TORONTO

REPORT FOR ACTION

Southwest Agincourt Transportation Connections Study

Date: March 7, 2023
To: Infrastructure and Environment Committee
From: General Manager, Transportation Services
Wards: 22 Scarborough-Agincourt

SUMMARY

Southwest Agincourt is intensifying with areas transitioning from predominantly low-rise residential and employment uses to higher-density mixed-use buildings. Planned and proposed developments between Highway 401 and Sheppard Avenue East, from Kennedy Road to West Highland Creek, will result in approximately 12,000 new residents living in the area along with new retail and office spaces. Transportation infrastructure improvements are needed to support the growing number of people living and working in this area. Increased traffic from anticipated developments will lead to greater traffic congestion without alternative routes, and the area lacks safe active transportation routes.

The City's Official Plan and the Agincourt Secondary Plan identifies the need for a new north-south street between Sheppard Avenue East and Village Green Square. The provision of this new street will address some of the needed transportation improvements in the area. The street will improve transportation network safety, connectivity to local destinations, and emergency access, and has the potential to improve traffic flow along Kennedy Road and Sheppard Avenue East.

On July 23, 2018, City Council authorized the General Manager, Transportation Services to initiate the Municipal Class Environmental Assessment for the extension of a new north-south street connecting Sheppard Avenue East and Village Green Square with funding provided by Gemterra (Cowdray) Inc., an area developer. The Southwest Agincourt Transportation Connections Study is satisfying Schedule 'C' Municipal Class Environmental Assessment requirements for the new north-south street, where alternative alignments and designs were assessed to arrive at a Preferred Design for the street.

The Preferred Design for the street, referred to as the 'New Complete Street', will provide an alternate street connection from Sheppard Avenue East to Village Green Square by extending Gordon Avenue southward across the existing CP Rail corridor.

The Preferred Design has one vehicle lane in each direction, sidewalks, protected cycle tracks, tree planting areas and space for green infrastructure, new signalized intersections at Cowdray Court and Sheppard Avenue East, and protects for potential future bus service. Cowdray Court is also proposed to be realigned to enable the street to connect at a 90 degree angle to the New Complete Street.

As part of the Study, other opportunities were identified to better connect intensifying mixed-use areas to transit through active transportation network improvements that would be pre-approved projects under the Municipal Class EA process. Additional transportation improvements recommended in the Study include:

- A north-south multi-use trail on the east side of Village Green Square to Sheppard Avenue East, parallel to the Highland Creek under an existing CP Rail bridge connecting to key destinations including Agincourt GO station and Collingwood Park;
- Sidewalks along Collingwood Street;
- Cycle tracks along Sheppard Avenue East between Gordon Avenue and Agincourt GO station driveway;
- On-street parking and advisory bike lanes on Reidmount Avenue;
- An expanded public realm with enhanced pedestrian and cycling connections to the GO Station through the closure of a portion of Dowry Street to motor vehicles; and
- Pedestrian and cycling safety enhancements at the Sheppard Avenue intersection at the Agincourt GO driveway.

Public involvement was an integral part of this Study. The project team engaged with a broad range of residents, businesses, and stakeholders through two rounds of public consultation, stakeholder meetings, online questionnaires, and other consultation activities.

This report summarizes the outcomes of the Southwest Agincourt Transportation Connections Study, and seeks Council endorsement on the Preferred Design for a new north-south complete street, authorization to proceed with filing the Environmental Study Report for the Southwest Agincourt Transportation Connections Study in accordance with the Municipal Class Environmental Assessment process for Schedule C projects, and direction to proceed with the recommended transportation infrastructure projects identified in the Study as part of the future capital planning process.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council endorse the Preferred Design for a new north-south complete street and realignment of Cowdray Court, generally as shown in Attachments 2, 3 and 4 of this report.

2. City Council authorize the General Manager, Transportation Services to prepare the Environmental Study Report (ESR) for the Southwest Agincourt Transportation Connections Study, issue the Notice of Completion, and post the

ESR in the public record in accordance with the requirements of the Municipal Class Environmental Assessment process for Schedule C projects.

3. City Council direct the Chief Planner and Executive Director, City Planning, to prepare an Official Plan Amendment to reflect the planned right-of-way width of 25 metres for Cowdray Court.

4. City Council endorse the additional transportation improvements identified as part of the Southwest Agincourt Connections Study and request the General Manager, Transportation Services to program the design and implementation of the improvements as part of future capital planning processes.

FINANCIAL IMPACT

The Preferred Design for the New Complete Street includes the implementation of a new underpass under the CP Rail to accommodate the street. It's estimated that the construction cost for the New Complete Street will be $41.5M. This estimate is preliminary and based on a conceptual level of design only. The estimate excludes the cost for detailed design and property acquisition. Cost estimates will be further refined as detailed design progresses. A portion of the street located through an active development site may be designed and delivered through Planning Act approvals.

No provision has been made for the projects identified in this Study in Transportation Services' 2023-2032 Capital Plan. Any potential City funding requirements would be considered part of future year Capital Budget processes.

The Chief Financial Officer and Treasurer have reviewed this report and agree with the financial impact information.

DECISION HISTORY

Municipal Class Environmental Assessment Study for the Extension of Village Green Square
On July 23, 2018, City Council authorized the General Manager, Transportation Services to initiate the Municipal Class Environmental Assessment for the extension of a new north-south road connecting Village Green Square and Sheppard Avenue East, including a grade separated crossing of the CP Rail corridors, as identified in the previously Council-Approved Agincourt Secondary Plan with funding provided by Gemterra (Cowdray) Inc., an area developer.
https://secure.toronto.ca/council/agenda-item.do?item=2018.MM44.11

Permanent Closure of the end portion of Dowry Street at Agincourt GO Station
On July 23, 2018, City Council authorized permanent closure of the public highway, easterly 15 metres of Dowry Street at Agincourt GO Station.
Agenda Item History - 2018.SC32.40 (toronto.ca)

COMMENTS

Background

The lands between Highway 401 to the south, Kennedy Road to the west, Sheppard Avenue East to the north, and the Stouffville Metrolinx GO rail corridor to the east are intensifying with portions of the area transitioning from predominantly low-rise residential and employment uses to higher-density mixed-use buildings. As a result, the number of people living and working in this area is growing. As the number of people using the transportation network increases, transportation infrastructure improvements are needed to ensure people can drive, walk, and cycle to destinations safely and efficiently. Without alternative routes, particularly to and from the Agincourt GO Station, increased traffic from anticipated developments will lead to greater traffic congestion. The City's Official Plan and the Council-approved Agincourt Secondary Plan identified the need for a new north-south street connecting Sheppard Avenue East with the streets east of Kennedy Road.

Constructed and natural barriers in the area present a number of challenges for new connections. The transportation network is constrained by the Canadian Pacific (CP) Rail corridor, the Stouffville Metrolinx GO rail corridor and West Highland Creek, resulting in a disconnected street network that limits the movement of people in the area. Currently, people travelling to and from Cowdray Court and Village Green Square must use Kennedy Road. The purpose of the Southwest Agincourt Transportation Connections Study is to address existing and future needs for all modes of transportation within the study area.

The Study is satisfying Municipal Class Environmental Assessment (EA) requirements for the new north-south street identified in the Agincourt Secondary Plan, and explored other opportunities for transportation improvements in the area that do not trigger an EA for the study area shown in Figure 1.

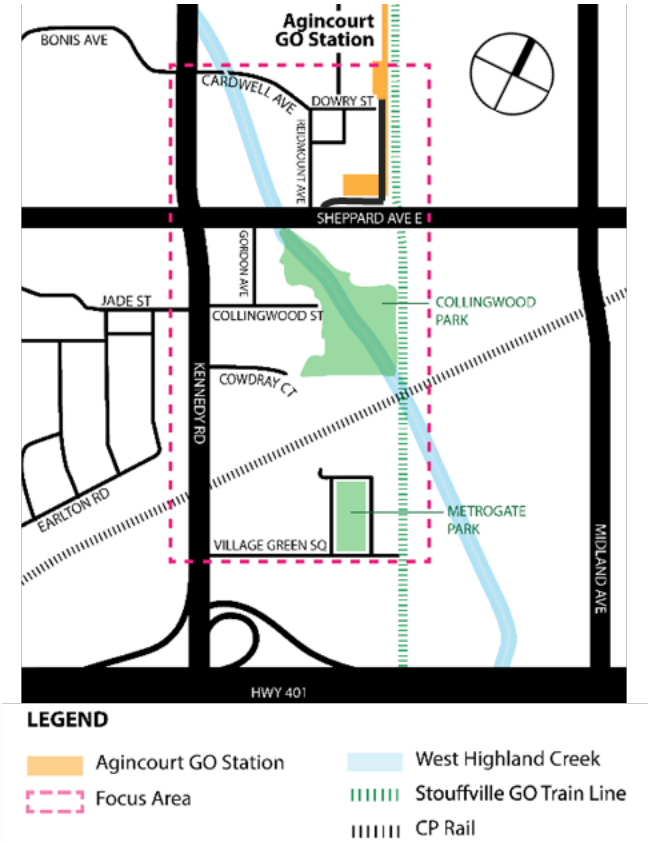


Figure 1: Map showing the Study Area

Consultation and Engagement Summary

The project team for the Study engaged with a broad range of residents, businesses, and stakeholders. There were two rounds of public consultation and additional targeted stakeholder engagement was held to address specific issues.

The first round of public consultation occurred in September 2020 and sought public and stakeholder feedback on the evaluation of Alternative Solutions, the alignment alternatives for the new north-south complete street and alignment alternatives for a new north-south multi-use trail. The second round of public consultation occurred between January 2021 and July 2022. During this round of consultation, members of the public and stakeholders were provided with opportunities to offer feedback on the recommended alignments and designs and other proposed active transportation improvements. Both rounds of consultation consisted of the following activities:

Notification activities

- Project website updates;
- Print Advertisement in Scarborough North Mirror, Sing Tao and Ming Pao newspapers;
- Notice in English and Simplified Chinese sent through Canada Post direct mail in study area (12,200 addresses in Phase 1 and 13,878 addresses in Phase 2);
- Registered mail, hand-delivered letters and emails to potentially impacted property
- Owners;
- Email to stakeholder list including residents associations, community groups,
- organizations, and area institutions;
- Emails to provincial and municipal agencies and utilities;
- Email notification to individual residents and stakeholders who had previously signed up to received updates about the project;
- Online feedback survey (Phase 1 survey received 141 responses & Phase 2 survey received 100 responses); and
- Email notification to Indigenous communities on the contact list.

Indigenous Consultation

The Notice of Commencement and Notice of Public Consultation were sent by email to the Indigenous communities, identified by the Ontario Ministry of the Environment, Conservation and Parks (MOECP) as potentially affected by the transportation improvements being considered through the study. The City received correspondence from Curve Lake First Nation indicating their interest in the study and feedback was addressed regarding how the study will assess potential impacts on drinking water, fish, wild game, endangered species, and Aboriginal heritage and cultural values.

Stakeholder Meetings

During the first round of consultation, the City held one virtual meeting with the members of the Executive Committee of the Agincourt Village Community Association (AVCA) in July, 2020 to introduce the study and to receive initial feedback on the potential transportation options. For the second round of consultation, the City held two virtual meetings with AVCA on June 28, 2022, and another with the directors of the

Metrogate condominium boards on July 19, 2022, to provide an update on the study and to receive feedback on the Study's recommendations. Highlights of feedback received included:

- Pedestrian safety and active transportation are priorities;
- Options that do not increase vehicle traffic through residential areas are preferred;
- Maintaining the quality of neighbourhoods is a priority;
- Existing traffic conditions data should reflect their daily experience;
- Concerns that the addition of traffic signals at Gordon Avenue might slow traffic even more;
- Preferences for more direct routes to provide for better flow and safety and that provide additional street frontage and connectivity to Collingwood Park;
- Direct street connections to Reidmount Avenue raised concerns due to the potential for bringing additional traffic through residential streets;
- Trail alternatives need to reflect the importance of safety of the pedestrian and cycling connection at/over Sheppard Avenue East; and
- A pedestrian bridge connection over Sheppard was suggested to address residents' concerns about pedestrian safety at the GO station entrance intersection and poor accessibility of the station.

Property Impact Meetings
Four individual property impact meetings were held in July 2022 to discuss potential private property impacts and impact to parking and access. One additional group meeting was held on July 11, 2022 with property owners on Gordon Avenue and Collingwood Street.

Public Meetings
Two virtual public meetings were held on the Study on September 23, 2020 and July 13, 2022. Feedback and comments were received at the event itself, and through the online survey, mail, phone and email during a four-week comment period. Key feedback themes heard related to the transportation improvements include:

- Support for the New Complete Street was largely focused on the opportunity to enhance all modes of transportation in the area and reduce traffic congestion;
- Concern for the New Complete Street primarily focused on private property impacts, impacts to Collingwood Park, local street environments and flood plain considerations;
- Greater support for New Complete Street Alignment C-1, which uses the existing Gordon Avenue and extends southward to Village Green Square, compared to other complete street alignments;
- Concern about the lack of street parking along Gordon Avenue, especially for the medical centre, plaza and the church;
- Support to provide physical protection for people cycling on Gordon Avenue;
- Similar support for both multi-use trail alignments;
- Support for the multi-use trail as a more comfortable and safer alternative for people walking and cycling to access Agincourt GO Station and Collingwood Park;
- Concern about proximity to the West Highland Creek and rail corridor of the multi-use trail Alignment D-1, which runs parallel to the West Highland Creek and across the rail corridor to connect to the Village Green Square; and

- Emphasis on the urgency of building the new complete street for emergency access to/from the Metrogate community to improve overall connectivity in the area.

Additional Comments Received
A total of 29 comment submissions via phone, email and letters were received between January 2021 and July 2022. Key feedback themes in these comments included:

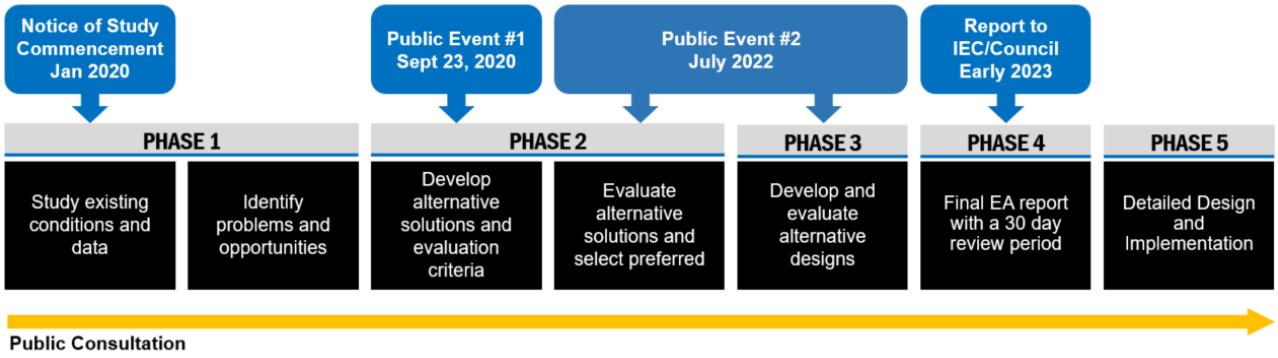
- The need for another access road to Village Green Square;
- Requests to expedite the construction of sidewalks on Dowry Street to connect Agincourt GO station; and
- The need for physical separation for people cycling on Gordon Avenue, Reidmount Avenue and Dowry Street.

The Phase 1 Consultation Summary Report and Phase 2 Consultation Summary Report that document the feedback received from the stakeholder and public engagement are posted on the project website and will also be included in the Environmental Study Report (ESR).

Municipal Class EA Process

The Southwest Agincourt Transportation Connections Study is satisfying Schedule 'C' requirements of the Municipal Class Environmental Assessment (EA) for the New Complete Street by completing Phases 1 through 4 of the EA process. The Municipal Class EA is an approved planning process under the Ontario Environmental Assessment Act. Phase 5 involves implementation of the recommended improvements. Figure 2 illustrates the Study process.

Figure 2 - Study Process



Problem and Opportunity Statement

The first phase of the Municipal Class EA process requires studying existing and planned built, natural, social, economic and environmental conditions in an area to inform the identification of problems and opportunities that the EA will address. The Problem and Opportunity Statement developed for this Study is as follows:

The study area is experiencing significant growth and is constrained by the Canadian Pacific Railway, Metrolinx Stouffville GO Rail Corridor, and the West Highland Creek, resulting in a disconnected local street network that limits the movement of people in the area. The City's Official Plan and Agincourt Secondary Plan provide direction for the

expansion of the transportation network to accommodate growth that is expected to occur in the area.

The Environmental Assessment will evaluate alternatives to provide for the planned transportation network and grade separations using existing and potential new streets and multi-use trail connections. The infrastructure improvements will help support growth within the study area and improve access to Agincourt GO Station, Collingwood Park, schools, and other local destinations.

Alternative Solutions

To address the Problem and Opportunity statement, Alternative Solutions were developed and evaluated in Phase 2 of the EA process for their ability to improve connectivity and support the existing and planned development within the study area. There were seven solution groups, out of which five Alternative Solutions were recommended to be carried forward to the next stage of development. Only the New Complete Street requires satisfying Phases 3 and 4 of the EA process. The balance of Alternative Solutions are pre-approved projects that do not trigger an EA requirement. Table 1 summarizes the evaluation of the Alternative Solutions.

Table 1 - Summary of Evaluation for Alternative Planning Solutions

Alternative Solution	Summary of Evaluation	Recommendation
1) Do Nothing	Carried forward in the study as the baseline condition.	Carried Forward for Comparison Purposes Only
2) High occupancy vehicle lane (HOV)	Would not address the connectivity aspect of the problem and opportunity statement, particularly over the rail corridors and West Highland Creek. There are also no HOV facilities downstream or upstream of the study area to maximize the effectiveness of the option.	Screened out
3) New complete street	Can improve connectivity and capacity for all modes of transportation, therefore addressing the problem and opportunity statement.	Carried Forward
4) Optimize existing streets and intersections	Can help mitigate traffic congestion and facilitate connections to the new complete street or trail. Needs to be packaged with other options.	Carried Forward

Alternative Solution	Summary of Evaluation	Recommendation
5) New multi-use trail	Can improve connectivity and capacity for active transportation, therefore addressing the problem and opportunity statement.	Carried Forward
6) Transit improvements	Can leverage the benefit of new complete street or trail facilities. Needs to be packaged with other options.	Carried Forward
7) Transportation demand management (TDM)	Would not be sufficient as a measure on its own since the potential pedestrian, cyclist and transit demands from the development growth and existing study area would still be challenged by the existing disconnected infrastructure. TDM is already a required component of private developments.	Screened out

Evaluation Criteria and Methodology

The evaluation framework and criteria developed for evaluating Alternative Designs (alternative alignments and street designs) considered the Problem and Opportunity Statement, technical feedback from the Study's Technical Advisory Committee (TAC) and mandatory considerations from the Municipal Class EA. The project team presented the framework and criteria to the public and stakeholders as part of the first round of consultation for feedback. The evaluation criteria selected were grouped into broad categories, consisting of constructability and design, natural environment, social and economic environment, cultural environment, policy framework, healthy communities and equitable mobility.

New Complete Street

As previously noted, the New Complete Street Alternative Solution is required to satisfy all phases of the Municipal Class EA process. In recognition of this, the Study reviewed alternative alignments followed by alternative cross-sections to arrive at a Preferred Design.

Street Alignment Options

The alignment alternatives needed to address the following two considerations:

- Extend in a north-south orientation from Sheppard Avenue to Village Green Square. The southerly point of a potential new street is at a fixed point at the terminus of Village Green Square (275 Village Green Square); and
- Connect across the CP Rail corridor via an underpass with a span no greater than 19 metres based on consultation with CP Rail.

The Study had four potential complete street alignments. Each alternative alignment connected Sheppard Avenue, Collingwood Street, Cowdray Court, and Village Green Square. The four street alignments were:

- Alternative C-1, connected Sheppard Avenue West using the existing Gordon Avenue with a new street forming the south approach of the existing 'T' intersection at Gordon Avenue and Collingwood Street that connects to Village Green Square via a new underpass under the rail corridor along with a realignment of Cowdray Court for improved intersection geometry;
- Alternative C-2, connected Sheppard Avenue West using the existing Gordon Avenue and Collingwood Street with a new street extending south along Collingwood Park that connects to Village Green Square via a new underpass under the rail corridor;
- Alternative C-3, proposed a new street connecting Sheppard Avenue West that aligns with Reidmount Avenue, crosses over West Highland Creek and extends south along Collingwood Park that connects to Village Green Square via a new underpass under the rail corridor; and
- Alternative C-4, proposed a new street connecting Sheppard Avenue West that aligns with the Agincourt GO station driveway, crosses over West Highland Creek and extends south along Collingwood Park that connects to Village Green Square via a new underpass under the rail corridor.

Attachment 1 illustrates the four alternative alignments, and summarizes the advantages, opportunities, disadvantages and challenges associated with each alternative.

New Complete Street Alternative Alignments Evaluation

The project team comprehensively evaluated the four complete street alternatives using the evaluation framework for the Study. Based on the evaluation results of the four alignment alternatives and the "Do Nothing" alternative, Alignment C-1 is the preferred alignment. It provides a direct connection between Sheppard Avenue East and Village Green Square while having the least technical challenges and environmental, social and economic impacts. A summary of the evaluation is below:

Policy Framework

- Continuous street alignments (C-1, C-3 and C-4) best addressed key provincial and municipal planning and transportation policy.
- Alignments C-1 and C-2 were located outside of the flood plain and better addressed TRCA policies.

Healthy Communities

- Alignment C-1 provided the most accessible alignment and profile with its continuous connection and ability to generally maintain existing grading except at the underpass. Grade changes at the underpass can be mitigated by elevating the sidewalk and bikeways above the roadway.

Equitable Mobility

- All alignments had the potential to improve traffic flows on existing, congested streets with estimated volumes on the new street that are compatible with residential areas.
- Alignment C-1 provided the best network resiliency with its continuous alignment and location outside of the flood plain.
- Alignments C-1 and C-2 provide a new, signalized crossing of Sheppard Avenue East that would contribute to safer crossings for vulnerable road users and enhanced permeability across Sheppard Avenue East.

Constructability and Design

- Alignments C-1 and C-2 had the lowest construction and maintenance costs as only a single grade separation is needed.

Social and Economic Environment

- Alignment C-1 had the least impact on Collingwood Park, is better suited to manage stormwater flows in the area and had the least property impacts.

Natural Environment

- Alignment C-1 had the least impacts on the natural environment as it does not need to cross West Highland Creek and had no impacts on the existing park.

Cultural Environment

- None of the alternatives impact potential built heritage resources.
- Alternative C-1 had the potential to impact the least cultural heritage landscapes.
- All alternatives required further Stage 2 archaeological assessment to be undertaken at detailed design.

Future Traffic Analysis

A detailed future traffic analysis for the 2035 traffic volumes was conducted for the existing major streets in the area with the four street alignments alternatives. The traffic volumes accounted for planned developments and general traffic growth in the study area.

The analysis completed shows that the New Complete Street will mitigate traffic on Kennedy Road and reduce traffic congestion at the Kennedy Road and Sheppard Avenue intersection. Alternatives C-1, C-2 and C-4 had similar performance, with Alternative C-1 performing slightly better.

Cross-section Alternatives for the Preferred Alignment

The next step in establishing a Preferred Design for the New Complete Street involved developing cross-section alternatives. This included determining street widths along different segments of the street, such as at intersections and at the underpass, and identifying design constants and variables.

The proposed right-of-way (ROW) width of the street varies depending on the location, summarized below:

- 23m ROW at Sheppard Avenue East to accommodate a northbound left-turn lane and a protected intersection;
- 23m ROW for the new sections of the street south of Collingwood Street to the underpass and south of the underpass;
- 20m ROW south of Sheppard Avenue East to Collingwood Street - referred to as the Gordon Section - to minimize impacts to existing residential properties; and
- 19m ROW at the underpass to accommodate vehicular lanes and elevated cycle track and sidewalk.

Design constants are features required in all cross-section alternatives. The design constants for the street include:

- One motor vehicular lane in each direction with a left-turn lane at Sheppard Avenue East;
- Sidewalks on both sides of the street;
- Uni-directional (one way) bikeways on either side of the street;
- Signalized intersections at Cowdray Court and Sheppard Avenue East and an all-way stop at Collingwood Street; and
- Protection for potential future bus service.

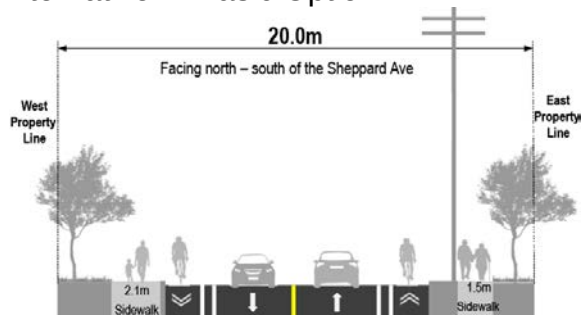
Due to the limitation of a 19m wide bridge span that was identified by CP Rail, cross-section alternatives for the underpass were not developed.

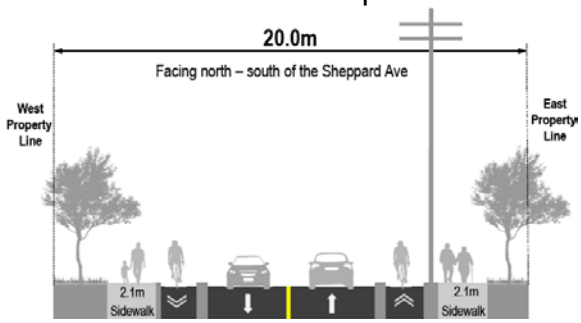
Gordon Avenue Section Cross-section Alternatives

Two cross-section alternatives were developed and evaluated for the Gordon Avenue section (proposed 20m ROW) between Sheppard Avenue East and Collingwood Street. Both alternatives provide one motor vehicular lane in each direction, 1.6m wide bike lanes in each direction with a 0.5m buffer to the vehicular lanes, a 2.1m pedestrian clearway on the west side of Gordon Avenue, and generally maintain the existing boulevard planting (sod and trees) with retention of mature trees where possible.

Design variables for this section of the street included the relocation of existing overhead hydro lines allowing for a 2.1m sidewalk on the east side of the street and type of bikeway. Type of bikeway was added as a design variable following public consultation and feedback received to provide more protection for people cycling. Table 2 provides a summary of the design differences.

Table 2 - Gordon Avenue Section Cross-section Alternatives

Alternatives	**Design Variables**
Alternative 1: Basic Option 	• Existing utility pole locations maintained along Gordon Avenue, resulting in 1.5m wide sidewalk on the east side of Gordon Avenue • 1.6m painted buffered bike lane

Alternatives	Design Variables
Alternative 2: Enhanced Option  	• Relocation of utility poles to achieve 2.1m wide sidewalks on both sides of Gordon Avenue • 1.6m protected street-level cycle track with a poured in place concrete curb and gaps at existing driveways

Alternative 2 - Enhanced Option is the recommended cross-section. The functional plan is included in Attachment 2. Figure 2 shows a rendering looking north on Gordon Avenue. It achieves the following objectives:

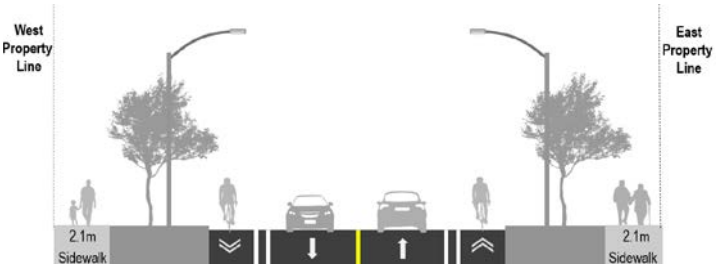
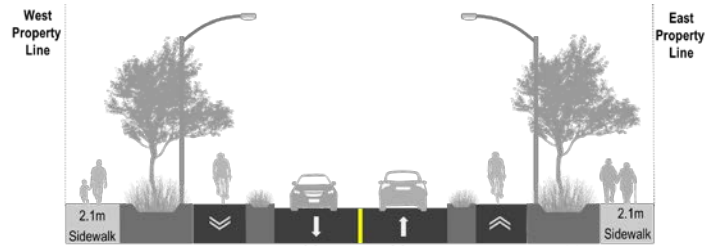
- Better addresses the Problem and Opportunity Statement;
- Improves the pedestrian environment and accessibility along Gordon Avenue;
- Better protects people cycling; and
- Has moderate additional costs and no additional property impacts over the Basic Option.

Figure 2 - Illustrative rendering looking north on Gordon Avenue toward Sheppard Avenue East

New Sections Cross-section Alternatives

Two cross-section alternatives were developed and evaluated for the New Complete Street section (proposed 23m ROW) between Collingwood Street and Cowdray Court. Both alternatives provide one motor vehicular lane in each direction, 2.1m pedestrian clearway, new utilities underground with new street lights and have potential for on-street parking opportunities. Design variables for this section of the street includes the width and type of the bikeways and planting area size and type. Table 3 provides a summary of the design differences.

Table 3 - New Section Cross-section Alternatives

Alternatives	**Design Variables**
Alternative 1: Basic Option 	• 1.8m wide buffered bike lanes in each direction • Standard boulevard planting (sod and trees)
Alternative 2: Enhanced Option 	• 2.1m raised cycle track • Green gutters in a wider cycle track buffer • Green infrastructure integrated into planting areas

Alternative 2 - Enhanced Option is the recommended design based on the evaluation undertaken. The functional plan is included in Attachment 3. Figure 3 shows a rendering of what the street is envisioned to look like. The Enhanced Option achieves the following objectives:

- Better addresses the Problem and Opportunity Statement;
- Enhances cycling and walking environments (comfort and safety);
- Has moderate additional costs and no additional property impacts over the Basic Option;
- Provides opportunities to improve the natural environment and reduce stormwater run-off; and
- Beautifies the street.

Figure 3 - Illustrative rendering looking north on the New Complete Street towards Cowdray Court

Cowdray Court Alignment and Cross-Section

The New Complete Street alignment requires realignment of Cowdray Court in order to meet the new street at a 90 degree angle. The realigned Cowdray Court is shown in Attachment 3. Additionally, the project team reviewed the planned right-of-way width of Cowdray Court.

The Official Plan currently identifies a 27m ROW width for Cowdray Court which was an old Metro Toronto standard typical within employment areas. With the area transitioning to a mixed-use area, the project team revisited whether a 27 metre right-of-way width is still appropriate. As part of this, the long-term Cycling Network Plan was reviewed which identifies Kennedy Road as having bikeways and led to consideration for bikeways on Cowdray Court to provide a seamless connection between the New Complete Street and Kennedy Road. The proposed development at 20, 40, 50, 70, 80 and 100 Cowdray Court was also reviewed to assess the need for different curbside activity treatments. This proposed development's intensity along with retail frontages and residential entrances along Cowdray Court merits some on-street lay-by parking to accommodate pick-up and drop-off activity, deliveries and short-term parking.

The recommended Cowdray Court cross-section has a 25m width and provides one motor vehicular lane in each direction, a 2.1m pedestrian clearway, a 2.0m cycle track, planting, and parking lay-bys on either side of the street. The new intersection will be signalized and will function as a protected intersection. In addition, the recommended cross-section for both Cowdray Court and New Complete Street south of Cowdray Court protect for potential future bus service. Actual locations for on-street parking lay-bys will be determined during detailed design.

Multi-Use Trail

A new multi-use trail connection would serve key destinations and origins in the Focus Area including: Agincourt GO Station, Collingwood Park, Kennedy Road/Sheppard Avenue and local transit. The Study assessed two potential multi-trail alignment options considering the objective of transportation connectivity through the area. Each

alternative connected Sheppard Avenue to Village Green Square. Attachment 5 shows the two alternative alignments. The two multi-use alignments were:

- Alternative D-1 begins at the cul-de-sac of Village Green Square and extends north through the block of land east of the Metrogate development. The new trail then crosses the CP Rail corridor near the double rail crossing under an existing opening. North of the rail tracks, the trail follows the west side of Highland Creek and uses the existing pedestrian bridge over the creek. Once on the east side of Highland Creek, the new trail would requires property at 4061 Sheppard Avenue East to connect to Sheppard Avenue East.
- Alternative D-2 relies on the new complete street south of Cowdray Court to provide a connection from Village Green Square south of the CP rail corridor. It then connects from Cowdray Court and continues west of Highland Creek. From that point on, it follows the same alignment as D-1.

Multi-Use Trail Alternative Alignments Evaluation

The project team comprehensively evaluated the two multi-use alignment alternatives using the evaluation framework for the Study given that both alternatives require land acquisition. Based on the comparison of the two multi-use trail options, alignment D-1 is preferred over alignment D-2 because it:

- provides a new active transportation route that is independent of the New Complete Street. This provides flexibility in terms of delivery, construction phasing and also network resiliency for active transportation – particularly to and from Agincourt GO Station.
- provides a consistent user environment along the trail as opposed to D-2, where people walking and cycling may need to transition from facilities along the Complete Street to the multi-use trail environment.

Other Transportation Improvements

The section below describes the following additional recommendations to improve safety for all transportation modes in the study area, as well as connect people to Agincourt GO Station. These additional improvements are pre-approved projects under the Municipal Class EA process:

- Sidewalks along Collingwood Street;
- Cycle tracks along Sheppard Avenue East between Gordon Avenue and Agincourt GO station driveway;
- On-street parking and advisory bike lanes on Reidmount Avenue;
- An expanded public realm with enhanced pedestrian and cycling connections to the GO Station through the closure of a portion of Dowry Street to motor vehicles; and
- Pedestrian and cycling safety enhancements at the Sheppard Avenue intersection at the Agincourt GO driveway.

New Sidewalks along Collingwood Street

Collingwood Street currently does not have sidewalks. The proposed improvements include sidewalks on both sides of the street and the addition of crosswalk markings

across the New Complete Street to improve safety and accessibility for people walking to and from the New Complete Street, to Collingwood Park and to access Agincourt GO Station. In addition to the sidewalks and crosswalks, the recommended concept also includes on-street parking on one side and reducing vehicular lane widths in keeping with current standard. A 2.1m wide sidewalk is proposed on the north side (fully within the City's right-of-way but would result in somewhat shortened driveways), and a 1.8m wide sidewalk on the south side, with no impacts on private property.

Bikeways along Sheppard Avenue East between Gordon Avenue and the Agincourt GO Station driveway

The existing Sheppard Avenue East segment within the study area has wide vehicular lanes that exceed the City's Lane Width Guidelines. There are currently no dedicated bikeways on the street. To provide a safe cycling connection between the New Complete Street and cycling improvements on Reidmont Avenue and Dowry Street, it is recommended that the design, consultation, and implementation of this bikeway be advanced when the New Complete Street is constructed in advance of any major reconstruction of Sheppard Avenue East.

Three options were explored evaluated to provide this connection: two-way cycle track on the north side, two-way cycle track on the south side, and one-way cycle track on both sides. The two-way cycle track on the north side of Sheppard Avenue was presented to the public for feedback. Generally, there was support for the interim bikeways. Based on discussions with property owners, some concerns related to existing driveway accesses were raised. One-way bikeways may be preferred to reduce conflicts with these driveway accesses. Further assessment will occur during detailed design.

Reidmount Avenue: On-Street Parking and Advisory Bike Lanes

The Study explored potential transportation improvements on Reidmount Avenue between Sheppard Avenue West and Dowry Street with the aim of creating a safer cycling connection to the Agincourt GO station.

There is currently sidewalks only on the east side of Reidmount Avenue. The presence of utility conflicts (transformers) on the western side of the street is a significant barrier to a sidewalk implementation within the west boulevard.

The street currently doesn't allow for parking on sections of the street. Considering the proximity to the GO station and the lack of short-term on-street parking within the area, opportunities to provide on-street parking on one side of the street are recommended.

Given the existing width and low motor vehicular volumes on Reidmont Avenue, two types of bikeways were considered - advisory bike lanes and shared lane markings (also known as sharrows).

Advisory bike lanes are a relatively new concept being used in other jurisdictions, such as Ottawa, and in areas with similar characteristics to the Agincourt area. They provide defined space for cycling, while offering opportunity for on-street parking on one side. Since the centre travel lane space is narrower than two motor vehicle lanes, motor

vehicles may drive in the advisory bike lane while an on-coming vehicle is approaching. Some public education and outreach would need to be undertaken during implementation given these types of facilities are new to Toronto.

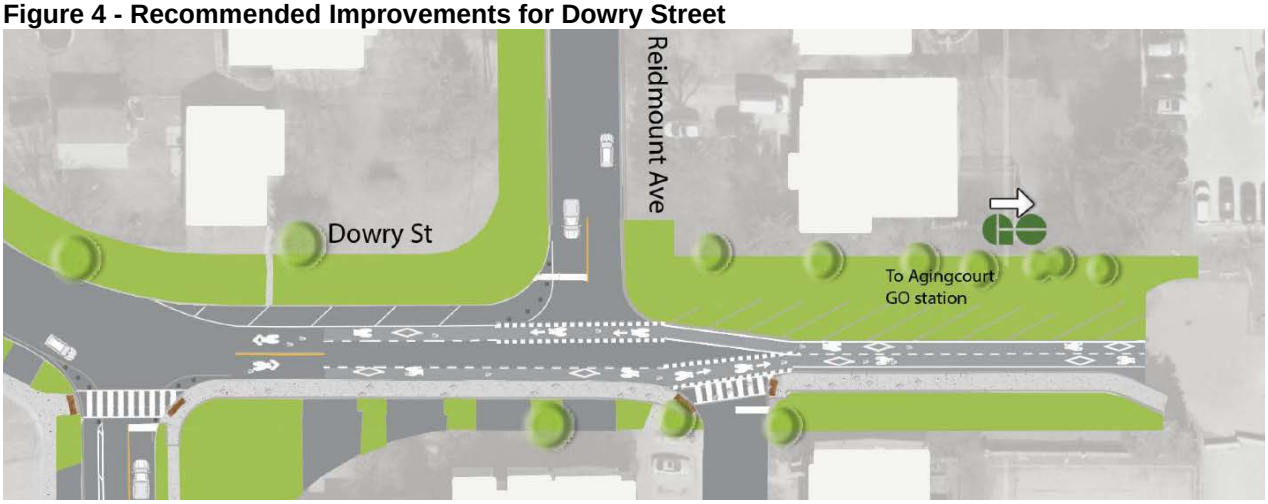
Dowry Street Improvements

Dowry Street provides an additional point of entry to the Agincourt GO station. There are currently no sidewalks on either side of Dowry Street, and no bikeways on the street. There are no driveway accesses within the eastern segment of Dowry Street, and the street is currently closed to vehicular traffic for the ongoing Agincourt GO Station improvements. The western segment of the street does have driveway access on the south side of the street. Parking is not permitted on either side of the street.

As shown in Figure 4, the proposed improvements on Dowry Street aim to create a safe and accessible connection to Agincourt GO station for people walking and cycling by continuing the current temporary closure of the eastern segment for vehicles, and making this section of street accessible for only pedestrians with a 2.1m sidewalk and cyclists with a 3m wide two-way cycle track. The balance of space would be allocated to greening and other public realm improvements.

The western segment of the street would include advisory bike lanes and a 2.1m sidewalk on the south side of the street. The proposed improvements also include tightened corner radii at Reidmount Avenue to slow turning vehicles. All of the proposed improvements are confined to the City's right-of-way.

Figure 4 - Recommended Improvements for Dowry Street



Improvements to the Sheppard Avenue Intersection at the Agincourt GO Driveway

The existing intersection at Sheppard Ave East and Agincourt GO driveway is challenging to navigate for people walking and cycling. The proposed advisory bike lanes on Reidmont Avenue in combination with the new multi-use trail connection to Sheppard Avenue West offer an opportunity for creating a safer and more accessible intersection.

The proposed improvements are shown in Figure 5, and include:

- Multi-use trail crossing across Sheppard Avenue with bicycle signals;
- Physical protection for people cycling at the northwest and southwest corner of the intersection;
- Raised medians extended over crosswalks to provide refuge for people cycling and walking across the street, and slow turning vehicles, which also contributes to shorter crossing distances for pedestrians;
- Tightened corner radii at Reidmount Avenue and Sheppard Avenue East using paint and posts to slow turning vehicles; and
- New Tactile Walking Surface Indicator (TWSI) plates at all four corners to improve accessibility for people with low or no vision.

Figure 5 - Recommended Improvements for Sheppard Avenue East and Agincourt GO Driveway

Property Requirements

Property is required to achieve the New Complete Street and new multi-use trail. An initial property assessment was conducted to identify potential property needs and are summarized below.

New Complete Street

- A portion of 4045 Sheppard Avenue West is needed to facilitate the left-turn lane and street geometry;
- 9 Collingwood Street;
- A small portion of 11 Collingwood Street; and
- 20, 40, 50, 70, 80, 100 Cowdray Court, owned by Gemterra, which is anticipated to be obtained as a condition of the current Plan of Subdivision application that is under review with timing of the conveyance to be determined.

Multi-Use Trail

- A portion of 4061 Sheppard Avenue West;
- 20, 40, 50, 70, 80, 100 Cowdray Court, owned by Gemterra, which is anticipated to be obtained as a condition of the current Plan of Subdivision application that is under review with timing of the conveyance to be determined.
- Some lands may be required to the east of the Metrogate development that is owned by Metrolinx

Potentially affected property owners were notified of potential impacts via targeted letters and meetings; and there has been ongoing discussion with Gemterra. Final property requirements will be confirmed during detailed design.

Next Steps

Subject to Council's endorsement of the Recommended Preferred Designs, the Southwest Agincourt EA Environmental Summary Report (ESR) final report document will be prepared and posted on the public record for 30-days, along with the Notice of Completion for the EA. This will include finalizing a 30 per cent design and updating cost estimates that will be used for future capital planning processes. Finalizing a 30 per cent design will also involve reconciling the vertical profile for the street, particularly through the Gemterra site. The additional transportation improvements will continue advancing through the detailed design and implementation process.

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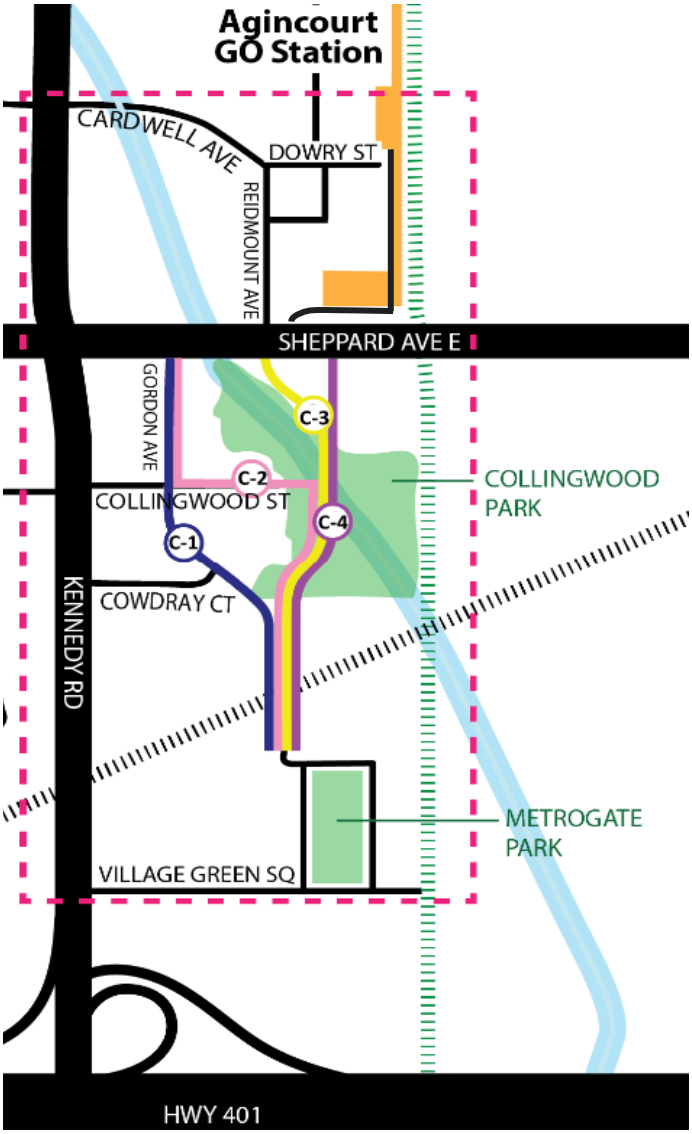
ATTACHMENTS

Attachment 1: Alternative Alignments for the New North-South Street
Attachment 2: Preferred Design for Gordon Avenue Section of the New Complete Street
Attachment 3: Preferred Design for the New Complete Street between Collingwood Street and the Underpass
Attachment 4: Preferred Design for New Complete Street between the underpass and Village Green Square
Attachment 5: Multi-use Trail Alternative Alignments

Attachment 1: Alternative Alignments for the New North-South Street



LEGEND

- Agincourt GO Station
- Focus Area
- West Highland Creek
- Stouffville GO Train Line
- CP Rail
- Complete Streets Alignment C-1
- Complete Streets Alignment C-2
- Complete Streets Alignment C-3
- Complete Streets Alignment C-4

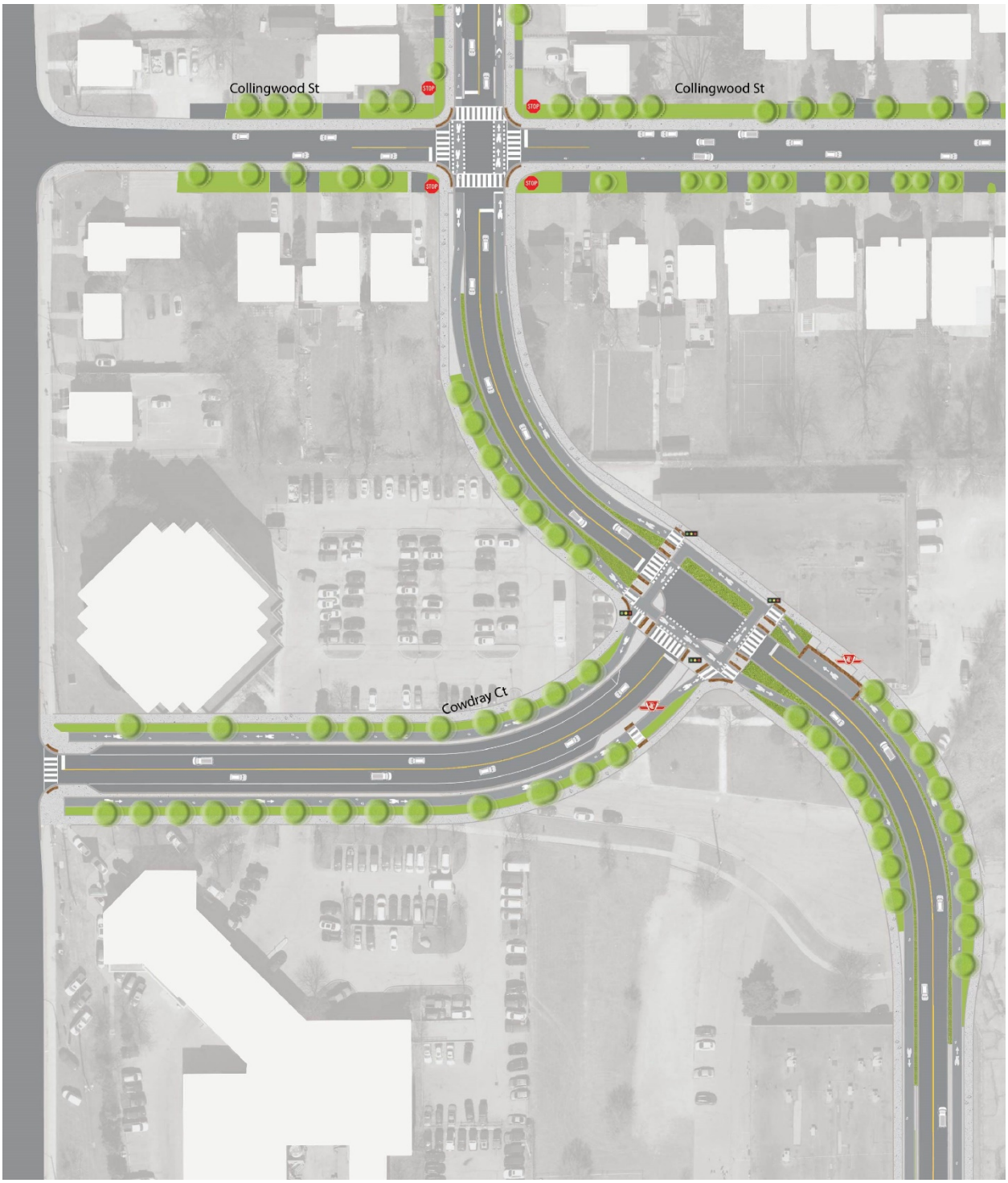
New Complete Street Alternative Alignments Summary

	Advantages & Opportunities	**Disadvantages & Challenges**
C1	• Does not require crossing of West Highland Creek • Aligns outside of the TRCA flood plain • Does not impact Collingwood Park • Does not preclude expansion of Collingwood Park to the west and would provide street frontage for any potential future expansion	• Does not provide a direct pedestrian connection to the Agincourt GO station • Creates spacing challenges with addition of signals at Gordon Avenue along with existing signals • Involves extensive changes to the road right-of-way along Gordon Avenue and Collingwood Street to accommodate new walking and cycling infrastructure • Does not provide street frontage onto existing Collingwood Park • Impacts private properties
C2	• Adds street frontage and access to Collingwood Park • Does not require crossing of West Highland Creek	• Does not provide direct pedestrian connection to the Agincourt GO station • Creates intersection spacing challenges along Sheppard Avenue East for signalization at Gordon Avenue • Involves extended right-of-way changes along Gordon Avenue and Collingwood Street to accommodate new walking and cycling infrastructure • Passes through the TRCA flood plain • Impacts private properties
C3	• Adds street frontage and access to Collingwood Park • Provides an improved transportation network with direct connection to existing street network north of Sheppard Avenue	• Requires changes to the GO station entrance and the 4091/4101 Sheppard Avenue East driveway with the addition of new signals at Reidmount Avenue • Crosses West Highland Creek involves complex structural and design considerations to comply with TRCA requirements • Involves extended right-of-way changes along Collingwood Street • Passes through the TRCA flood plain • Impacts private properties

	Advantages & Opportunities	Disadvantages & Challenges
C4	• Connects to an existing signalized crossing of Sheppard Avenue • Adds street frontage and access to Collingwood Park	• Crosses West Highland Creek involves complex structural and design considerations to comply with TRCA requirements • Passes through the TRCA flood plain • Needs to be compatible with the existing residential building at 4091/4101 Sheppard Ave East, resulting in complex property considerations • Impacts private properties

Attachment 2: Preferred Design for Gordon Avenue Section of the New Complete Street

Attachment 3: Preferred Design for the New Complete Street between Collingwood Street and the Underpass



Attachment 4: Preferred Design for New Complete Street between the underpass and Village Green Square

Attachment 5: Multi-use Trail Alternative Alignments