

# HIGHLAND CREEK VILLAGE TRANSPORTATION MASTER PLAN

## Public Information Centre #2

June 24, 2015

### Welcome!

Thank you for joining us at this 2<sup>nd</sup> Public Information Centre to discuss the progress made to date on the development of the Highland Creek Village Transportation Master Plan.

### Purpose

Provide update and seek your feedback on:

- Evaluation Process
- Preliminary Recommended Transportation Solution
- Preliminary Recommended Servicing Solution (Water, Wastewater, Stormwater)
- Preliminary Design

### Format

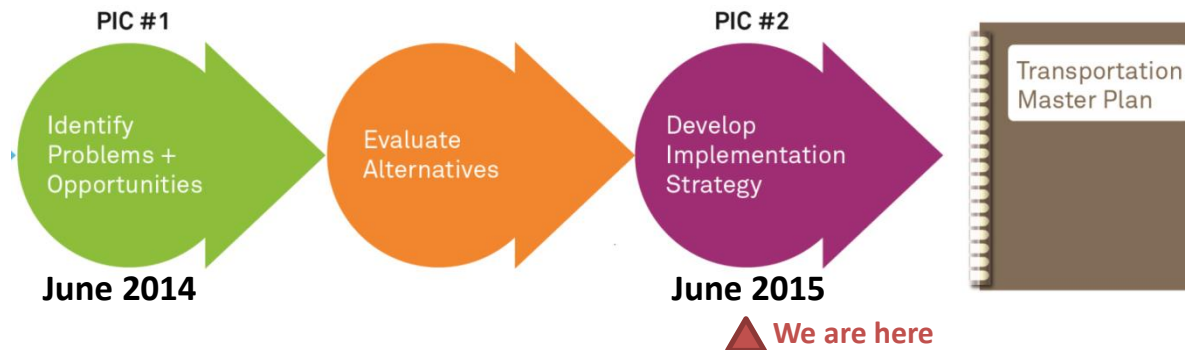
- Drop-in to view information panels
- Speak with Project staff throughout the evening
- Brief presentation at 6:30 P.M.
- Question and Answer Session following presentation

### Feedback

Your feedback is a critical part of this study. We encourage you to share your thoughts by:

- Speaking directly with staff
- Participating in the Question and Answer Session
- Completing comment forms and submitting them at the event, by mail, or online

***Comments must be received by July 14, 2015***



Public Information Materials are available on the project web page: [www.toronto.ca/hcvtransportation](http://www.toronto.ca/hcvtransportation)



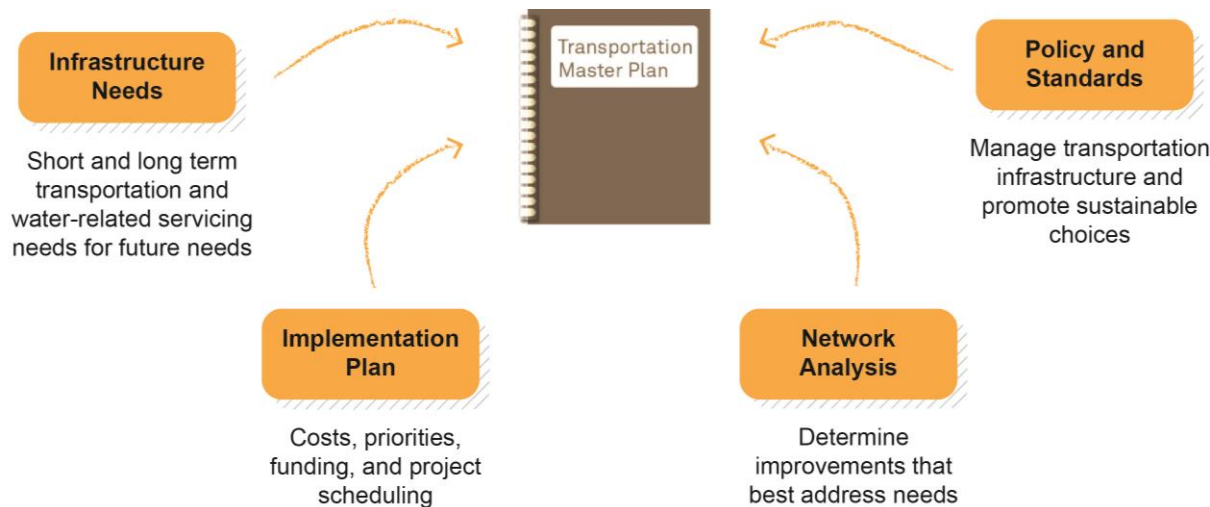
Highland Creek Village  
Transportation Master Plan

Study Area





# Purpose of the Transportation Master Plan (TMP)



## Why is this study being undertaken?

- Changes to the transportation network are required to support development and all modes of transportation
- Transportation network changes have been assessed based on their ability to address problems and take advantage of opportunities described in the **Problem & Opportunity Statement** (developed for PIC #1):

The City of Toronto has established a vision for the long-term **revitalization** of the Highland Creek Village into a vibrant, pedestrian friendly and mixed use community. In order to **accommodate all roadway users**, and support this vision, changes are required to the transportation network that **promote redevelopment opportunities and reinvestment in the Village**. There are significant opportunities to **improve the public realm and pedestrian environment** to encourage the use of **transit, cycling, and walking** as viable modes of transportation.

# What We Have Heard

## WalkShop – June 5, 2014

- Stakeholder walking tour to document existing transportation problems and discuss future opportunities
- Common ground on opportunities to **support area revitalization through continuous sidewalks, bike lanes, and enhanced streetscaping**
- **Parking needs to be safe and convenient** with additional new spots

## Public Information Centre #1 – June 25, 2014

- Considerable support for **public realm enhancements**, including green space, trees and space for pedestrian traffic
- Potentially impacted residents request **no changes to Meadowvale Rd**
- Village Plaza businesses strongly support **maintaining angled parking**
- Strong support for **complete sidewalks and bicycle facilities**

## Parking Consultation Meeting – November 19, 2014

- Discussion of on and off-street parking in the Village with businesses
- Reinforced strong support for **angled parking to remain as is**
- **Additional parking spaces** to accommodate weekend and evening demand

## Stakeholder Meeting – May 28, 2015

- Positive response to preliminary recommended solution; some expressed that **improvements to connectivity and streetscape are long overdue**
- Both **support and concern expressed for conversion to parallel parking**



Morrish Rd south of Old Kingston Rd (facing south)



South side of Old Kingston Rd at Morrish Rd (facing east)

# Future Development and Traffic

## How will growth impact the Village transportation system?

- Future development and growth is expected in the Village

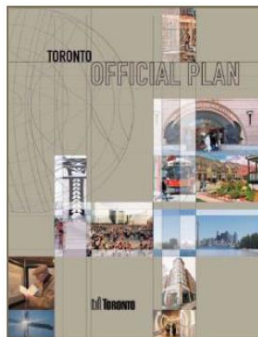
### Estimated Growth in the Village

(based on Highland Creek Village Area Study)

	Population	Employment
Long-Term Growth (2031 or beyond)	+3,500	+400

### Existing Population (2011)

Location	Population
Surrounding Area (Morningside Rd – Port Union Rd, Ellesmere Ave – Highland Creek)	10,000



- More people and jobs will lead to more trips, more pedestrians, and more vehicles in the Village:

### Existing Auto Trips to/from the Village

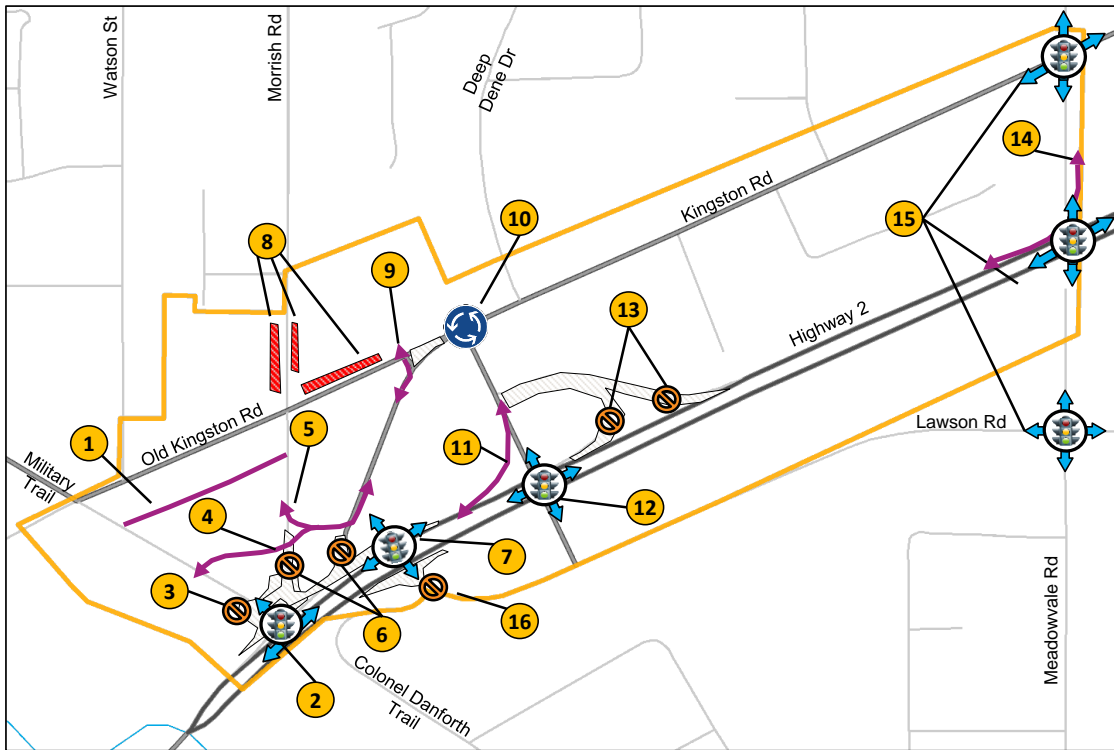
AM Peak Hour	PM Peak Hour
100	150

### 2031 Auto Trips to/from the Village

AM Peak Hour	PM Peak Hour
550	700

- Hwy 2A and Old Kingston Rd are expected to experience peak hour congestion in 2031, especially in the AM peak hour
- Vast majority of traffic is from outside of the study area during peak hours

# “Menu” of Transportation Improvements



Menu of Considered Improvements		Do Nothing	Alternative 1	Alternative 2	Alternative 3	Alternative 4
1	New Laneway		✓	✓	✓	✓
2	New “T” intersection at Hwy 2A – Military Trail		✓	✓		✓
3	Closure of accesses to Hwy 2A (Military Trail)		✓	✓	✓	✓
4	Realignment of Kingston Rd and Morrish Rd (option 1)				✓	
5	Realignment of Kingston Rd and Morrish Rd (option 2)		✓	✓		✓
6	Closure of accesses to Hwy 2A (Morrish Rd & Kingston Rd)		✓	✓		✓
7	New intersection at Hwy 2A– Kingston Rd – Lawson Rd				✓	
8	Conversion of angled/perpendicular parking to parallel		✓			
9	Reconfigure intersection of Old Kingston Rd and Kingston Rd		✓	✓	✓	✓
10	Roundabout at Kingston Road and Lawson Overpass		Removed. Please see panel for Alternative 3 for more details.			
11	New ramp to WB Hwy 2A at Lawson Overpass			✓		
12	New signal at Lawson Overpass and Hwy 2A		✓			
13	Removal of Hwy 2A on and off ramps		✓	✓	✓	✓
14	New WB access to Hwy 2A at Meadowvale Rd				✓	
15	New signals on Meadowvale Road			✓		
16	Closure of accesses to Hwy 2A (Lawson Rd)		✓	✓	✓	✓
(*)	New cycling connection between Lawson Rd and Military Trail		✓	✓	✓	✓
(*)	Enhanced streetscape/public realm throughout the Village		✓	✓	✓	✓
(*)	Additional on-street parking on improved roadways		✓	✓	✓	✓

(\*) Not shown on map; applies to multiple roadways and areas.



# Evaluation Criteria and Indicators

- Evaluation criteria and indicators have been refined and expanded since PIC 1
- Each alternative has been evaluated against the noted criteria and indicators
- Structured evaluation allows for comparison of each alternative's benefits and impacts

Highland Creek Village TMP	
Evaluation Criteria	Indicators
<b>Traffic</b>	Future network performance (traffic flow) Future traffic volumes within Village Future traffic volumes along Highway 2A Future intersection performance/delays Impacts to through versus local traffic
<b>Multimodal Transportation Planning</b>	Potential to accommodate all travel modes Potential to accommodate transit operations Potential to provide on-street parking Potential to improve traffic safety Ability to provide enhanced network connectivity Potential to provide a well-connected pedestrian network Provides pedestrian connections across major roads Ability to accommodate Accessibility Design Guidelines Potential to provide a well-connected cycling network
<b>Sanitary, Watermain, and Storm Sewer Servicing</b>	Potential to accommodate water, wastewater, and stormwater servicing infrastructure
<b>City Building and Social Environment</b>	Potential to incorporate streetscape and landscape elements (gateway features, public art, and amenities) Potential impacts on surrounding residential community (traffic infiltration) Potential to provide a pedestrian-friendly public realm Ability to achieve the Vision outlined in the Area Study (2012) Potential impacts to existing property
<b>Cultural Environment</b>	Potential to maintain historic character of village area Potential to impact listed cultural heritage features and archaeological resources
<b>Natural Environment</b>	Potential to impact wooded areas Potential to impact open space areas Potential to impact wildlife/habitat areas Potential to impact air quality
<b>Costs</b>	Capital costs Operation and maintenance costs Servicing costs
<b>Economic Development</b>	Potential to support future development and re-investment Ability to support goods movement and loading/unloading Ability to support new business frontage and access opportunities Ability to support community accessibility

# Evaluation Summary

**Alternative 1** has been selected as the **Preliminary Preferred Alternative**

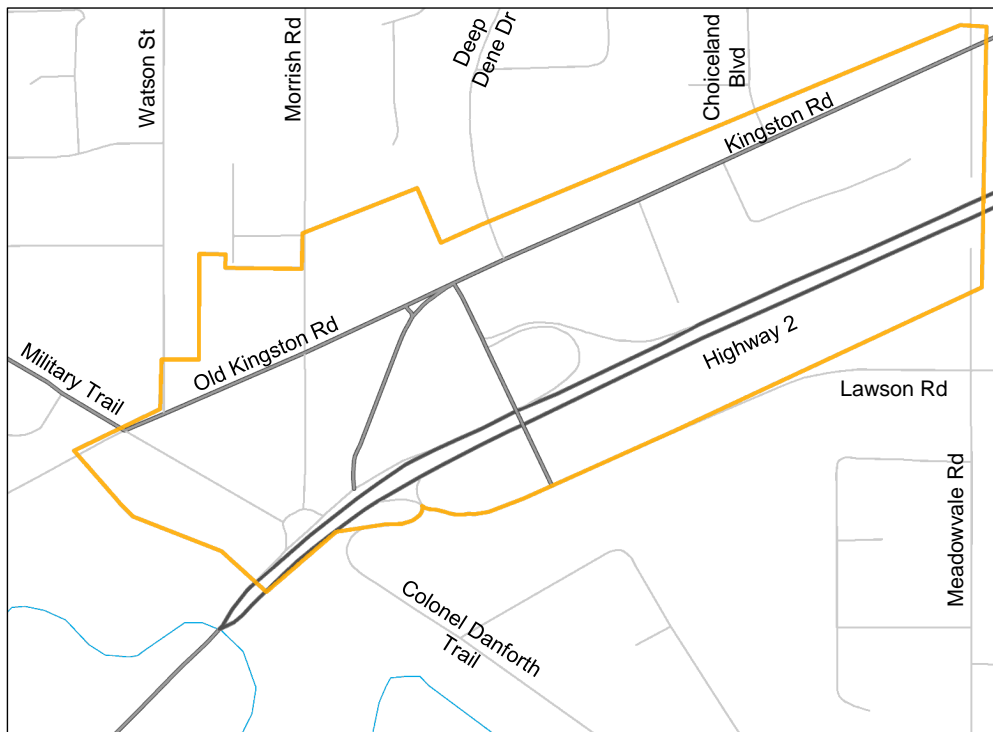
Evaluation Criteria	Do Nothing	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Traffic	●●●●	○○●●	○○●●	○○●●	○○●●
Multimodal Transportation Planning	○○○○	●●●●	○○●●	○○●●	○○●●
Servicing	○○●●	●●●●	○○●●	○○●●	○○●●
City Building and Social Environment	○○○○	●●●●	○○●●	○○●●	○○●●
Cultural Environment	●●●●	○○○●	○○○○	○○○●	○○○●
Natural Environment	●●●●	○○●●	○○○○	○○●●	○○●●
Costs	●●●●	○○○○	○○●●	○○○●	○○●●
Economic Development	○○○○	●●●●	○○●●	○○●●	○○●●

Overall Evaluation	Least Preferred ○○○○	Most Preferred ●●●●	Less Moderately Preferred ○○●●	Moderately Preferred ○○●●	Moderately Preferred ○○●●
--------------------	-------------------------	------------------------	-----------------------------------	------------------------------	------------------------------

LEGEND (meaning of dot ranking)	Most Preferred ●●●●	Moderately Preferred ○○●●	Less Moderately Preferred ○○●●	Less Preferred ○○○●	Least Preferred ○○○○
------------------------------------	------------------------	------------------------------	-----------------------------------	------------------------	-------------------------



# Do Nothing



## Background

- Maintains existing road network and parking with no changes

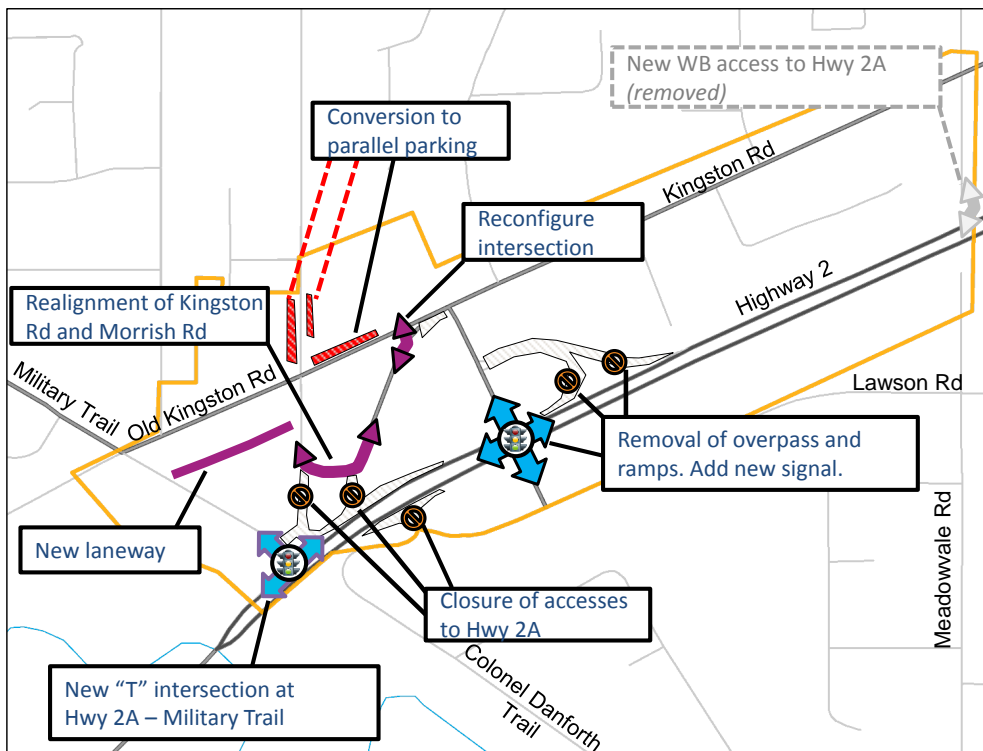
## Evaluation Summary

Evaluation Criteria	Do Nothing
Traffic	● ● ● ●
Multimodal Transport Planning	○ ○ ○ ○
Servicing	○ ● ● ●
City Building and Social Environment	○ ○ ○ ○
Cultural Environment	● ● ● ●
Natural Environment	● ● ● ●
Costs	● ● ● ●
Economic Development	○ ○ ○ ○
Overall Evaluation	<b>Least Preferred</b> ○ ○ ○ ○

- Least delays for auto traffic since Hwy 2A continues to operate as a highway
- Area transportation network primarily caters to automobile
- Hwy 2A remains as barrier to pedestrians, cyclists, and vehicles. Overpass remains as only crossing.
- No improvements to pedestrian environment and network. Existing gaps in sidewalks remain.
- Limited opportunities to improve public realm
- Does not impact Cultural or Natural Environment
- Does not support development / reinvestment in the Village and the vision of the Area Study.
- No impacts to existing parking but limited opportunities to provide new parking
- Lowest capital costs but highest maintenance costs



# Alternative 1



## Background

- Based on Highland Creek Area Study (2012) Recommended Network

## Updates since PIC#1:

Removed: ---

- Westbound access to Hwy 2A.
  - Provides alternative with no changes to Meadowvale Rd
  - Access remains in Alternative 3

Added: ---

- Morrish Rd parallel parking conversion. See board 11 for details.

## Evaluation Summary

Evaluation Criteria	Alternative 1
Traffic	○ ○ ● ●
Multimodal Transport Planning	● ● ● ●
Servicing	● ● ● ●
City Building and Social Environment	● ● ● ●
Cultural Environment	○ ○ ○ ●
Natural Environment	○ ● ● ●
Costs	○ ○ ○ ○
Economic Development	● ● ● ●
Overall Evaluation	<b>Most Preferred</b> ● ● ● ●

- New Hwy 2A signals increase auto travel times compared to Do Nothing
- More vehicles from outside the study area will travel through the Village (diversion from 2A)
- Two Hwy 2A intersections provide new routing options for vehicles, pedestrians, and cyclists
- Long-term removal of Overpass allows for transformation of Hwy 2A into a more pedestrian and cyclist friendly arterial road
- Significant opportunities to improve the public realm and pedestrian environment throughout the Village
- Impacts to existing angled parking. New roads provide more on-street parking. Development to provide additional internal parking.
- Best supports development / reinvestment in the Village and the vision of the Area Study
- Highest capital cost but lowest maintenance costs



# Angled vs. Parallel Parking

## Benefits and Impacts

- Redevelopment will provide additional parking, relocating spaces from conversion of angled/perpendicular to parallel:
  - **Impacted Spaces:** 21 angled (Old Kingston Rd), 33 perpendicular (Morrish Rd)
  - **New On-Street Spaces:** Parallel parking on Morrish Rd / Kingston Rd “loop” and Military Trail (between Old Kingston Rd and Hwy 2A)
  - **New Off-Street Spaces:** Spaces required to support new development.

## Benefits of Conversion to Parallel Parking

### Safety

- Improved visibility for parking manoeuvres
- Angled parking directly contributed to 10 collisions between 2009 and 2013

### Standards & Accessibility

- Consistent with City standards, policies, & practices
- AODA requirements must be met (accessible parking spaces)

### Public Realm

- Enables streetscape and sidewalk improvements
- Economic benefits associated with pedestrian friendly destinations

## Recommendation

**Due to safety concerns, inconsistency with City standards and best practices, and resulting improvements to the public realm, it is recommended that existing angled and perpendicular parking be converted to parallel parking.**

- Most likely to occur together with development along Old Kingston Rd
- Length of stay time limits may be considered to reserve spaces in high demand areas for short-term customer use



North side of Old Kingston Rd at Morrish Rd (facing east)



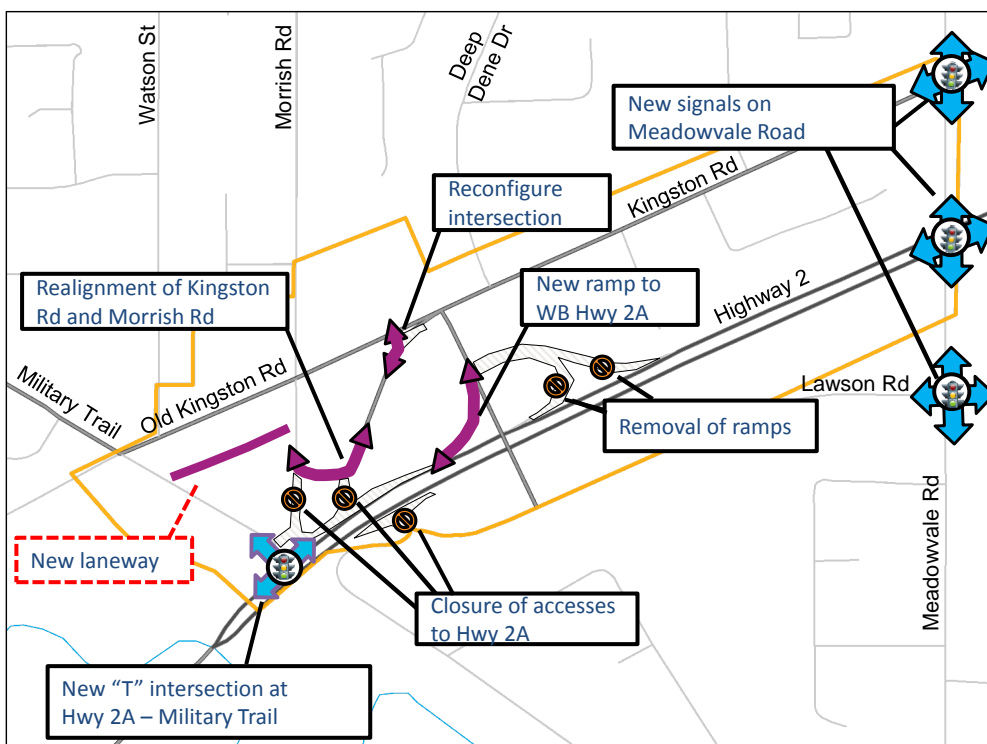
West side of Morrish Rd at Old Kingston Rd (facing south)



East side of Morrish Rd at Old Kingston Rd (facing south)



# Alternative 2



## Background

- Based on Highland Creek Functional Study (1995) Recommended Plan

## Updates since PIC#1:

Added: ---

- New laneway

## Evaluation Summary

Evaluation Criteria	Alternative 2
Traffic	○ ● ● ●
Multimodal Transport Planning	○ ● ● ●
Servicing	○ ● ● ●
City Building and Social Environment	○ ○ ● ●
Cultural Environment	○ ○ ○ ○
Natural Environment	○ ○ ○ ○
Costs	○ ○ ● ●
Economic Development	○ ● ● ●

- Hwy 2A signals increase auto travel times compared to Do Nothing
- Less delays and through traffic in Village than Alternatives 1, 2, and 4. Meadowvale Rd intersection diverts some through traffic away from the Village.
- Two Hwy 2A intersections provide new routing options for vehicles, pedestrians, and cyclists
- Impacts along Meadowvale Rd: cut-through traffic, cross-section widening with potential expropriation
- Limits accessibility to Lawson Rd and Colonel Danforth Tr from Hwy 2A eastbound (ramp closures)
- Overpass and new westbound on-ramp limit transformation of Hwy 2A into a more pedestrian and cyclist friendly arterial road
- Overpass and new westbound on-ramp significantly limit opportunities to develop surrounding lands
- Lower capital cost than Alternative 1. Similar maintenance cost to Do Nothing.

Overall Evaluation	Less Moderately Preferred ○ ○ ● ●
--------------------	--------------------------------------



# Meadowvale Road Connection

## Benefits and Impacts

- A right-turn only movement from Meadowvale Rd to Hwy 2A provides limited benefits to vehicles only
- A full-movement signalized intersection at Meadowvale Rd and Hwy 2A provides enhanced vehicle network connectivity and an additional pedestrian/cyclist crossing opportunity
- Forecasts suggest that a full-movement signalized intersection would be well-utilized; however, limited benefits are expected for the Village itself:
  - Only 10% peak hour traffic reduction along Old Kingston Rd
  - More Regional benefits (e.g., relief of Port Union Rd)
  - Primarily serves longer distance through traffic
- Anticipated impacts along Meadowvale Rd to north and south of Hwy 2A:
  - Potential cross-section widening with expropriation
  - Increased traffic infiltration (mostly cut-through traffic)

## Recommendation

**Meadowvale Intersection (including right-turn only) may be further examined by a future Feasibility Study that includes a wider study area and considers broad Transportation and City planning policy objectives**



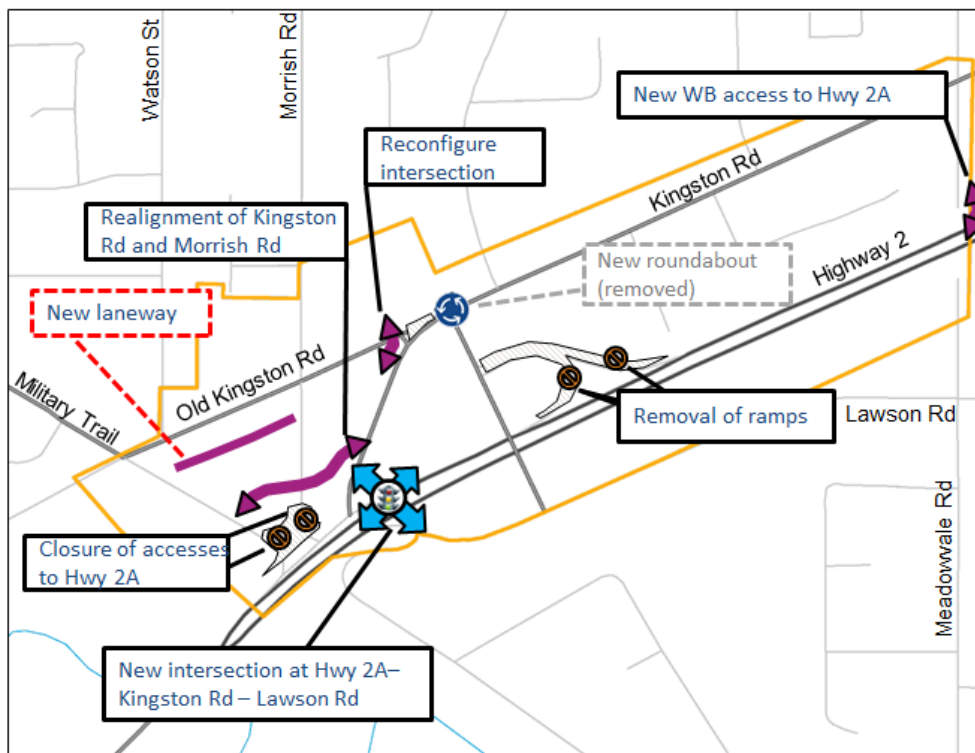
Meadowvale Rd facing south toward Hwy 2A



Meadowvale Rd facing north toward Hwy 2A



# Alternative 3



## Background

- New alternative developed for the TMP

## Updates since PIC#1:

Removed: ---

- Roundabout Kingston Rd and Lawson Rd:
  - Inconsistent with pedestrian and cycling friendly Village
  - Issues with sizing
  - Concerns expressed by public

Added: ---

- New laneway

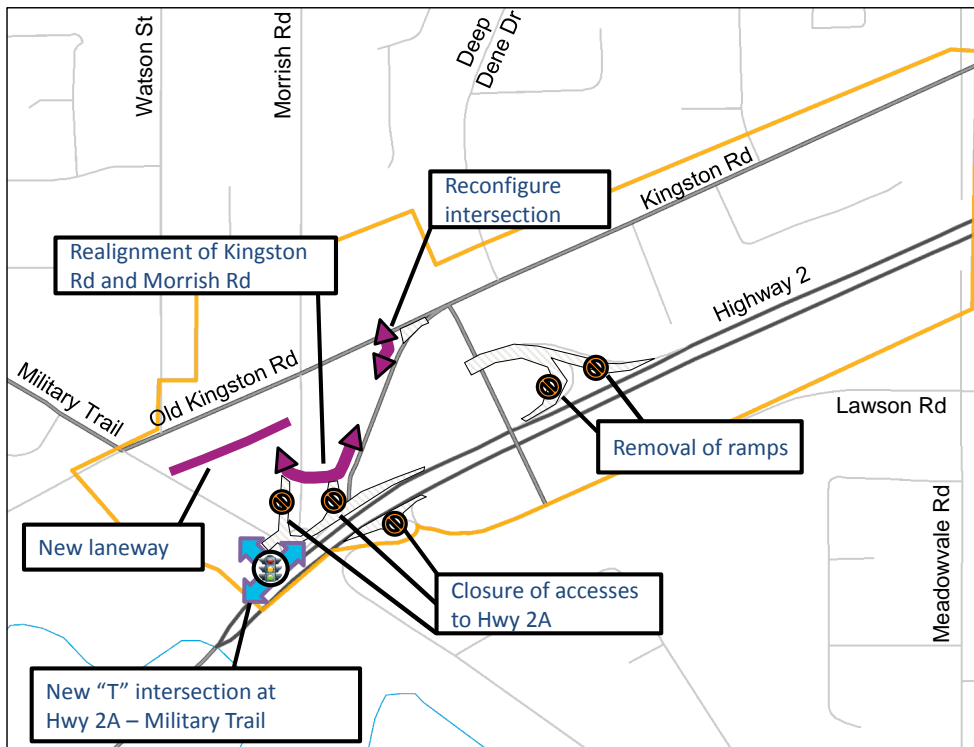
## Evaluation Summary

Evaluation Criteria	Alternative 3
Traffic	○ ○ ● ●
Multimodal Transport Planning	○ ● ● ●
Servicing	○ ● ● ●
City Building and Social Environment	○ ● ● ●
Cultural Environment	○ ○ ○ ●
Natural Environment	○ ○ ● ●
Costs	○ ○ ○ ●
Economic Development	○ ● ● ●
Overall Evaluation	<b>Moderately Preferred</b> ○ ● ● ●

- Hwy 2A signal increases auto travel times compared to Do Nothing
- More vehicles from outside the study area will travel through the Village (diversion from 2A). Similar to Alternative 1.
- Hwy 2A intersection provide new routing option for vehicles, pedestrians, and cyclists
- A right-turn only movement from Meadowvale Rd to Hwy 2A provides limited benefits to vehicles only
- Overpass limits transformation of Hwy 2A into a more pedestrian and cyclist friendly arterial road
- Overpass limits opportunities to develop surrounding lands
- Proximity of new intersection limits opportunity to eventually remove the Overpass
- Higher capital cost than Alternative 4 and lower cost than Alternative 1



# Alternative 4 (NEW)



## Background

- New alternative developed for the TMP
- Same as Alternative 1 but with Overpass in place

## Updates since PIC#1:

- New alternative (not previously shown at PIC #1)

## Evaluation Summary

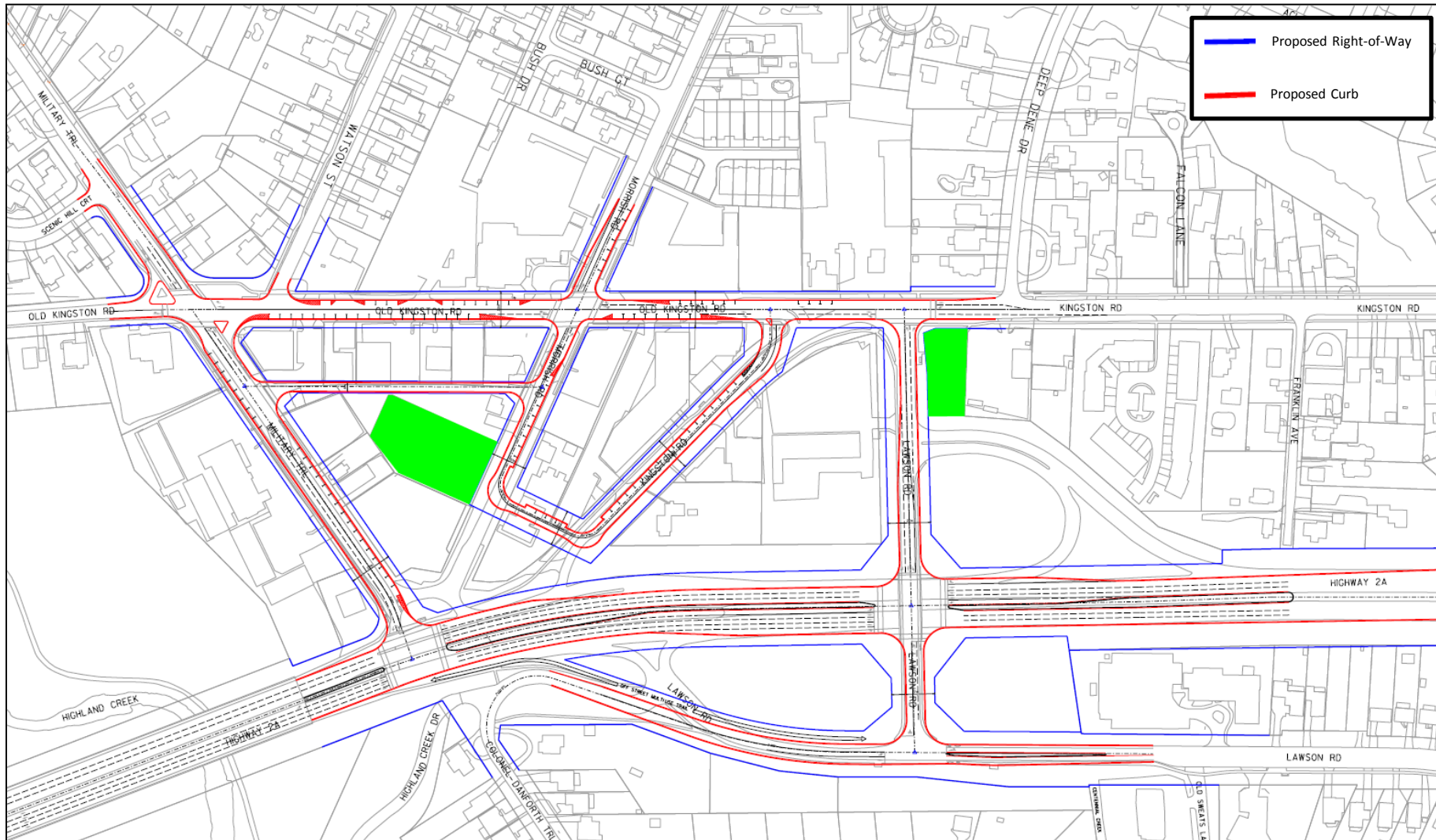
Evaluation Criteria	Alternative 4
Traffic	○ ○ ● ●
Multimodal Transport Planning	○ ● ● ●
Servicing	○ ● ● ●
City Building and Social Environment	○ ● ● ●
Cultural Environment	○ ○ ○ ●
Natural Environment	○ ● ● ●
Costs	○ ● ● ●
Economic Development	○ ● ● ●

- Hwy 2A signal increases auto travel times compared to Do Nothing
- More vehicles from outside the study area will travel through the Village (diversion from 2A). Similar to Alternative 1.
- Hwy 2A intersection provide new routing option for vehicles, pedestrians, and cyclists
- Limits accessibility to Lawson Rd and Colonel Danforth Tr from Hwy 2A eastbound (ramp closures)
- Overpass limits transformation of Hwy 2A into a more pedestrian and cyclist friendly arterial road
- Overpass limits opportunities to develop surrounding lands
- Does not preclude possibility of removing Overpass in the future
- Lower capital cost than Alternatives 1-3

Overall Evaluation	<b>Moderately Preferred</b> ○ ● ● ●
--------------------	--



# Preliminary Recommended Solution (DRAFT)



Note: The Concept Plan shown above is a preliminary draft provided for input and comment.

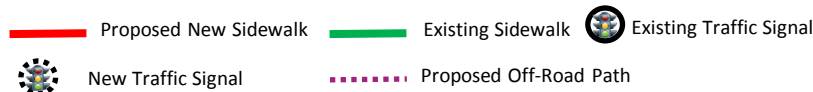
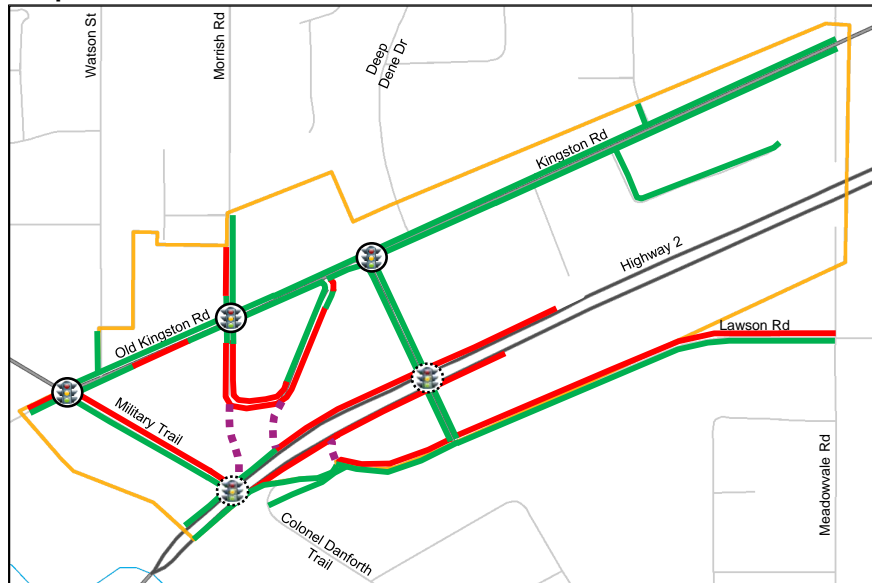


# Preferred Alternative - Active Transportation

## Walking

- Additional sidewalks to provide continuous network on both sides of streets
- Pedestrian crossings of Hwy 2A at new signalized intersections
- Improved public realm, including streetscaping, widened sidewalks, and landscape elements

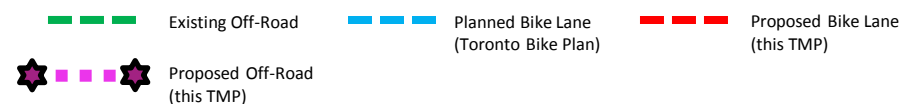
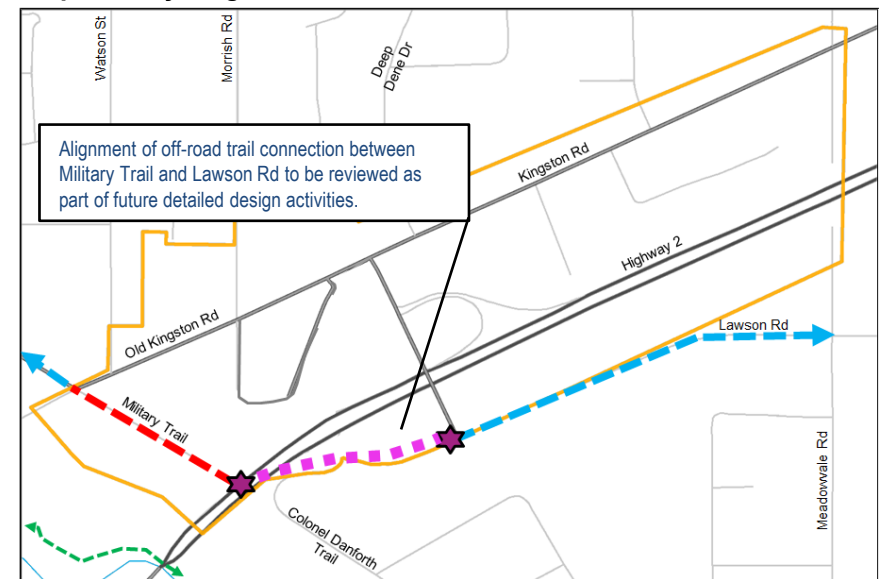
### Proposed Pedestrian Network



## Cycling

- New bike lanes and off-road trail connect to planned bike lanes on Military Trail and Lawson Rd
- Provides direct cycling connections to University of Toronto Scarborough and Rouge Hill GO Station
- Cycling infrastructure design options will be examined in more detail during detailed design

### Proposed Cycling Network



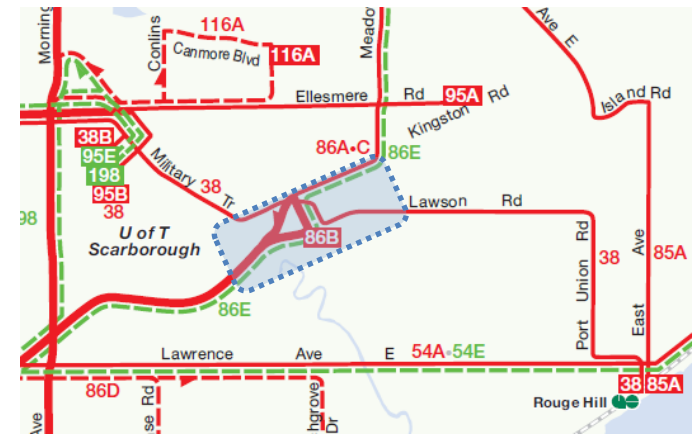


# Preferred Alternative - Transit and Servicing

## Transit

- No new dedicated transit infrastructure anticipated in study area
- Increased walkability and public realm supports transit
- TTC is circulated on applications for development and will adjust service as population in the area increases
- Potential improvements include:
  - Hwy 2A intersections require consideration of new routing
  - New bus stop locations to serve development
  - Improved connections with planned GO Regional Express Rail (RER)
  - New connections to future Scarborough Subway extension

Existing TTC Routes



## Water and Wastewater Servicing

- Projected growth and road reconfiguration can be supported through realignment and upsizing of sanitary sewers and watermains (where necessary)
- New Military Trail and Lawson Rd intersections provide opportunity to improve connectivity with existing water distribution systems on Colonel Danforth Dr and Lawson Rd south of Hwy 2A

**Note:** More detailed information on water, wastewater, and stormwater servicing is available at the Resource Table.

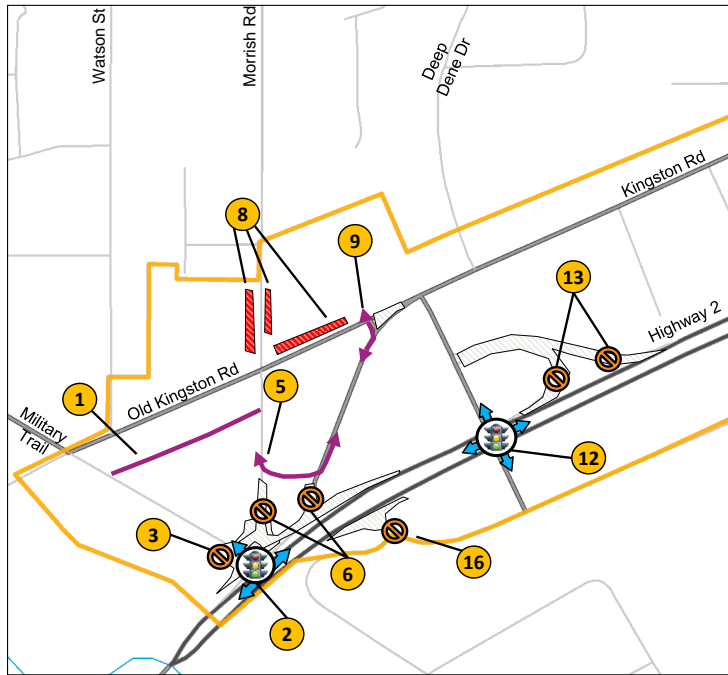
## Stormwater Servicing

- Opportunities to achieve stormwater management design objectives through low-impact development (LID) measures:
  - Bio-engineered swales
  - Bio-retention gardens
  - Tree pits in boulevards
  - Permeable pavements for on-street parking
- Centralized facilities can be considered
  - Reduce need for on-site management
  - Improve water quality & quantity in municipal right of way
- Controlling peak flows to the Centennial Creek corridor to reduce downstream flood risk



# Projects and Implementation Scenarios

## Improvements Key Map



## Implementation Scenarios

- Implementation **timelines are uncertain**. Possible scenarios include:
  - Development Driven:** Triggered by development proposal. Applications reviewed for consistency with TMP recommendations.
  - Public Realm Initiative:** Advanced through City Public Realm Initiatives (e.g., Beautiful Streets)
  - City Council:** Advanced with Council direction

## EA Schedules

- Each project is categorized into one of the following EA Schedules (by cost and impact):
  - Schedule A/A+:** Pre-approved. May proceed to detailed design and construction at any time
  - Schedule B:** May proceed to detailed design and construction at end of TMP
  - Schedule C:** Requires additional investigation and consultation (Phases 3- 4 of EA process)

## HCV TMP Recommended Projects

				Implementation Scenario		
Project	Included Improvements	EA Sched.	Anticipated Timing	Develop -ment	Public Realm	City Council
<b>Military Trail Traffic Signal</b>	<ul style="list-style-type: none"> <li>② New Hwy 2A Signalized Intersection</li> <li>③ Closure of Military Tr ramps / accesses                             <ul style="list-style-type: none"> <li>Conversion of Hwy 2A into arterial near Military Tr</li> <li>Streetscape improvements and parking on Military Tr,</li> <li>Cycling connections between Military Tr &amp; Lawson Rd</li> </ul> </li> </ul>	C	Short-Term (<10 yr)	✓		✓
<b>Old Kingston Rd Streetscape</b>	<ul style="list-style-type: none"> <li>⑧ Streetscape improvements and conversion to parallel parking on Old Kingston Rd &amp; Morrish Rd</li> </ul>	A+	Short-Medium Term (/w development)	✓	✓	✓
<b>Re-Alignment of Kingston and Morrish Rd</b>	<ul style="list-style-type: none"> <li>⑤ Road re-alignment / “loop” connection                             <ul style="list-style-type: none"> <li>Streetscape improvements and parking on Kingston Rd &amp; Morrish Rd</li> </ul> </li> <li>⑥ Closure of Kingston Rd &amp; Morrish Rd ramps / accesses</li> <li>⑨ Reconfiguration of Kingston Rd &amp; Old Kingston Rd intersection</li> </ul>	B	Medium-Term (10-20 yr)	✓	✓	✓
<b>New Laneway</b>	<ul style="list-style-type: none"> <li>① New laneway between Military Tr and Morrish Rd</li> </ul>	n/a	Short-Medium Term (/w development)	✓		✓
<b>Lawson Overpass Removal</b>	<ul style="list-style-type: none"> <li>⑬ Lawson Overpass and Lawson Hwy 2A ramp closure</li> <li>⑫ New Hwy 2A Signalized Intersection                             <ul style="list-style-type: none"> <li>Conversion of Hwy 2A into arterial near Overpass</li> </ul> </li> <li>⑯ Closure of Lawson Rd ramps / accesses</li> </ul>	C	Long-Term (20+ yr)	✓		✓



# Study Area Impacts and Mitigation

Potential Impacts	Mitigation
<b>Archaeological Resources</b> <u>Locations:</u> i) Future Village Green on west side of Morrish Rd; ii) Highland Creek Parkette on south-west corner of Old Kingston Rd and Lawson Overpass; iii) Open grass area located to south of Woodland Court Plaza <ul style="list-style-type: none"> <li>Properties identified as potentially containing archaeological resources</li> </ul>	<ul style="list-style-type: none"> <li>A Stage 2 Archaeological Assessment will be carried out prior to construction</li> <li>Written confirmation from the Ministry of Tourism, Culture and Sport (MTCS) that all MTCS technical review requirements have been satisfied will be required prior to construction</li> </ul>
<b>Site Contamination</b> <u>Location:</u> To be determined <ul style="list-style-type: none"> <li>Areas of potential environmental concern identified in parts of the study area</li> </ul>	<ul style="list-style-type: none"> <li>Identified areas of potential environmental concern will be further investigated to confirm or refute the presence of contamination prior to construction, where required</li> </ul>
<b>Private Property</b> <u>Location:</u> To be determined <ul style="list-style-type: none"> <li>Additional property required in some locations</li> </ul>	<ul style="list-style-type: none"> <li>Consultation with affected property owners and negotiation of property acquisition prior to construction; property requirements will be confirmed during detailed design</li> </ul>
<b>Cultural Heritage</b> <u>Location:</u> 215 Morrish Rd (Morrish Plaza) <ul style="list-style-type: none"> <li>Adjacent improvements to Old Kingston Rd identified as having potential to impact this property</li> </ul>	<ul style="list-style-type: none"> <li>Cultural Heritage Evaluation Report will be completed prior to detailed design in order to identify heritage attributes</li> </ul>

*Note: Impacts to be confirmed based on grading limits of preliminary design*



# Thank You!

## How can you continue to participate?

Please check the study website [www.toronto.ca/hcvtransportation](http://www.toronto.ca/hcvtransportation) to review new information.

## How can you share your feedback?

Please provide comments by **July 14, 2015** through one of the following methods:

- Completing a comment sheet today and placing it in the box provided
- Submitting written comment form via email, mail and/or fax
- Filling out an online feedback form on the study website

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

Tel: 416-338-2850  
Fax: 416-392-2974  
TTY: 416-397-0831  
[mpyjor@toronto.ca](mailto:mpyjor@toronto.ca)

## What happens next?

