks or some way of diverting people near Harrison and Everson, otherwise pedestrians will cause traffic jams to that area
- Request enhanced traffic control at Tradewind/Anndale and Tradewind/Avondale intersections, especially for the benefit of pedestrians.
- The cul-de-sac on Bonnington Place to Sheppard could take place from the third house; similar to Leona.

Alternative / Additional Traffic Flow Solutions

- Congestion to Highway 401 southbound to eastbound needs to be solved
- Need a complete solution for the area requires addressing Avondale Ave., Greenfield Ave. and the Highway 401 Eastbound interchange
- Avondale Avenue residents do not want more traffic on their street, suggest Andale should be the priority queue street for getting onto Yonge Street
- Open up one of many dead end roads that do not currently allow access to Yonge street to improve traffic instead; Area needs another way out to Yonge and to Sheppard
- Like the bike trail but it must be more continuous and connect to other cycling trails / bike lanes
- No street parking on Yonge Street could make it easier for drivers to use Yonge St and avoid taking Doris.

General Concerns with Proposal

- Concerns about pedestrian crossing (including mid-block) with increased traffic and speeds on Doris Ave
 - Especially students and teachers between TCDSB building at 80 Sheppard Ave E and Cardinal Carter Academy for the Arts located on Greenfield Ave.
- Concern about southbound cars shining their headlights directly into the homes on Bonnington Pl. Doris north of Sheppard
- Concern that bend in the road seems too sharp
 - Existing winding intersection at Doris and Greenfield is dangerous and this proposed design is similar
 - Construction should wait until redevelopment to allow for straighter intersection
- Prefer continuous bike lanes rather than green boulevard
- Should provide space for parallel parking
- Concerns about increased traffic in to neighbourhood street
- Concern about noise levels from traffic
- Original EA design was better
- Cost and disruption to life on Doris and Greenfield are too high to justify what is really a minor positive effect
- Concern this will cause more congestion north of Sheppard Ave.
- Concern that developments in the area will cause worse traffic both during their construction and after

Concerns about Proposals Impacts to Existing Green Space and Trees

- Strongly oppose cutting the road through one of a few remaining green spaces
 - On behalf of the North York Community Preservation Panel it is requested that Moorehead Park will remain untouched and preserved in accordance with the Heritage Policies of the City of Toronto Official Plan. OPA Amendment #199....
 - Request seeking to designate this private park, located in the public realm, under the Heritage Act.
- Protect as many trees as possible. It can take two or three generations to recover from tree removals. Object to loss removal of mature trees
- Keep as much green space as possible
- There is a deficit of parkland in North York Centre and this project will make it worse

Concerns from Directly Impacted Property Owners

- Ensure emergency service access is not reduced
- Concern road closer to building will increase noise pollution in the building
- Concerns about restriction on development opportunities

Other

- Loss of green space north of Sheppard could be recovered by gain of green space west of Doris.
- Concerns and requests to minimize construction impacts and disruptions
- Future re-development will hopefully help to pay for this project.
- Thank you for circulating details of the plan
- If on-street parking is considered, they should be metered (paid) parking.

See raw details in Appendix A and B.

Appendix A – Summary of All Comment Forms

Verbatim text from the six comment forms submitted:

#1. I live at [XX] Glendora Avenue. We have a detached garage with access from Tradewind Ave. We should have that access and parking maintained there (driveway).

#2 Park space should be considered especially as this affect a landscaped designed park. (it's irrelevant that it's privately owned. The 1998 Plan should be considered which would avoid the park and provide for tight not skewed intersection.

#3 The study area should extend to Avondale & Yonge intersection. The existing conditions of the intersection are terrible, cues during peak hours are terrible. It's not safe and with the alignment there will be more cars passing through an overburdened intersection.

A four lane cross section through this neighbourhood is not okay. There are young families and this will negatively affect what is already deteriorating.

The cost to acquire property to make this happen will be exorbitant and time and value for alignment doesn't make sense. What's worse is that this is not a true PIC as the City has already expropriated the lands for this alignment. This information was mentioned an owners of the properties.

#4 It was informative from my perspective.

#5 Action time is upon us. 2016 is the 20th anniversary of the the NYC South service road proposal!

#6 At the very least, a divider road should be built, separated by a medium, similar to Yonge by the North York City Hall. The bulk of the population lives west of the proposed road and travel east of it daily, on foot, to get to one of the three school, at least twice daily. As divided, tree lined road, would create horizontal friction to drivers, and allow pedestrians to cross just 2 lanes of one-directional traffic, at a time. Concrete planters would help maintain the current small street aesthetic, and provide safety, from oncoming vehicles, to pedestrians, and also prevent head-on collisions, and reduce driver speed to hopefully within the speed limit.

There is also a stop light intersection currently shut, just one block east, that if re-opened could take traffic off Tradewind.

Appendix B – Summary of Emailed Comments During Comment Period

Below are raw comments collected via email from May 28 to June 25, 2015. Additional details on stakeholder correspondence and responses to questions is included in the stakeholder consultation sections of the Environmental Study Report.

Date	Association	Summary	Details
05-Jun-15	TCDSB Planning Services	TCDSB feedback and comments on design	[see PDF minutes ID 05] Meeting with team on June 2015. Issues raised include: #1 concern from TCDSB perspective is the safety of the students, also Emergency access; no net loss to access arrangements; Noise issues associated with moving the road alignment closer to the building.
29-May-15		General Support	This looks good.
28-May-15		support Option B, t	I own a unit in the condominium at 100 Upper Madison Avenue. Thank you for circulating details of the plan to re-align Doris Avenue at Sheppard Ave. I support Option B, the recommended option as the best long-term option to improve traffic flow.
01-Jun-15		General Support	Looks good. Go for it.

07-Jun-15	Concern about lack of green space	<p>I'm writing not in support of the preferred alignment, as proposed, to connect Doris Avenue to Tradewind Avenue. I'm the former volunteer co-chair of YSARA (Yonge Street Area Ratepayer Associations), and we participated in the OMB decision in 1996. It was a difficult alignment because of the towers on the south side of Sheppard at Doris.</p> <p>I understand that the realignment to connect Doris to Tradewinds facilitates the flow of traffic, and takes out a noticeable segment of green space north of Sheppard at Doris, but the focus should be on improving the community, and not focusing on creating speed lanes for cars. There does not appear to be any parks, or a pleasantly wide boulevard for pedestrians and cyclists.</p> <p>My fear is that you're taking more of the residential community to expand the redevelopment area for more condos.</p> <p>There is a very big deficit of parkland in North York Centre, especially south of Sheppard, and I propose there should be a large park included in the Bales Glendora Avondale block west of Tradewinds to make up this parkland deficit. It will enhance the livability of this compressed area.</p> <p>I'd appreciate a response of receipt of this e-mail, and your comments.</p> <p>----</p> <p>Thank you for your response. I saw the boulevards (how wide?), and bicycle lanes, and please indicate where they go to? Along Doris north of Sheppard?</p> <p>However, you did not mention the creation of new parks. South of Sheppard is very densely populated with the development. Where will there be a new park that is size west of Tradewinds?</p> <p>Your response is appreciated.</p>
09-Jun-15	Concern about impact on green space	<p>Thank you for sending this information. I understand that everyone is working hard on finding the best solution, and all your hard work is appreciated.</p> <p>I am concerned about the road bisecting the green space north of Sheppard Ave. Aside from taking away from a green spot, the impact on students regularly visiting the CEC building, their parents, teachers, the staff at the CEC would be more on the minus side than what you're trying to achieve to convenience a group of new residents to the area.</p> <p>My voice is one, and most people are too busy to look into this matter, although the consequences would be relevant to all of us. Was this idea submitted along with the original plans of the land developer? How can you minimize the size of the green lot that is intended to be taken away? How will people be protected from traffic in the remainder of the green space? Why can't there be an additional stop light instead of cutting through?</p>
17-Jun-15	Scope too limited. Status of "55 Sheppard" condo. Questions about traffic flow.	[see PDF ID 15]
23-Jun-15	Priotize green space.	<p>Priotize green space.</p> <p>New roads should not have bike lanes because of traffic delays and confusion</p>

24-Jun-15	Borden Ladner Gervais LLP - representing several property owners	Concerns about Restriction on Development Opportunity	<p>[see PDF ID 17] Parties Represented: High-Tech Realty Inc. - 4679 to 4687 Yonge St. 1350728 Ontario Ltd. - 17 + 19 Bales Ave 2017253 Ontario Inc-43 Glendora GlenO Ltd- 39 + 51+53 + 55 Glendora Ave. Mark Oulahen - 48 Avondale Ave. SheppBonn Ltd - 91 Sheppard Ave. E. SheppBonn Ltd. And Sarah Oulahen - 25 Bonnington Place Concerns include: Restriction on Development Opportunity; Failure to Consider 1998 Options; Impact of Incomplete Study Area; "claim injurious affection"</p>
28-Jun-15		Exiting from Spring Garden Ave to Doris [north of study area]	<p>[see PDF 20] SNIP: ...residents of Spring Garden Ave(east of Doris), William Poole Way and Johnathan Dunn Way are the ONLY residents, on the east side of Doris Ave, that are forced to make dangerous left & right turns from 'our' street, on to Doris Ave at an un-controlled intersection</p> <p>I am proposing, nay, insisting, that Spring Garden Ave @ Doris Ave be permanently closed off (like all of the other streets, with the exception of Byng, McKee, Empress and Greenfield because they are all controlled) and Spring Garden Ave @ Kenneth Ave be opened(like it always should have been) to allow residents to travel north or south on Kenneth Ave or east on Kenneth Ave.</p>
25-Jun-15	NORTH YORK COMMUNITY PRESERVATION PANEL	Moorehead Park should remain untouched	<p>[see PDF 21} SNIP: On behalf of the North York Community Preservation Panel it is requested that Moorehead Park will remain untouched and preserved in accordance with the Heritage Policies of the City of Toronto Official Plan. OPA Amendment #199.... NYCPP will follow up this request by seeking to designate this private park, located in the public realm, under the Heritage Act.</p>

Appendix C – "About You" Data from Public Drop-in Event

About You Mode of Travel

In the warmer months, how do you travel around North York Centre and how often?

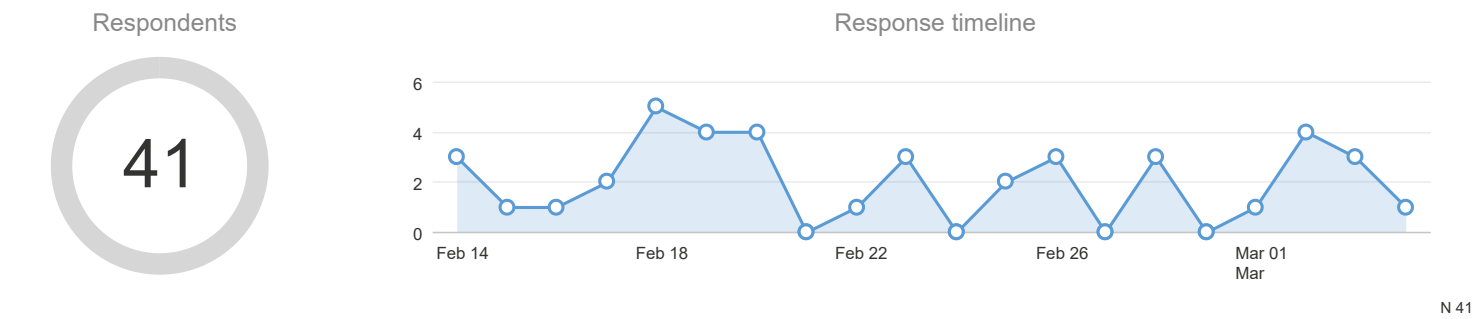
Please fill in **one dot for each mode of travel you use**

	Daily (5 or more trips/week)	Weekly (1-4 trips/week)	Occasionally (1-3 trips/month)
Walk			
Bicycle			
TTC			
Drive (as driver or as passenger)			
Other (please specify)	CRAWL AND SWEAR!		

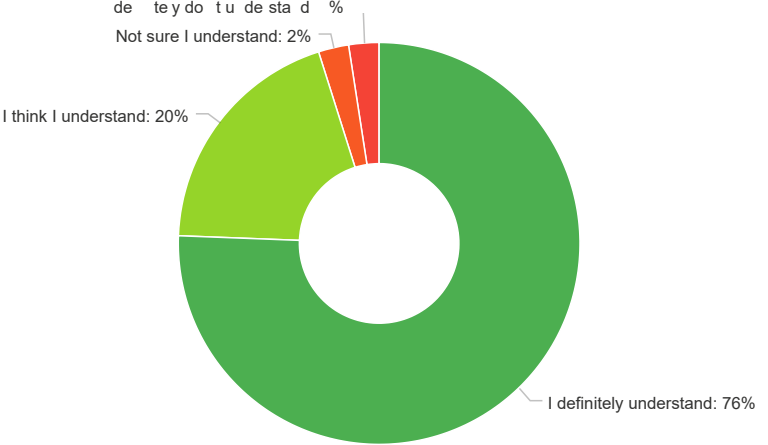
About You Stakeholder Type

Please fill in **one dot** below in the category that best describes the interest you are representing today.

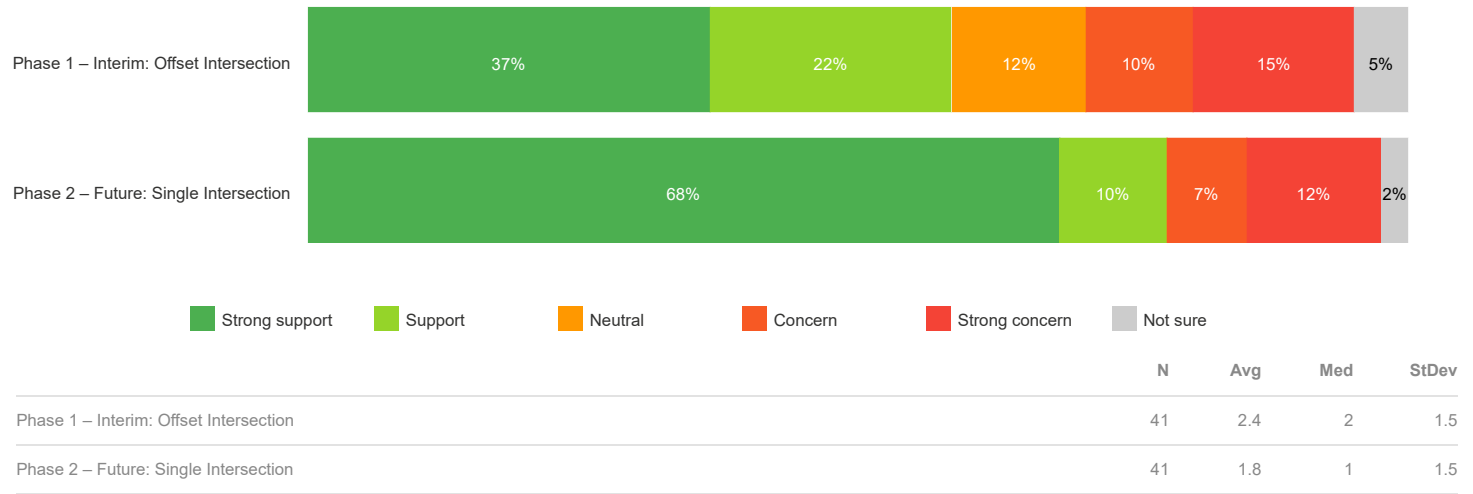
Resident on affected street	<input checked="" type="checkbox"/> 00000000 00000000 00000000 00000000
Resident in the local area	<input checked="" type="checkbox"/> 00000000 00000000 00000000 00000000
Resident from outside the local area	<input checked="" type="checkbox"/> 00000000 00000000 00000000 00000000
Commercial property tenant	<input checked="" type="checkbox"/> 00000000 00000000 00000000 00000000
Property management	<input checked="" type="checkbox"/> 00000000 00000000 00000000 00000000
Institution (e.g. school, place of worship, health centre)	<input checked="" type="checkbox"/> 00000000 00000000 00000000 00000000
Other, please specify:	<input checked="" type="checkbox"/> 00000000 00000000 00000000 00000000
Heritage Interest Public Space Active Transportation	<input checked="" type="checkbox"/> 00000000 00000000 00000000 00000000
COMMUNITY ASSOCIATION	<input checked="" type="checkbox"/> 00000000 00000000 00000000 00000000
Work in Area (e.g. Building)	<input checked="" type="checkbox"/> 00000000 00000000 00000000 00000000
potential pedestrian/vehicular accident victim.	<input checked="" type="checkbox"/> 00000000 00000000 00000000 00000000



Would you say you understand this recommend design and two-phase approach?



What is your overall opinion on the recommendations?



Please explain the reasons for your response to the above questions.

For better flowing on doris, phase 2 would work better ~

a year ago

Option B was the best option in 2015 and was the preliminary recommendation according to the presentation slides. But for some reason, it is not what is being recommended now. What is being recommended now is the off-setting intersection in Option C. Option C was ranked 4th in the recommendations in 2015, so in other words it was the last choice. But now it is being put forth as what should be done with a promise of a second future single intersection that has absolutely no timeframe on it. Considering how long this consultation has been going on, I find it hard to believe there will ever be a phase 2 for this project. The promise of a phase 2 future single intersection is an empty promise. Once the off-setting intersection is built, it will remain and not be change. So why would the City choose the last choice of the previous consultation as the one they will move forward with? Off-setting intersections are very problematic. I have seen offsetting intersections in other parts of the city and they never move well. People get confused about who has the right of way and who can go when. It slows down traffic and is more dangerous for cars and pedestrians. That is not what we need in the area. Option C has the lowest implementation cost which one assumes has a lot to do with why it is being recommended even though it was ranked the lowest in the last consultation. If the City really wants to make things safer for all motorist and pedestrians, this is not a good choice. If the City is going to do something, it should do it right even if it costs a little more. Considering the amount of tax dollars received from the residents who live in all of the condo towers in this area, I would think the City could spend a little more money and give them an intersection that is safe for pedestrians and motorists alike, and keeps the traffic moving.

a year ago

I just appreciate the road going through to provide an alternative to Yonge street, and accessing the Yonge street businesses. Please include a bike lane!!!!

a year ago

I am in support of any plan that relieves that current bi-daily congestion along Bonnington/Tradewind.

a year ago

The single intersection should be implemented immediately. How can the first option be considered interim when the proposed construction is 2022+? That at least three years away..

a year ago

Traffic in these area is horrible and urgently improvement. It takes long line up to left turn into Bennington pl from Sheppard.

a year ago

1. What will be done about Avondale traffic. Currently it takes 10-15 minutes to get from Harrison Garden on to Avondale during the morning rush hour. With the service road implementation, we could take 20-30 minutes to get on to Yonge St. 2. What will be done about the cross walk at Harrison Garden and Avondale? The pedestrians crossing it are constant and with the increased traffic from the service road, it is dangerous for them and will slow down traffic. Can a traffic light be installed there? 3. What if the property acquisition does not happen or takes many years? Then we will be stuck with the third option which is not preferred.

a year ago

I believe the single intersection would cause traffic to speed through the area - creating dangerous conditions on Tradewind as people rush to make the light. Unfortunately with the amount of traffic on Sheppard, and the speed with which it moves during rush hour, I am sure that there will be a number of people on a regular basis who enter the offset intersection and get trapped in it when the light changes.

a year ago

Why not do it once? I don't want road access to my house to be under construction more than once. It will be a huge inconvenience and headache for anyone living on south of Yonge St.

a year ago

Phase 1 design means pedestrians going to the Sheppard Centre shopping mall and points north still have to cross the busy entrance to 45/47 Sheppard East. Happy to see traffic signals at the new Tradewind/Sheppard intersection. With the single intersection in Phase 2, pedestrians heading to the Sheppard Centre and beyond can cross to the north side of the street to avoid the entrance to 45/47 Sheppard East.

a year ago

I am concerned by the proposed construction timing for Phase 1 of 'post-2022'. I am a resident in the area who both walks and drives regularly through the intersections in question. The current intersection of Bonnington Pl and Sheppard Ave E is in my view dangerous to pedestrians at all hours of the day. I frequently witness significant traffic volume using and crossing the three eastbound lanes of Sheppard Ave E in ways that jeopardize the safety of pedestrians on the south side of Sheppard Ave E, owing to the single stop sign at Bonnington Pl. I think the benefits to pedestrian safety of signaling this intersection make it an urgent need that cannot be left to a vague and ever-slipping timeframe years in the future - I believe at a minimum Phase 1 needs a concrete implementation date as soon as possible. I support Phase 2, and while I personally would prefer both phases to be implemented at once, I understand that this may not be feasible, and support the phased approach if it addresses signaling the current intersection with Bonnington Pl as soon as possible.

a year ago

The city should simply go to the single intersection solution immediately. Having 2 phases will further delay the implementation of solving the problem. Further delay will increase cost of construction, traffic jam and potentially increase in pedestrian and vehicular accidents.

a year ago

Phase 2 is going to put a road through a high foot traffic area in front of a school, a condo, an office building, AND removing the park/grassy mound that schoolkids use! Visit the area and see for yourselves that this is poor planning!

a year ago

Phase 1 - the 2 traffic lights on Sheppard are too close together. Undoubtedly, traffic on Sheppard Ave will creep into the intersection at a red light, cutting off cross traffic. The light at Tradewind should be eliminated during Phase 1 until Phase 2 is ready to be implemented.

a year ago

The phase 2 part should be just built immediately, this intersection area is already a nightmare to turn into Bonnington Place right now. It's also very difficult to get into Doris from the area SE of Yonge and Sheppard. It makes no sense to split it into two parts, find a way to acquire the land to connect the roads.

a year ago

If I understand this correctly, Bonnington will be closed to a cul de sac in the interim but reopened when the permanent intersection is created. This means there will be 2 streets running south of Sheppard to ease the traffic crunch on Sheppard and on Yonge.

a year ago

It appears that in Phase 2, you will be cutting through or eliminating the park in front of the Catholic School Board. As part of my commute to work, I walk through this park every morning and afternoon. The only respite in this area from the noise of traffic, street racers and loud muscle cars, the sound amplified by the ever increasing number of condo towers. Many families and their children are playing in this park during the summer. Where will they go?

a year ago

Completely understand the proposed plan for the new road connecting Tradewind and Doris Avenue. Fully support the construction of this new road to alleviate the congestion in this area. As a resident of Bales Avenue for the last 8 years, I have seen the increase in traffic/congestion, especially during rush hour on Bonnington and would like to see this road constructed.

a year ago

The Doris Ave and Tradewind Ave intersection is bizarre as it stands. Stop talking about it and get her done.

a year ago

The area needs traffic lights or enforcement of stop signs. I live on Anndale and trying to cross Bonnington is a death trap, cars go flying through the stop signs or barely stop. I cannot count the number of times I've had to jump back from cars running the stop signs even when I have clearly started crossing. If Tradewind is connected to Sheppard and crosses Anndale it will be the same issue of cars running stop signs but just at a new intersection, we need a traffic light.

a year ago

The interim solution would make it much safer when turning left onto Sheppard when going North. Right now this is a very risky turn especially if you then need to get over to turn right onto Doris. It will also utilize the land which much have cost a great deal to acquire.

a year ago

As a resident on Anndale Drive, I would be very concerned about how streets and sidewalks will be designed south of Sheppard to handle the (presumably) increased traffic. We already have to deal with careless drivers constantly running stop signs and passing school buses. I have two school age children who I am trying to encourage to walk and bike around the neighborhood more. Increased traffic in the neighborhood, if not properly designed and planned, would make me seriously question whether it was safe for them to do so.

a year ago

Wish phase 2 get implemented faster since phase 1 is slightly inconvenient but generally a good idea.

a year ago

The full connection should be implemented within a shorter timeline then what has been recommended.

a year ago

Both options are excellent. I would like to think the City would preserve as many trees as possible. In particular there is one or two large, old, trees in the Vacant lot.

a year ago

I support Phase II, my concern is that the project may stop after Phase I

a year ago

Don't understand why the interim step is necessary.

a year ago

The City has not provided enough space to list the litany of objections to this comically ill-conceived project. I will send them via email to Jason Diceman. Perhaps the most paramount is the total lack of consideration for traffic-related air pollution (TRAP). Using criteria identified by the Board of Health, the neighbourhood is already at the highest possible level of risk due to the proximity to Highway 401 and to Sheppard Avenue. This bright idea proposes to add a third street into that mix. You bring in a highway worth of cars, you will shorten lifespans. You'll likely even kill people. This should be vetted by the Board of Health and Medical Officer of Health and suspended until the City is confident there will be no negative impacts to air quality/TRAP. If it ever proceeds to Phase 1, it should end there. That idiot bean counters are proposing 5 lanes for Phase 2 is swear-worthy. I have a proposal for a new Phase. Let me come defecate in your backyard because I think it's a great idea and I don't need to consider any meaningful impacts to you as the owner/resident. I'd like to hear your feedback.

a year ago

Much safer and more efficient to have a normal intersection, especially with the increased traffic in that area.

a year ago

I think they should just try and go straight to phase 2

a year ago

It will allow ease in the flow of traffic.

a year ago

Too much congestion, this area will become a thru-way. With high speeds and honking. People from the 905 using it as a 401 access, changing the residential nature of the bedroom community. Putting pedestrians at risk. Excessive noise. Litter - as it is now drivers through their coffee cups out the _

a year ago

I use this intersection 4-5 times a week and find the current setup very cumbersome, with turning off Sheppard south bound with no traffic light, then go through several stop signs to get to Avondale. The interim solution would eliminate some stop signs, and the single intersection would provide much safer turn.

a year ago

Will allow better traffic flow onto Sheppard. Will make it safer for pedestrians in the area and slow down traffic on the residential streets.

a year ago

I would be pleased to see the section south of Sheppard move forward as it is currently the site of a number of vacant lots and would provide a second service road connection south of Sheppard which could create the opportunity to reduce Yonge Street to 4 lanes. My concern with Phase 2- single intersection is that the proposed road runs right through the middle of the open space north of Sheppard and its potential impact to the trees currently within the open space.

a year ago

Will help filter vehicles during rush hour for those going northbound on Yonge to reach Doris Ave. Future drivers will now be able to use Tradewind to enter Doris without congesting the Yonge Sheppard intersection.

a year ago

I'm concerned about Avondale Ave. There already is high congestion coming from the condos. It's the only way out or into the condo neighbourhood. To facilitate easier CAR traffic though Tradewinds will make the congestion worse in an already hazardous area. (1) I fear that non-local residents will use Tradewinds/Avondale to cut through to the Hwy 401 or Sheppard Ave. The 4 way stop at Avondale and Bales already don't work during high peak hours. Cars double up and confuse the 4 way traffic orchestration by sneaking in a right turn when it's not that side's turn to move. The drivers are confused because they don't know when to move especially with high traffic of pedestrians. There are lots of pedestrian and school children trying to cross these intersection during rush hour. There are no police enforcement of bad drivers committing traffic, stopping, and parking violations in this area. (2) Cars also consistently stop (with hazard lights on) along Anndale (between Bales and Yonge) blocking a lane while they wait to pick up people from either the Hullmark condos or the TTC station. The same habit occurs at Johnston Ave (between Yonge and Beecroft) right by the Emerald buildings. There is only one lane for going through and one lane for turning along Anndale and Johnston. Cars end up cutting into the turning lane just to go through the intersection because of a series of cars just parked on this no-stopping lane. This is extremely dangerous. Overall, I would prefer that the city make it DIFFICULT for cars to drive through the neighbourhood rather than make it easier for them.

a year ago

The area desperately needs a more integrated intersection to accommodate the volume of traffic attempting to enter Sheppard Ave, E of Yonge, in both directions. Traffic lights in order to maintain discipline and order are needed to ensure both pedestrians and drivers understand how and when it is safe to enter the area. The volume of traffic has exponentially increased in the area E of Yonge, S of Sheppard to Hwy 401. The exit points currently available are not adequate to support this volume.

a year ago

N 38

Any other comment about this project you would like to share with the City?

The traffic problems that currently exist in Avondale area will not be fixed by doing things in a piecemeal fashion. The creation of a service road without also opening Leona Avenue again or leaving Bonnington Place open as a second exit to Shepard will not solve any problems, it will only exacerbate them. Trying to get out of the condo complex area in rush hour is already a problem. There are tens of thousands of residents that live south of Avondale that have no other way out of the condo complex without going through Avondale and the surrounding streets. Opening up a south service road so that even more traffic flows onto Avondale will make things worse. It does not make sense to say that traffic should be moved off of a main road to make it more residential (the Reimagining Yonge Street project) and putting it onto a residential street to make it more commercial. I couldn't tell from pictures online but given the traffic in the area, and how much it will increase if the City does this, I don't think there should be parking on the street or bike lanes (if the bike lanes are going to interfere with driving lanes). The residents that live in the condo complex area south of Sheppard will need all the driving lanes in the diagram to get in and out of the complex.

a year ago

Minimize disturbance of the parkland west of tradewind for cyclists and walkers to those businesses and homes

a year ago

Please include sidewalks for pedestrians in your plans (both sides!)

a year ago

Just improve the timeline and implementation the change as soon as possible. I would like to have more park or recreation area.

a year ago

Concern is if there is an emergency evacuation, the people in condos in the Harrison Garden area will be grid-locked and unable to escape.

a year ago

With the recent opening of a new grade school, the multitude of condos and townhouses and the existing traffic using the area to bypass the Yonge Sheppard corner, the neighbourhood has become exceedingly dangerous. There are a number of streets with no sidewalks creating additional hazards for children and parents with the ever increasing traffic entering the area. While accessing the neighbourhood via Sheppard is currently being discussed what no one has address is how they plan on getting the traffic out of the area - exiting onto Yonge Street via Avondale or Anndale. Current traffic patterns in the area are a mess - ignored stop signs, illegally parked cars - especially those waiting to pick up TTC passengers on Anndale who take up the right hand turn lane, or those cares that speed through the neighbourhood to try and avoid line ups. Left hand turns onto Yonge Street from Avondale are at best chaotic with the inside lane often impacted by the line up of cars southbound waiting to access the east bound 401 (primarily during morning and evening rush hour), cars caught in the Avondale intersection on a red, and the second turn lane impact by the traffic turn right from Florence. I believe that the exit from the area needs to be looked at with just as much interest as is being shown for how to get it into the area. Add to this this cross walk at Avondale and Harrison Garden at which cars can be stuck for extended periods as pedestrians cross the streets.

a year ago

Get rid of the cul-de-sac at Leona and Sheppard!! For area on the south/east side of Yonge and Sheppard there is only one road access to Yonge. Removing the cul-de-sac, which only has three (possibly 4) house on the north side of it, would ease traffic on Bonnington/Tradewind.

a year ago

I hope that the mature trees on Tradewind between Glendora and Anndale can be preserved. I hope also that the very old, stately maple at the southwest corner of Glendora and Tradewind will still be standing when the road is complete.

a year ago

Please make sure there will be a right-turn lane at the southeast corner of Tradewind and Sheppard Ave East for vehicles turning eastbound.

a year ago

Phase 1 looks good on paper, is cost effective, and is a good move forward for pedestrians and vehicle users alike. Phase 2 removes a well-used area enjoyed by children and schoolkids alike. Removing this sanctuary and putting a road right in front of the school is asinine. At the present, there is proper demarcation between pedestrians and vehicular traffic.

a year ago

Phase 2- will the westbound traffic on Sheppard be allowed to turn south at Tradewind at ALL HOURS of the day? There are lots of people who need to get into this area in the morning because they work in this block (Proctor-Gamble, TDSB, Hullmark) or they have children attending school at Avondale PS. We're not trying to take a shortcut to Yonge. By not permitting the turn during 7 am - 9 am weekdays, it adds additional traffic onto Sheppard/Yonge intersection.

a year ago

Please just get it done, the progress of this has been ridiculously slow.

a year ago

Remove the 'no entry 7-9 am' that currently exists on Bonnington. Right now there is no way to go south of Sheppard, other than Yonge or Bayview. Is it any surprise that Yonge/Sheppard is so overloaded? I am not in favour of a 4 lane Yonge St south of Sheppard. There is too much congestion to reduce the number of lanes. You cannot keep adding condos to the Yonge corridor and reducing driving lanes. Do not assume everyone is on the subway. (That is another story.)

a year ago

In Toronto's commitment to offsetting climate change with the unanimous council vote to reduce local greenhouse gas emissions by 80 percent from 1990 levels by 2050, I do not see any evidence of this in North York. Cutting down 40 foot mature trees to install 32 story condos in parking lots (88 Sheppard) for example, increasing GHGs with more cars, pollution and noise. Now we are paving over a park. How does this plan mitigate the risks of climate change. How is this a livable city? Shame!

a year ago

Would like street to be built sooner than the start of 2022!

a year ago

Just do it. Good luck on dealing with the traffic in the area. Hire a construction team from China...they will get her done in 2 weeks.

a year ago

Just please try to make either street connecting to Anndale safer.

a year ago

I am absolutely amazed that this has taken so long to implement. That is why I support the interim solution as it appears the Future solution might take even longer to implement.

a year ago

Good idea, the traffic is really bad Tradewind Ave now.

a year ago

It has taken far too long to connect the two streets. Traffic is unbearable at peak times.

a year ago

It would be especially important to get this done ASAP as Yonge Street is going to be a disaster when it is modified

a year ago

Why do we have to wait post 2022 for phase 1?

a year ago

Start focusing on your own residents, and worrying less about accommodating the 74% of drivers coming from north of Steeles Avenue. You'd literally run me over to make sure non-resident commuters have the easiest possible way to drive in and out of the City. The City makes great strides in services to residents in some areas (parks and rec). Top marks. But on things like transit, transportation, city building, environment, etc., Toronto would rank the absolute lowest out of any of the cities where I have lived. The reckless preoccupation with accommodating cars above all else is absolutely shameful. We want to be a world class city. We are a joke. If you want to be a world class city, then start acting like one. Routing a high-volume highway through a residential neighbourhood would never have even been tabled in a world class city. These respectable cities are focused on reducing or eliminating vehicular traffic altogether. And I say all of this _as a vehicle owner who drives to work every day_. Get your heads on straight.

a year ago

Consider designing for space for bike lanes now. Make the curb lane wider. I think bike lanes should not be on Yonge st.

a year ago

With all the high rises in the neighborhood we need alternate routes out to the main arteries, this is needed. The congestion in the neighborhood gets ridiculous!

a year ago

This will need to be VERY well lit at night for local pedestrians using the subway. It will bring strangers into the area, putting people who walk to and from the Sheppard subway at potential risk.

a year ago

As I am getting on in years, I hope this happens soon, so I can use it.

a year ago

I would like the City to consider pedestrian and bike safety first and not make it any easier for cars to drive through the neighbourhood. Most of the children living in the condos are very young primary age. I would recommend NOT changing the roads but instead change the traffic rules to protect the people first. The traffic is already a huge mess with drivers disregarding rules of the road/rules of driving and, ignoring No stopping / No parking signs. I've been close to being hit by cars several times WHILE WALKING in my 15 years of living in this area. I highly endorse a restriction of car flow through Yonge and the surrounding area by implementing Relmagine Yonge. The restricted driving allows for local residents the option to travel freely without the extra burden of non-local residents using their neighbourhoods as thoroughfare. This study area being a neighbourhood with convenient access to the TTC subway in TWO directions, I would like the city to plan around increased pedestrian, bike and bus traffic rather than accommodating cars.

a year ago

Anticipated timeframes and stages of the work to commence would be helpful. Thank you for the opportunity to provide feedback.

a year ago

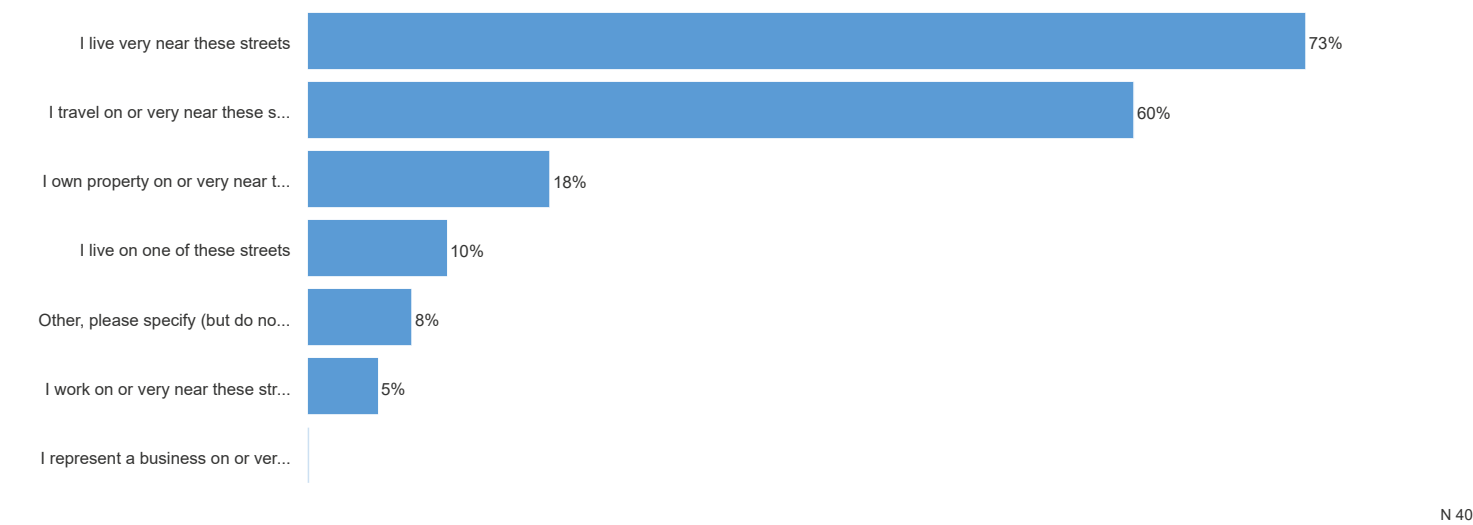
N 29

4. How do you typically travel in North York Centre? (select all the apply)

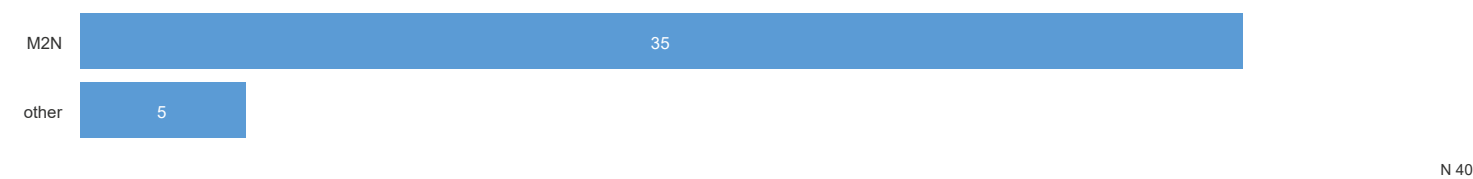


N 40

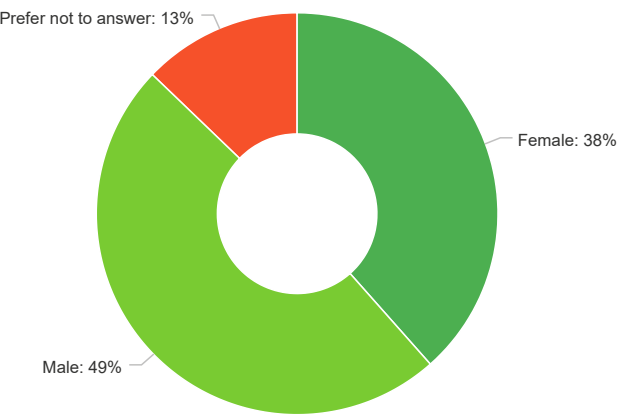
5. Please describe your relationship to Doris Avenue, Bonnington Place & Tradewind Avenue. (Select all that apply)



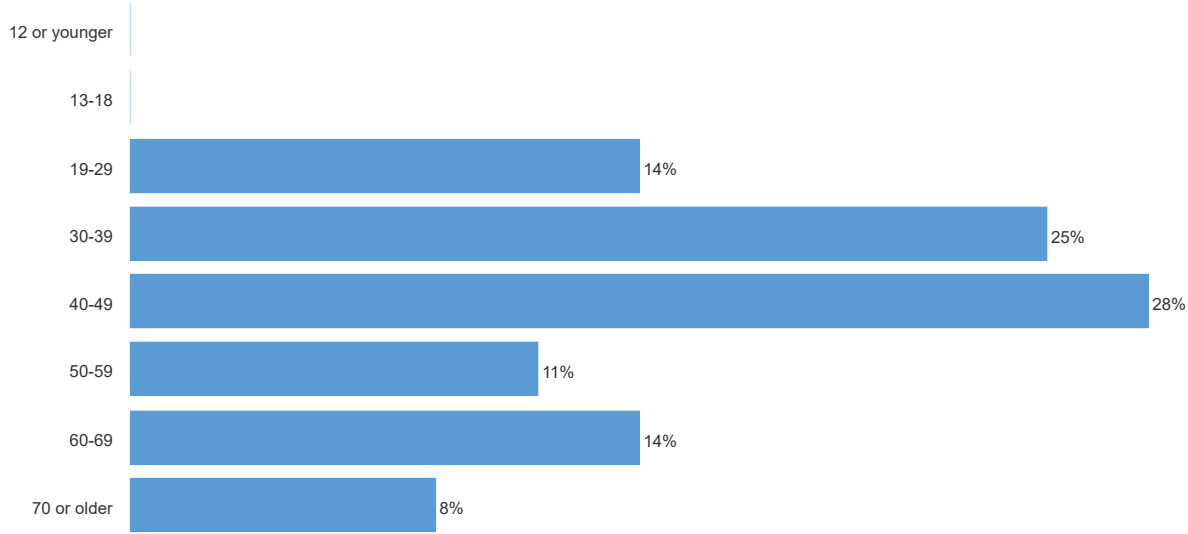
What are the first 3 digits in your postal code?



Gender identity is the gender that people identify with or how they perceive themselves, which may be different from their birth-assigned sex. Gender identity is linked to a sense of self, the sense of being a woman, man, both, neither or anywhere along the gender spectrum (non-binary). What best describes your gender?

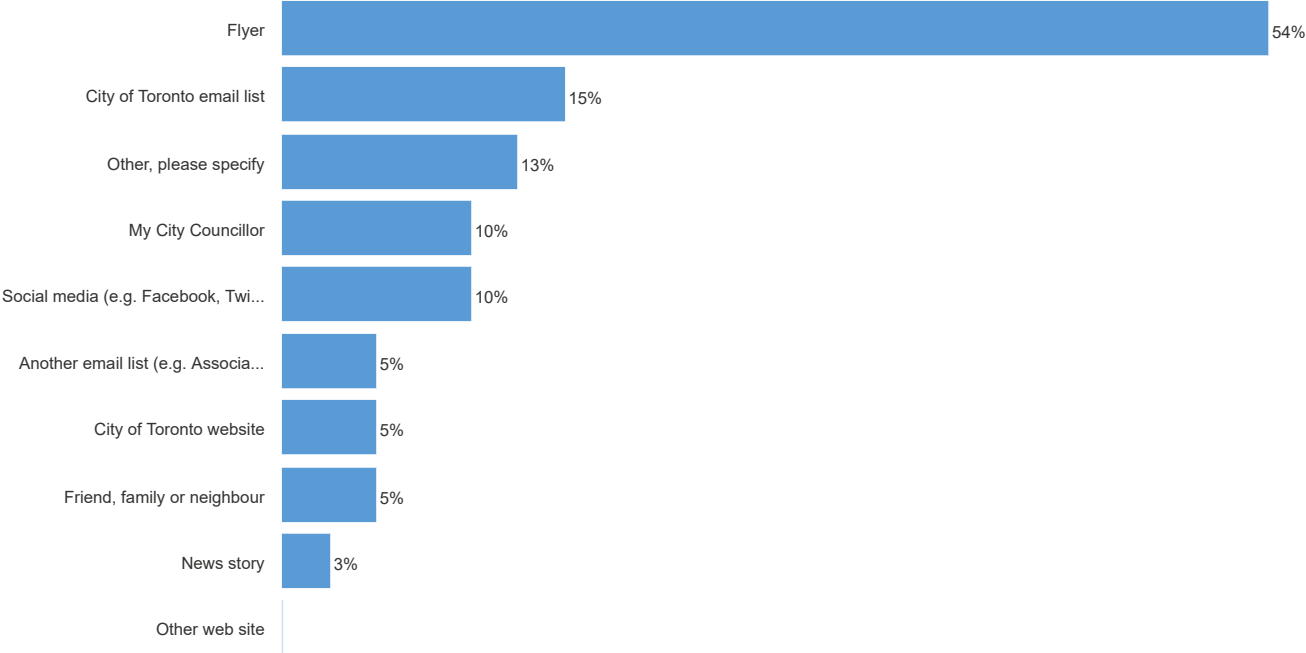


What is your age?



N 36

How did you hear about this project? (Check all that apply)

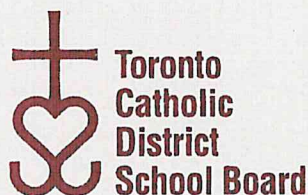


N 39

Appendix 6 – Correspondence with Affected Property Owners

Following are a sample of key messages and meeting records from the late phase of the study.

80 Sheppard Avenue East - Toronto Catholic District School Board's (TCDSB)



February 27, 2020

City of Toronto
Public Consultation
19th Fl, 55 John St.
Toronto, ON M5V 3C6

Attention: Jason Diceman, Senior Public Consultation Coordinator

Re: North York Service Road – Potential changes to Doris Avenue, Bonnington Place & Tradewind Avenue

The Toronto Catholic District School Board (TCDSB) has been engaged in ongoing consultation with respect to the proposed infrastructure upgrades to Doris Avenue, Bonnington Place and Tradewind Avenue. The TCDSB has been an active participant since the commencement of public consultations in June 2015.

The TCDSB acknowledges the City of Toronto's opportunity to complete the North York Service Road, on the east side of Yonge Street through the linkage of Doris Avenue with Tradewind Avenue, across Sheppard Avenue East. Following careful review of the recommendation presented to staff at the February 11, 2020 meeting proposing a two phased implementation plan, the TCDSB **strongly opposes** this potential change pending provision of further/greater details and specifications. Following are the TCDSB's primary concerns with this proposal:

1. Student Safety

Cardinal Carter Academy's main campus is located at 36 Greenfield Avenue with an Annex location at 80 Sheppard Avenue East, directly adjacent to the proposed changes to Doris Avenue. This proposal would negatively affect student mobility and safety both during and after construction. The TCDSB is of the strong opinion that these changes will exponentially increase neighbourhood through traffic, primarily due to traffic bypassing Yonge Street to King's Highway 401. This significant increase to traffic will pose negative impacts to student safety and mobility while also increasing emissions, and worsening local air quality. Based on the information received by TCDSB to date, the proposed changes raise additional proximity concerns with respect to the siting of the realigned road in Phase 2 in relation to the western building edge of 80 Sheppard Avenue East. This proposed alignment will pose significant student safety concerns and limit student, parent and community accessibility to 80 Sheppard Avenue East. In addition, the western entrance to the building is primarily utilized by students travelling between the two campuses.

2. Access

It is our understanding that this proposal will require a significant portion of open space used by the public located directly in front of 80 Sheppard Avenue East. The TCDSB property extends to Sheppard Avenue through a narrow panhandle which raises the concern of the TCDSB losing its Sheppard frontage, along with its associated Sheppard address, through the implementation of the proposed changes. In addition, the TCDSB owns two branded information signs, one along Sheppard Avenue East and the other along Doris Avenue. The proposal elicits concerns with respect to the relocation of these signs, including concerns surrounding visibility and accessibility of the CEC to both the public and visitors.

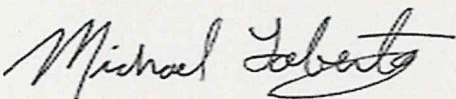
3. Lack of Greenspace

The existing open greenspace located immediately south of the TCDSB offices at 80 Sheppard Avenue East, forms a significant contribution to both the students and broader neighbourhood as one of the only larger green spaces in this area of the City. Currently, the greenspace is a Privately Owned Publically-Accessible Space (POPS) which would be interrupted through the proposed changes as the new road will sever this greenspace in two. The proposal, with respect to its impact on local greenspace, will be problematic for the TCDSB and larger neighbourhood. Students of Cardinal Carter Academy currently lack access to adequate greenspace. A further reduction to this greenspace will pose negative and significant impacts to the student learning environment of Cardinal Carter Academy. This area also forms part of the Fire Safety Evacuation plan as a holding area for both staff and students when evacuation of 80 Sheppard Avenue East is required.

The TCDSB would like to reassert that it is strongly opposed to the proposed changes in Phase 2, as presented, until further details can be made available to the Board, providing the TCDSB with more clarity on this project.

Should you have any questions please do not hesitate to contact me.

Sincerely,



Michael Loberto
Superintendent of Planning & Development Services

Toronto Catholic District School Board
T: 416-222-8282 ext. 2377
E: Michael.Loberto@tcdsb.org

Cc: Erica Pallotta – Senior Coordinator, Development Services
Barbara Leporati – Senior Coordinator
Planning Services Adam Brutto – Senior Manager of Planning & Admissions
Gary Papas – Project Manager (Major Projects) – Toronto Transportation Services

From: [Jason Diceman](#)
To: ["Corsin, Rosetta \(Planning Services\)"; Loberto, Michael \(Planning Services\); Leporati, Barbara \(Planning Services\); Brutto, Adam \(Planning Services\)](#)
Cc: [Gary Papas](#)
Subject: RE: Doris Avenue Extension
Date: November 20, 2020 12:34:13 PM
Attachments: [image003.png](#)

Dear Mr. Loberto and Planning Services for the TCDSB,

We are writing to inform you that City of Toronto Staff will be reporting to the Infrastructure and Environment Committee (IEC) on December 1, 2020, on the recommended design for the [North York Centre South Service Road EA Addendum](#). The Staff report will be made available on the project website (toronto.ca/nyc-south-road) one week prior to the committee date.

In response to your letter dated February 27, 2020, the City is pleased to advise you we have adjusted the skew of the road alignment north of Sheppard Avenue to minimize impact to your westerly driveway access, and the green space fronting your property. As you will recall, the previous road alignment would have significantly impacted your westerly access, shifting it approximately 25 metres eastward. Our new proposal would see the existing eastern curb face of Doris realigned eastward by less than 5 metres (the vicinity of the existing sidewalk).

We believe the revised design addresses the following points:

1. Student Safety

- a. Prior to construction, we will develop a construction staging and feasibility plan. We will work closely with TCDSB to go over the plan, and make refinements, where necessary.
- b. The realigned skew will only shift the existing roadway 5 metres eastward in the vicinity of your site, providing students and the school more buffer space from the minor arterial roadway, than previously planned.

2. Access

- a. We believe the new road alignment will provide the TCDSB with a more consistent view corridor to Sheppard Avenue.
- b. In terms of access signage, the sign currently situated on Doris Avenue may be in close proximity to the future realigned sidewalk and could be relocated by about 1 to 3 metres eastward, while the sign fronting Sheppard will need to be relocated further east. Please note the City will reinstate all existing signage at no additional cost to the TCDSB.

3. Lack of Greenspace

- a. We agree that the privately owned, publicly accessible space fronting 80 Sheppard Avenue East is an important feature to both the school and

surrounding community. We acknowledge that it provides TCDSB students with greenspace and refuge during Fire Safety Evacuations, and therefore, the revised design is intended to predominantly preserve this feature.

Please confirm you have received this message in good order. Should you have any questions, please do not hesitate to contact me.

Jason Diceman on behalf of Gary Papas, Transportation Services, City of Toronto.

Email: Jason.Diceman@toronto.ca

Jason Diceman

Sr. Public Consultation Coordinator
Public Consultation Unit, PPF&A
[City of Toronto](#)



-----Original Message-----

From: Corsin, Rosetta (Planning Services) [mailto:Rosetta.Corsin@tcdsb.org]
Sent: February 27, 2020 2:10 PM
To: Jason Diceman <Jason.Diceman@toronto.ca>
Cc: Loberto, Michael (Planning Services) <Michael.Loberto@tcdsb.org>; Leporati, Barbara (Planning Services) <barbara.leporati@tcdsb.org>; Brutto, Adam (Planning Services) <Adam.Brutto@tcdsb.org>
Subject: Doris Avenue Extension

Good Afternoon Jason:

Please see attached letter.

Thank you.

Regards,
Rosetta

-----Original Message-----

From: Scan-To.Email@tcdsb.org <Scan-To.Email@tcdsb.org>
Sent: Thursday, February 27, 2020 2:05 PM
To: Corsin, Rosetta (Planning Services) <Rosetta.Corsin@tcdsb.org>

Subject:

TASKalfa 6053ci
[00:17:c8:66:6b:de]

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December 1, 2020

Toronto City Hall
10th floor, West Tower
100 Queen Street West
Toronto, ON M5H 2N2

Attn: Matthew Green, Secretariat

Dear Members of the Infrastructure and Environment Committee:

**Re: IE 18.2 North York Centre - Doris Avenue Extension (South Service Road -
Environmental Assessment Addendum)
City of Toronto Ward 18
TCDSB Trustee Ward 5**

The Toronto Catholic District School Board (TCDSB) has reviewed Item 18.2 – Doris Avenue Extension, scheduled for consideration by the Infrastructure and Environment Committee on December 1, 2020.

Since June 2015, the TCDSB has been involved in public consultation and discussion with the City regarding changes to Doris Avenue (North York Service Road), which is located adjacent to the Catholic Education Centre (CEC). In addition to serving as the Board's administrative centre, the CEC, located at 80 Sheppard Avenue East, also accommodates students from Cardinal Carter Academy for the Arts. A meeting between City Staff and stakeholders including TCDSB, was held on February 11, 2020, where initial proposals were presented for the consideration of the group. The TCDSB submitted comments to the City, dated February 27, 2020, strongly opposing the two-phased implementation plan, citing concerns for student safety, access to the CEC and lack of greenspace.

The TCDSB is appreciative of the City's efforts to address some of the concerns noted in the comments dated February 27, 2020. The Board's involvement in future construction staging and feasibility plans scheduled for the Doris Avenue Road realignment is imperative and appropriate steps should be taken to mitigate construction noise, dust, vibration and any disruption of services (ie. water and electricity). Additionally, confirmation that the CEC sign relocation will be at no cost to the Board and that a majority of the privately owned, publicly accessible space fronting 80 Sheppard Avenue East would be maintained.

The TCDSB remains concerned with the following elements of the revised Doris Avenue extension proposal:



1. The proposed realignment shifts Doris Avenue five meters eastward towards the CEC, which would remove some of the passive student open space, including part of the driveway and walkway on the west side of the CEC site compromising student safety. The realignment of Doris Avenue to create a by-pass of Yonge Street will increase existing traffic/congestion in the community. The TCDSB requests the re-examination of a mid-block pedestrian crossing across Doris Avenue or alternatively, that the realignment include some form of traffic calming measures to improve safety conditions for students and staff at the CEC.
2. Furthermore, the elimination of passive student open space on the west side of the CEC would negatively impact students as this space serves as a gathering area during the morning and afternoon drop-off for students at Cardinal Carter Academy for the Arts, as well as evacuation space in the event of an emergency.
3. The TCDSB also has concerns with ensuring continuity of the CEC's municipal address of 80 Sheppard Avenue East. The TCDSB requests confirmation that this would be included in any future plans for a Doris Avenue realignment.
4. Additionally, the realignment of Doris Avenue would eliminate a large row of trees on the privately owned, publicly accessible space fronting 80 Sheppard Avenue East. The TCDSB therefore requests assurances that the City will provide for the replacement of said trees along any newly constructed realignment of Doris Avenue.

The TCDSB is appreciative of the opportunity for ongoing dialogue and communication with the City throughout the process of the Doris Avenue Extension – South Service Road. The TCDSB wishes to continue to work with the City on **further refining this proposal** to ensure that students/parents and staff at the CEC can feel confident that the plan is a safe and effective tool for improving traffic flow to better accommodate growth in North York Centre..

Should you require additional information regarding our comments, please contact Tomasz Oltarzewski, Supervisor of Planning at tomasz.oltarzewski@tcdsb.org

Regards,

A handwritten signature in black ink that reads "Michael Loberto".

Michael Loberto
Superintendent, Planning and Development Services

Cc: Jason Diceman, Sr. Public Consultation Coordinator – City of Toronto



Maria Rizzo – Trustee, Ward 5

Joseph Martino – Chair of the Board and Trustee, Ward 1

Dr. Brendan Browne – Director of Education, TCDSB

Cristina Fernandes – Superintendent of Education Area 4, TCDSB

Mary Topping Keenan – Principal, Cardinal Carter Academy for the Arts, TCDSB

Barbara Leporati – Senior Coordinator, Planning Services, TCDSB

Nicholas D’Urzo – Acting Senior Coordinator, Development Services, TCDSB

Gary Papas

From: Gary Papas
Sent: December 16, 2020 2:12 PM
To: 'Tomasz.Oltarzewski@tcdsb.org'
Cc: Jason Diceman; 'Michael.Loberto@tcdsb.org'; 'barbara.leporati@tcdsb.org'; 'Brutto, Adam (Planning Services)'
Subject: RE: TCDSB Comments - Item 18.2 Infrastructure and Environment Committee - Doris Ave Realignment

Hi Tomasz,

Thanks for your sharing TCDSB's response to our revised design.

If the item is approved by City Council (to be heard either today/tomorrow), I'd like to continue to engage the TCDSB throughout the design process, so we can address your concerns, and have you onside with this proposed road improvement.

I have reviewed your key concerns, and have provided a response to each below:

1. The proposed realignment shifts Doris Avenue five meters eastward towards the CEC, which would remove some of the passive student open space, including part of the driveway and walkway on the west side of the CEC site compromising student safety. The realignment of Doris Avenue to create a by-pass of Yonge Street will increase existing traffic/congestion in the community. The TCDSB requests the re-examination of a mid-block pedestrian crossing across Doris Avenue or alternatively, that the realignment include some form of traffic calming measures to improve safety conditions for students and staff at the CEC.
- We'll undertake a safety audit and look for opportunities to improve pedestrian safety at crossings, where feasible.
2. Furthermore, the elimination of passive student open space on the west side of the CEC would negatively impact students as this space serves as a gathering area during the morning and afternoon drop-off for students at Cardinal Carter Academy for the Arts, as well as evacuation space in the event of an emergency.
- The proposed road alignment would likely fully remain within the public right of way, and not impact TCDSB private property. Please note, we have preserved the green space, which was identified previously as the emergency evacuation space. Once we develop designs, I'll be happy to share them with you.
3. The TCDSB also has concerns with ensuring continuity of the CEC's municipal address of 80 Sheppard Avenue East. The TCDSB requests confirmation that this would be included in any future plans for a Doris Avenue realignment.

- This is possible. We need to inform emergency services that TCDSB will maintain 80 Sheppard address, and include signage on Sheppard to direct visitors to your access. We've done this with other properties in the past, so it shouldn't be a problem.
- 4. Additionally, the realignment of Doris Avenue would eliminate a large row of trees on the privately owned, publicly accessible space fronting 80 Sheppard Avenue East. The TCDSB therefore requests assurances that the City will provide for the replacement of said trees along any newly constructed realignment of Doris Avenue.
- We're minimizing impact to the green space as best we can. Through detailed design, we will further investigate opportunities to minimize impacts to the open space, and existing trees. Again, this is something we are happy to discuss with you once the drawings become available.

Please don't hesitate to contact me should you have further questions.

Regards,
Gary

Gary Papas, MSA
Senior Project Manager
Capital Projects & Program | Transportation Services
City Hall, 22nd Floor, East Tower
100 Queen Street West

416.392.1136
Gary.Papas@toronto.ca

From: Oltarzewski, Tomasz (Planning Services) [<mailto:Tomasz.Oltarzewski@tcdsb.org>]
Sent: November 30, 2020 9:27 AM
To: Infrastructure and Environment <iec@toronto.ca>
Cc: Jason Diceman <Jason.Diceman@toronto.ca>; Loberto, Michael (Planning Services) <Michael.Loberto@tcdsb.org>; Leporati, Barbara (Planning Services) <barbara.leporati@tcdsb.org>; Brutto, Adam (Planning Services) <Adam.Brutto@tcdsb.org>
Subject: TCDSB Comments - Item 18.2 Infrastructure and Environment Committee - Doris Ave Realignment

Good Morning,

Please see the attached TCDSB comments for **Item 18.2 – Doris Avenue Realignment** to be considered at the Infrastructure and Environment Committee on December 1, 2020.

Kindly confirm the receipt of these comments and that they will be included on the agenda as an attachment.

Thank you,

Tomasz Oltarzewski (B.U.R.Pl.)

Supervisor of Planning (Municipal Planning)
TCDSB Planning Services
tomasz.oltarzewski@tcdsb.org
Tel: (416) 222-8282 Ext. 2278

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**45-47 Sheppard Ave. and 90 Sheppard Nominee Inc.
- both represented by Crown Realty Partners)**

Gary Papas

From: Gary Papas
Sent: November 26, 2020 10:01 AM
To: Lauryn Pittana
Cc: Jason Diceman; Owen Plamenco
Subject: RE: Doris Extension
Attachments: 202011_Doris alignments -Proposed_Existing_GHD.pdf

Hi Lauryn,

Apologies for the delay. Please see the alignment comparison attached. We illustrate the following:

- Existing alignment
- Option B alignment, previously proposed
- Option B alignment, currently proposed

Let me know if you have any questions.

Regards,
Gary

From: Gary Papas
Sent: November 25, 2020 2:43 PM
To: Lauryn Pittana <lpittana@crp-cpmi.com>
Cc: Jason Diceman <Jason.Diceman@toronto.ca>; Owen Plamenco <Owen.Plamenco@toronto.ca>
Subject: Re: Doris Extension

Hi Lauryn -

Just updating you on the second drawing. Should have something tomorrow. Hope that's ok.

Regards,
Gary

Sent from my iPhone

On Nov 23, 2020, at 3:29 PM, Gary Papas <Gary.Papas@toronto.ca> wrote:

Hi Lauryn,

Nice chatting with you today.

Please find attached the draft alignment staff is recommending to Council. Please do not share this alignment with others, as it still is draft, and needs to advance through detailed design. As discussed, the area required to the northeast (grassy mound) is not precise, and will be confirmed through detailed design. Hopefully the attached (also shown below) gives you a sense of the area impacted (76.4 m²).

Just working with my tech to develop an overlay of the original recommendation with this new alignment. Should get that to you by tomorrow.

Let me know if you need anything else.

<image001.png>

Best regards,
Gary

From: Lauryn Pittana [<mailto:lpittana@crp-cpmi.com>]
Sent: November 23, 2020 11:41 AM
To: Gary Papas <Gary.Papas@toronto.ca>
Cc: Jason Diceman <Jason.Diceman@toronto.ca>
Subject: RE: Doris Extension

Thanks Gary.
I have a few questions. Can I give you a quick call? If so, what is the best number to reach you at?
Thanks again,

Lauryn Pittana
Crown Realty Partners
M 416.616.9010

From: Gary Papas <Gary.Papas@toronto.ca>
Sent: November 20, 2020 12:40 PM
To: Lauryn Pittana <lpittana@crp-cpmi.com>
Cc: Jason Diceman <Jason.Diceman@toronto.ca>
Subject: RE: Doris Extension

Hi Lauryn,

Forgot to include the revised conceptual road alignment.

Please see attached.

Regards,
Gary

From: Gary Papas
Sent: November 19, 2020 4:21 PM
To: 'Lauryn Pittana' <lpittana@crp-cpmi.com>
Cc: Jason Diceman <Jason.Diceman@toronto.ca>
Subject: Doris Extension

Hi Lauryn

I hope all is well.

It's been awhile since we last touched base. I wanted to inform you that Staff will be reporting to the Infrastructure and Environment Committee on December 1, 2020, on the recommended design for the North York Service Road EA Addendum. The Staff report will be made available on the project website one week prior to the committee date (November 24, 2020).

The City is pleased to advise you we have adjusted the skew of the conceptual proposed road alignment north of Sheppard Avenue to minimize impact on your green space fronting Sheppard Avenue. As you will recall, the previous road alignment would have traversed through the middle of the green space. The revised design is intended to predominantly preserve this feature.

On the south side of Sheppard Avenue, we also believe the alignment of the road/sidewalk can shift eastward to avoid the underground parking structure. We will need to confirm this through detailed design.

The City is still committing to the following (as discussed in February 2020):

- developing two options identifying proposed access off of Anndale Drive and Doris Avenue
- testing auto turn to see what is feasible in terms of garage access
- Providing signage for wayfinding to the parking facility

Should you have any questions, please do not hesitate to contact me.

Regards,
Gary

Gary Papas, MSA

Senior Project Manager
Capital Projects & Program | Transportation Services
City Hall, 22nd Floor, East Tower
100 Queen Street West

416.392.1136

Gary.Papas@toronto.ca

<202011_Doris_Realignment.pdf>



Christopher J. Williams
Direct: 416.865.7745
E-mail: cwilliams@airdberlis.com

November 30, 2020

Our File No. 155862

BY EMAIL

Mr. Jason Diceman
Sr. Public Consultation Coordinator
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, ON M5V 3C6

Dear Mr. Diceman:

**Re: 90 Sheppard Avenue East
Proposed Changes to Doris Avenue, Bonnington Place and Tradewind
Avenue: North York Centre South Service Road**

We write on behalf of our client, 90 Sheppard Nominee Inc., which is the registered owner of lands municipally known as 90 Sheppard Avenue East to the Infrastructure and Environment Committee for its consideration on December 1, 2020, on the recommended design for the North York Service Road EA Addendum.

Our client, and its consultants, have reviewed the above noted Municipal Class EA, design and staff report and addendum documents provided by the City of Toronto (the “**City**”) with respect to draft designs for the reconfiguration of Doris Avenue, Tradewind Avenue and Bonnington Place.

Our client's properties are prime redevelopment lands and the proposed preferred design directly impacts development opportunities, including high-density mixed-use redevelopment on the sites. From initial preliminary design work, our client and its consultants, have concluded that the proposed design continues to limit the development that could be achieved in the usual course, absent the City's proposed project. We therefore strongly urge the City to reconsider its proposed design to mitigate or eliminate impacts on the development potential of our client's property.

Our client notes the proposal will involve taking more of our property than previously contemplated which will further limit development potential on our client's site. It will also bring cars much closer to the green space which will negatively impact the tenants who use it. This will result in significant cost to the City in damages caused to our client.

Any required land acquisitions as well as the development and use of the proposed road works will affect the current use and operation of our client's property, affecting access, marketability, quiet enjoyment by tenants and customers etc.

November 30, 2020

Page 2

We would be pleased to meet with the City to discuss alternative designs that would lessen or potentially eliminate the impact to our clients' lands.

Yours truly,

AIRD & BERLIS LLP

A handwritten signature in dark ink, appearing to read "Chris Williams", with a stylized flourish at the end.

Christopher J. Williams

CJW/tp

39111606.3

November 30, 2020

Our File No. 155862

BY EMAIL

Mr. Jason Diceman
Sr. Public Consultation Coordinator
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, ON M5V 3C6

Dear Mr. Diceman:

**Re: 45-47 Sheppard Avenue East
Proposed Changes to Doris Avenue, Bonnington Place and Tradewind
Avenue: North York Centre South Service Road**

We write on behalf of our client, 45-47 Sheppard Avenue East Inc., which is the registered owner of lands municipally known as 45-47 Sheppard Avenue East to the Infrastructure and Environment Committee for its consideration on December 1, 2020, on the recommended design for the North York Service Road EA Addendum.

Our client, and its consultants, have reviewed the above noted Municipal Class EA and addendum documents provided by the City of Toronto (the "City") with respect to draft designs for the reconfiguration of Doris Avenue, Tradewind Avenue and Bonnington Place.

The proposed design has a significant impact on our client, and its tenants use and enjoyment of its property. Our client's property will be negatively impacted by the removal of all lane access from Sheppard Avenue and the loss of parking spaces do to the need to construct a new entrance point, not to mention the construction and administrative costs of the same.

We would be pleased to meet with the City to discuss alternative designs that would lessen or potentially eliminate the impact to our clients' lands.

Yours truly,

AIRD & BERLIS LLP



Christopher J. Williams

CJW/tp

39111606.3

Jason Diceman

From: Jason Diceman
Sent: March 9, 2021 5:12 PM
To: Christopher Williams; Ajay Gajaria; tpatterson@airdberlis.com
Cc: Gary Papas
Subject: North York Centre: Doris Ave. Extension (South Service Road) – Bonnington Pl. & Tradewind Ave.
Attachments: Doris Extension; RE: Doris Extension; RE: Doris Extension; RE: Doris Extension

Dear Mr. Williams of Aird & Berlis LLP

Please accept my apology for not getting back to you sooner.

The Doris Ave. Extension (toronto.ca/nyc-south-road) project team has received your letters regarding 45-47, and 90 Sheppard Avenue East, both dated November 30, 2020.

Leading up to the receipt of these letters, the City's Project Manager, Gary Papas, was in touch with your client, Ms. Lauryn Pittana. I've attached all pertinent emails for your records.

As it relates to both sets of properties, we understand the expressed concerns as they relate to access and loss of parking spaces for 45-47 Sheppard Avenue East, and property related impacts to 90 Sheppard Avenue East.

The City has committed to the following:

45-47 Sheppard Avenue East:

- developing two options identifying proposed access off of Anndale Drive and Doris Avenue
- testing AutoTURN to see what is feasible in terms of garage access
- Providing signage for wayfinding to the parking facility (at no cost to Crown Property)

90 Sheppard Avenue East:

- Minimizing impact and property needs on 90 Sheppard to the greatest extent possible

The City will continue to work closely with your client as design advances.

Best regards,

Jason Diceman on behalf of

Gary Papas, MSA, PMP

Senior Project Manager
Capital Projects & Program | Transportation Services
City Hall, 22nd Floor, East Tower
100 Queen Street West

25 Bonnington Place and 87, 91, 93 and 95 Sheppard Avenue East - SheppBonn Ltd.

Isaac Tang
T 416.367.6143
F 416.367.6749
itang@blg.com

Borden Ladner Gervais LLP
Bay Adelaide Centre, East Tower
22 Adelaide Street West
Toronto ON M5H 4E3
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T 416-367-6000
F 416-367-6749
blg.com



File No. 018298/000014

November 30, 2020

DELIVERED BY EMAIL (iec@toronto.ca)

Infrastructure and Environment Committee
c/o City Clerk's Office
City of Toronto
City Hall, 100 Queen Street West
10th Floor, West Tower
Toronto, ON M5H 2N2
Attention: Matthew Green

Dear Chair Pasternak and Members of the Infrastructure and Environment Committee:

Re: Item IE18.2 – North York Centre - Doris Avenue Extension (South Service Road - Environmental Assessment Addendum)
SheppBonn Ltd.

We are legal counsel to SheppBonn Ltd. (“**SheppBonn**”), the owners of the properties municipally known as 25 Bonnington Place and 87, 91, 93 and 95 Sheppard Avenue East, in the City of Toronto (the “**Subject Property**”). Over many years, SheppBonn has assembled properties along the Sheppard Avenue East corridor. It continues to assemble properties along this corridor and has plans to redevelop the Subject Property, with or without additional property acquisitions.

SheppBonn is supportive of the continued efforts of the City to improve the local road network, including the completion of the ring road around the North York Centre. However, it also supports minimizing impacts to the Subject Property and properties that it has an interest in acquiring near the future intersection to facilitate development. Its concerns to date include the following:

1. The interim condition (Phase 1) and future condition (Phase 2) appear to propose some form of restriction to the access to Sheppard Avenue East from Bonnington Place, including a full closure of Bonnington Place in Phase 1 and a restricted right-out access to Sheppard Avenue East in Phase 2. Both of these conditions may impact the ability of the Subject Property to redevelop as they limit access to Sheppard Avenue East. We are also concerned with any restriction to the traffic circulation from the Subject Property to Bonnington Place (northbound and southbound movement for existing and future uses) in either the interim or future condition.

2. The staff report notes that there may be additional property acquisitions to facilitate the road alignment and intersection improvements following detailed design. As a property owner with substantial holdings near the future intersection, SheppBonn requests that any impact to the Subject Property through acquisition or otherwise be minimized to the extent possible.

SheppBonn will continue to monitor the progress and implementation of the Environmental Study Report (ESR) Addendum, including review of the materials filed on public record during the 30-day review period. Our clients have significant interest in this project, particularly in relation to the improvements proposed to Yonge Street through the City's REimagining Yonge Environmental Assessment and the timing related to both projects.

Please provide us with notice of any future Council, Committees of Council, public meetings related to the ESR Addendum and the North York Centre South Service Road Environmental Assessment Addendum Study, including decisions made regarding these matters.

Yours very truly,

BORDEN LADNER GERVAIS LLP



Isaac Tang

IT/cm

Cc: Client

Jacquelyn Hayward, Director, Project Design & Management

Barbara Gray, General Manager, Transportation Services

Jason Diceman, Senior Public Consultation Coordinator

Gary Papas

From: Gary Papas
Sent: December 16, 2020 2:24 PM
To: 'ITang@blg.com'
Cc: Jason Diceman
Subject: RE: from SheppBonn Ltd. re North York Centre Doris Extension Letter

Dear Isaac,

My apologies for the delayed response.

I'm the Project Manager leading the North York South Service Road EA Addendum. This item will be heard either today, or tomorrow at City Council, so we should have a sense as to the direction in the next day or two.

I wanted to confirm receipt of your letter, and provide a response:

I understand you represent SheppBonn Ltd, who are the owners of the following properties; 25 Bonnington Place and 87, 91, 93 and 95 Sheppard Avenue East. You outlined the following concerns in your letter, and I've included a response to each concern below:

1. Access to/from Sheppard to/from Bonnington and traffic circulation to the site

Response:

- We can work with the property owners to potentially eliminate the cul-de-sac in the interim condition, and address other access/egress concerns your client would like addressed.
- It is our intent that Bonnington converts to a local road once the Doris extension is in place

2. Property acquisition south of Sheppard

Response:

- All properties required south of Sheppard are located on the west side of Bonnington, the properties you listed are all on the east side. At this time, I can confirm we have no property requirements on the east side of Bonnington.

Happy to discuss further with you, or your client.

Regards,
Gary

Gary Papas, MSA

Senior Project Manager
Capital Projects & Program | Transportation Services
City Hall, 22nd Floor, East Tower
100 Queen Street West

416.392.1136
Gary.Papas@toronto.ca

From: Tang, Isaac [<mailto:ITang@blg.com>]
Sent: November 30, 2020 7:31 PM

To: Infrastructure and Environment <iec@toronto.ca>

Cc: Jacquelyn Hayward <Jacquelyn.Hayward@toronto.ca>; Barbara Gray <Barbara.Gray@toronto.ca>; Jason Diceman <Jason.Diceman@toronto.ca>

Subject: Toronto Agenda Item 2020.IE18.2 - North York Centre Doris Extension Letter

Good evening Mr. Green,

Please see the attached letter sent on behalf of our client, SheppBonn Ltd. in regard to Item 2020.IE18.2 to be heard before the Infrastructure and Environment Committee tomorrow.

Please confirm receipt of this correspondence.

Best regards,



Isaac Tang

Partner

T 416.367.6143 | ITang@blg.com

Bay Adelaide Centre, East Tower, 22 Adelaide St. W, Toronto, ON, Canada M5H 4E3

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Borden Ladner Gervais LLP

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