



## **Highland Creek Village Transportation Master Plan**

### **Public Information Centre #2 Consultation Summary Report**

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In cooperation with AECOM

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# Introduction

The purpose of the Highland Creek Village Transportation Master Plan (TMP) is to identify changes to the transportation network and pedestrian realm which support future development, revitalization, and accommodation of all modes of transportation in Highland Creek Village. Once completed, this study will recommend a series of transportation projects, initiatives and policies to support re-development in the Highland Creek Village Area.

On June 24, 2015 the City of Toronto (City) hosted the final public meeting for this study in order to gather feedback on the Preliminary Recommended Solution. This report has been assembled by considering and combining the feedback received prior, during and after Public Information Centre (PIC) 2. This includes feedback received through staff discussions and the question and answer session at PIC 2, and through online and handwritten feedback forms, email/fax messages, and phone conversations.

The study is following the Municipal Class Environmental Assessment (Class EA) process, which includes identifying the problem/opportunity, developing and evaluating a reasonable range of alternative solutions, and providing opportunities for public input.

## Summary of Feedback

This section is an overall summary of key comments on the Preliminary Recommended Solution.

- A range of opinion is present on the future of the Village and the Preliminary Recommended Solution, including what makes up a "village." Some support maintaining the current built-form, heritage feel, and transportation network as-is, while others support redevelopment, building on the existing village character, and making changes to the existing transportation network.
- Improvements to the public realm, developing an enhanced streetscape, and an expanded sidewalk network have consistently been the most supported changes proposed by this study. Most people continue to agree with proposed improvements to the pedestrian environment and the addition of sidewalks, including the streetscape changes along Old Kingston Rd and the new crossings of Highway 2A.
- There are concerns in the community about increased traffic congestion, noise and delays due to the proposed traffic signals on Highway 2A. However, others support the reduced traffic speeds, increased development potential, and pedestrian environment improvements resulting from the conversion of Highway 2A to an arterial city street.
- Some expressed concerns about the proposed closure of the existing ramps to and from Highway 2A. There was some confusion about whether and how Village area residents would be able to go to and from Highway 2A via Military Trail, Lawson Road, and Colonel Danforth Trail when the proposed changes are in place.
- Maintaining and improving access to Highway 2A and Highway 401 are important to many in the Village area. Furthermore, some support connecting Meadowvale Road to Highway 2A (either as a new ramp or as a traffic signal) in order to improve connectivity. Residents of Meadowvale Road, on the other hand, do not support a new connection to Highway 2A due to the increased traffic that would travel through this predominantly residential street.
- Many have concerns about the unpredictability of future development (e.g. what will it look like, who will live there, how will it affect the Village as it is today). While some feel that redevelopment and changes to the transportation network in the Village are long overdue.

- There are strong and polarized views on the proposed conversion of angled/perpendicular parking to parallel parking. Existing businesses located in the Morrish Plaza strongly oppose the conversion to parallel parking on Old Kingston Road due to the negative business impacts caused by the decrease in spaces directly in front of the plaza. Others, on the other hand, support the proposed change to parallel parking due to the resulting improvements to the streetscape and the increased safety of parking manoeuvres.
- Most agree that the reduction in parking spaces due to the conversion to parallel parking should be offset by an increase in parking spaces elsewhere in the Village.
- Some have expressed concerns about the costs associated with the proposed removal of the Highland Creek Overpass since it was recently rehabilitated. While others support the removal of the Highland Creek Overpass and wish to expedite the urbanization and redevelopment of the existing highway and ramp lands that surround it.
- Many support the proposed reconfiguration of Kingston Road and Old Kingston Road intersection. Commentators have noted that the existing intersection is complicated, adds unnecessary delays, and can be confusing to those that are not familiar with the area.

The following sections discuss the content and format of the Stakeholder Workshop and PIC 2 and include a more detailed summary of the comments received during and after each event in more detail.

## Stakeholder Workshop

Prior to PIC 2 (June 24), City staff hosted a stakeholder workshop on May 28, 2015 at the Royal Canadian Legion. The purpose of this workshop was to meet with participants (business and resident representatives) from the two previous stakeholder meetings (WalkShop and Parking meetings) to discuss the study's preliminary recommendations.

Highlights from the discussion included:

- Need to better understand the timing and scenarios which would bring about the proposed changes
- Frustration by some businesses that the Project Team continues to recommend conversion of angled/perpendicular parking to parallel parking
- Support from some participants for changes to parking and streetscape in order to make the area attractive for pedestrians, providing a benefit to area businesses and building on the existing Village character
- Acknowledgement of the lack of connectivity currently in the Village and the need for new connections to/from Highway 2A

A complete list of discussion topics is available in the consultation report from this meeting which is available on the project webpage, under the consultation tab.

## **Public Information Centre (2)**

PIC 2 was held at the Royal Canadian Legion on June 24, 2015 with 129 people signing into the meeting. The purpose of this meeting was to review, discuss and receive feedback on the preliminary recommended solution for the transportation network in Highland Creek Village. A number of individual transportation improvements such as new signalized intersections, streetscaping, bike lanes, re-aligned roads and changes to on-street parking are being proposed for the future to support re-development and revitalization of the Village.

### ***Public Communications***

A number of communications methods were used to advertise and inform residents, businesses and stakeholders of the June 24 meeting, they included:

- Event information posted on study webpage on June 10, including the June 24 meeting information panels and the feedback form
- An email to the project mailing list on June 10
- Event flyer delivered by Canada Post to study area businesses and residents on June 11
- Event flyers distributed and conversations encouraging attendance at the Highland Creek Festival by City of Toronto Planning staff at the Planning in Public Spaces (PiPs) booth on June 13
- Event advertisement in the Scarborough Mirror East on June 11 and June 18

### ***Meeting Format***

The public meeting was arranged in an open house, drop-in format and included a formal presentation followed by a question and answer session. Display materials and renderings of the recommendations allowed people to review and discuss the proposed changes and improvements with staff. People were encouraged to ask questions after the presentation either by speaking at the microphone or submitting a question card. Feedback forms were also made available both at the event and on the project webpage.

## ***Feedback on Preliminary Recommended Solution***

All comments received have been reviewed, amalgamated and are organized into common themes with some sample comments.

### ***Comments Received***

Comments were derived from a variety of sources including:

- 34 comment forms (includes one letter) received during comment period prior to and following the second public event (June 10 to July 14)
- 19 email/fax messages and 5 phone conversations which were all acknowledged and/or responded to by staff (May 2015 to July 2015)
- City staff notes from conversations with people at the Highland Creek Village Festival, Stakeholder Meeting #3, and PIC 2

All communications received from the public during the environmental assessment process are shared with the project team and included in the final study report which will be made available for public review.

Please note: Public feedback does not determine study outcomes. The recommendations produced by the study will be determined according to technical criteria, (such as transportation operations and safety, socio-economics, natural environment, constructability, and cost), which are informed, in part, by the insights, suggestions and opinions provided through public feedback.

### ***Summary by Theme***

#### **Benefits and Challenges of Preliminary Recommended Solution**

- Some welcome proposed changes and an increase of pedestrians, cyclists, local shops and green space
- Some people indicated that they see either no or not many benefits from the Preliminary Recommended Solution. Among these commentators, some assert that streetscape improvements would be the only real community benefit
- Removing angled parking seen by many as a challenge
- Some people indicated that the plan will add more traffic congestion and noise
- Reconfiguring Kingston Road and Old Kingston Road intersection seen as positive in order to help alleviate current confusion especially for those unfamiliar with intersection
- Most agree on need for more new sidewalks
- Different perspectives on whether creating new intersections (i.e., New “T” intersection at Hwy 2A & Military Trail) will help slow down traffic and improve conditions for cyclists and pedestrians or simply add to commuter traffic and congestion
- Many questions and comments about the timeframe of proposed projects and unpredictability of future development

- Some question the community benefits from future property developments while others support development and feel that it can make the community more vibrant

### **Conversion of Parallel/Perpendicular Parking to Angled Parking**

- Comments that businesses will suffer from loss of parking spaces on Old Kingston Road:
  - "Small businesses are the life blood of our communities and should not be treated in this way"
  - "Majority of our customers drive so why are we making improvements for pedestrian traffic"
  - "If parking is not convenient, customers will shop somewhere else"
- Some concerns that parallel parking is not safer than angled parking:
  - "People will have to come from the east to parallel park potentially having to make U-Turn on Old Kingston Road"
  - "As a senior opening the car door puts you too close to the traffic and if you need to get a walking or wheel chair out it just prolongs the time near traffic"
- One question and comment about whether the City can guarantee that future development will provide enough parking. Existing examples of townhomes at Meadowvale Road and Kingston Road are referenced where people currently have to park on Meadowvale Road because there are not enough spots within the complex
- Some request that the removal of parking spaces requires guarantee of additional replacement parking spots being available in close proximity to businesses

### **Development**

- Concerns about density and building heights continue to persist from the 2012 Area Study
- Some see more development as unfavourable and that it will add to current traffic problems:
  - "No high density buildings please and leave the green spaces green. Don't put traffic lights where we don't need them. There is enough traffic congestion and concrete in this city already"
- Some appreciate planning for future development:
  - "You are all trying to plan ahead for what is best for our area – something we keep asking for and complaining isn't done = good to know"
  - "re-develop ugly area at bottom of Morrish Road"

### **Highland Creek Overpass and Lawson Road**

- Some request to retain this bridge:
  - "It allows for smooth traffic flow and lights would create a terrible bottle neck"
  - "Strongly opposed to removal...development not wanted; will create traffic chaos..."
- Some concern and confusion with proposal for Lawson Road area related to:
  - Closure of accesses to Hwy 2A (Lawson Road) and removal of Hwy 2A on and off ramps will only impede access to community and are a waste of money
  - Distance from new Hwy 2A and Lawson Road intersection to the south end of Lawson Road is too short and could cause back ups
  - Removal of ramps at Lawson Road and overpass mean that people will need to use Meadowvale Road and Port Union Road



- Some support removal of Highland Creek Overpass yet there is concern with the redevelopment of the On and Off Ramp areas from competing traffic, potential access conflicts, headlights from vehicles shining into people's yards, privacy and overlook issues with potential balconies in close proximity to their amenity spaces

## Meadowvale Connection

- While the study is not recommending a Meadowvale connection (acknowledging that a larger feasibility study would be required), some people want a north south connection to join the separated communities and offer a more direct route to Highway 401 and Highway 2A in the area and others do not:
  - "I will not support any alternative until Meadowvale Road is extended from Lawson Road up to Steeles Avenue and eventually up to Hwy 7 and a direct connection is completed from the end of Ellesmere Rd. to 401 to siphon off Durham bound traffic volume away from Highland Creek Village."
  - "Leave Meadowvale the way it is"
- Some feel that opening up Meadowvale would provide relief for local commute:
  - "Coming from east to access Lawson Road currently means that left turn queue onto Port Union Road from Kingston Road can take up to 15 minutes"
- Some see the Meadowvale connection as only benefiting those outside of Highland Creek Village
- Request for Hwy 2A access from Meadowvale in order to avoid Village traffic during rush hour
- Request to add westbound left turn lane at existing intersection of Kingston Road and Meadowvale Road and a new westbound on-ramp to Kingston/Hwy 2A.
- Request to consider one way north on Meadowvale Road (south of Kingston Rd) with left and right turns onto Kingston Road
- Request to consider changing Meadowvale Road and Lawson Road intersection to a full traffic light system

## Traffic

- Concern that new traffic signals will not help traffic flow and increase commute times:
  - "Signalized intersections on Hwy 2A are too close to each other"
  - "Hwy 2A can handle intersection at Military Trail but not new signal at Lawson Overpass"
  - "A signal on the Highland Creek Overpass would just cause traffic to back-up unnecessarily – right now the three-way stop allows a more continuous flow of traffic"
  - "Leave as is. Hwy 2A is for commuters going east and don't want to stop/shop in village"
- Some see new traffic signals as a benefit:
  - "Will minimize racing and noise on Hwy 2A"
  - "Traffic light on Military Trail will slow down traffic and improve bike and pedestrian access"
- Comment that the traffic lights on Hwy 2A (new "T" intersection at Hwy 2A – Military Trail and new signal at Highland Creek Overpass & Hwy 2A) and the resulting removal of the Highland Creek Overpass would not contribute any benefit to the village and would only aggravate the heavy rush hour traffic that already exists on Hwy 2A

- Concern expressed that increase of traffic from queues at intersections will increase pollution
- Comment that current access to westbound Hwy 2A from Morrish Road and Military Trail works very successfully and contributes to the free flow of traffic. Concern that if the proposed changes (closure of accesses to Hwy 2A both at Military Trail and at Morrish Road/Kingston Rd) were implemented it would increase traffic within the village and only serve to isolate those business that are already established
- Hwy 2A On and Off Ramps – to and from the Highland Creek overpass function well as is – don't remove:
  - "On and Off ramps divert pass through traffic away from Highland Creek area and makes this community unique and pedestrian safe like our own backyard"
- Request to leave lane from Kingston Road to Hwy 2A open to alleviate some of the east west traffic problems
- Suggestion to delete traffic signal at Lawson Road and Highland Creek Overpass because the traffic signal at Hwy 2A and Military Trail should be enough to allow pedestrian and bicycle traffic access and improve rush hour traffic flow – consider 4-way traffic signal at Hwy 2A and Colonel Danforth Trail
- Consideration needed for what happens to arterial roads like Military Trail and Meadowvale Rd. with increase of residents into the area – how will these roads leading up to Hwy. 401 better accommodate increase in traffic especially during busy times like (Thursday and Friday rush hour)

## Timing

- Concern about the amount of time it will take for people to see changes:
  - "Recognizing that many of these changes won't happen for years/decades, it would be nice if some changes can be implemented immediately (streetscape, parking etc)"
- Suggestion that Hwy 2A new intersections should be done at the same time not 15 years apart
- Request for some changes to be implemented immediately (e.g. streetscape, parking)

## Cycling

- General support for bike lanes connecting Lawson Road and Military Trail:
  - "Having two signalized crossings will provide safer and more predicable points of crossing for people walking and biking through the area"
  - "Proposed cycling connections are consistent with the 2001 Bike Plan, and serve as an important link between the Rouge Hill GO Station to the University of Toronto Scarborough campus"
- Comment that placing bike lanes on Military Trail is not safe since it is an extremely busy roadway
- Suggestion to connect bicycle path from south side of Military Trail via the existing bridge or via a bridge extension

## Other Suggestions, Ideas and Insights

- Make the Village a place where Winter and Summer festivals can be held - close off and create a cobbled section with chairs in front of the Plaza to enhance the beauty and revenue for the area
- Comment that Highland Creek area is a transportation mess and very unfriendly to all (motorists, pedestrians and cyclists)
- Consider providing safe Hwy 2A ramps by making them longer and making merging easier:
  - "Rethink what is already there and how to make it safer"
- Consider roundabouts at Old Kingston Road/Lawson Road intersection and Morrish Road and Old Kingston Road intersection:
  - "Safer for traffic, pedestrians and encourages walking on sidewalks – semaphore lights cause interference to pedestrians and traffic making life less enjoyable"
- Beauty of this area is the quick access to Hwy 401 and the many streets that lessen any one neighbourhood to increased traffic loads and noise
- In place of proposed traffic signals, build a new bridge/overpass that is pedestrian and cyclist friendly where the traffic signals at Military Trail are proposed (include ramp from eastbound 2A to northbound Morrish Road then traffic turns east on Kingston Road & Hwy 2A):
  - "Then, a second pedestrian and cyclist-only bridge to replace Highland Creek Overpass – "A bridge is always a better options for pedestrians and cyclists and frees up more development land"
- Things to do in 2015:
  - Bike lanes on Lawson Road, Highland Creek Overpass, Kingston Road and Military Trail
  - Divert westbound through traffic off Kingston Road onto west Hwy 2A: new left turn lane on westbound Kingston Road to southbound Meadowvale with new westbound on ramp to west Hwy 2A
  - Improve Old Kingston Road and Kinston Road intersection
- Request for reduction of speed limits on Hwy 2A
- Request for Traffic Operations to respond to major problems with the rush hour traffic on Kingston Road through the Morningside Avenue and Lawrence Avenue East intersections
- Concern about operations and waste from mechanic shops

## What is Next?

The Project Team has reviewed all comments and feedback from PIC 2. Based on the input received, the team will:

- Re-evaluate the preliminary recommended solution
- Identify the recommended solution
- Provide an implementation and funding plan to support the recommendations
- Continue consultations with stakeholders including affected property owners

The study will be documented in a final TMP report later this year. Once complete, City staff will report back to City Council on the recommendations (i.e., road network, parking, transit, cycling and pedestrian facilities) to be implemented. If passed, after Council's vote on staff recommendation, a Notice of Completion and link to the TMP document will be sent to all stakeholders and the project mailing list. As a requirement of the Municipal Class EA process, Schedule B projects are subject to a 30-day public review period, which follows the publication of the Notice of Completion.

Any Schedule C projects that are recommended by the TMP will have to fulfill Phases 3 and 4 of the Class EA process as part of separate studies prior to filing an Environmental Study Report (ESR) for public review. Subsequent phases of the Class EA process examine design alternatives for the recommended project and include additional public consultation to allow for input on the design alternatives and development of the preferred design and measures to address or mitigate impacts associated with specific projects.

To stay informed about the Highland Creek Village Transportation Master Plan, please visit the project website at:

**[www.toronto.ca/hcvtransportation](http://www.toronto.ca/hcvtransportation)**

## **Appendix A – PIC 2 Notice**

# Highland Creek Village Transportation Master Plan

## Public Event #2

We invite you to attend an upcoming public meeting to review, discuss and provide your feedback on the preliminary recommended solution for the transportation network in Highland Creek Village. The preliminary recommended solution includes a number of individual transportation improvements such as new signalized intersections, enhanced streetscapes, bike lanes, changes to on-street parking and re-aligned roads.

**A presentation about the evaluation of various solutions and preliminary recommendation will take place at 6:30 p.m.**

<b>Date:</b>	<b>Wednesday, June 24, 2015</b>
<b>Drop-in:</b>	<b>5:30 p.m. – 8:30 p.m.</b>
<b>Presentation:</b>	<b>6:30 p.m.</b>
<b>Place:</b>	<b>Royal Canadian Legion, 45 Lawson Road</b>



This venue is wheelchair accessible.  
Please contact to arrange for additional accommodations.

### Overview:

The City of Toronto is studying improvements to the public realm and transportation network changes to support future population growth and development activities in Highland Creek Village.

This study has assessed a range of future improvements and has identified a preliminary recommended solution to support land development, improve network connectivity, address the needs of the community, and accommodate all road users. It is expected that the improvements would be implemented over a 10 or 20 year period.

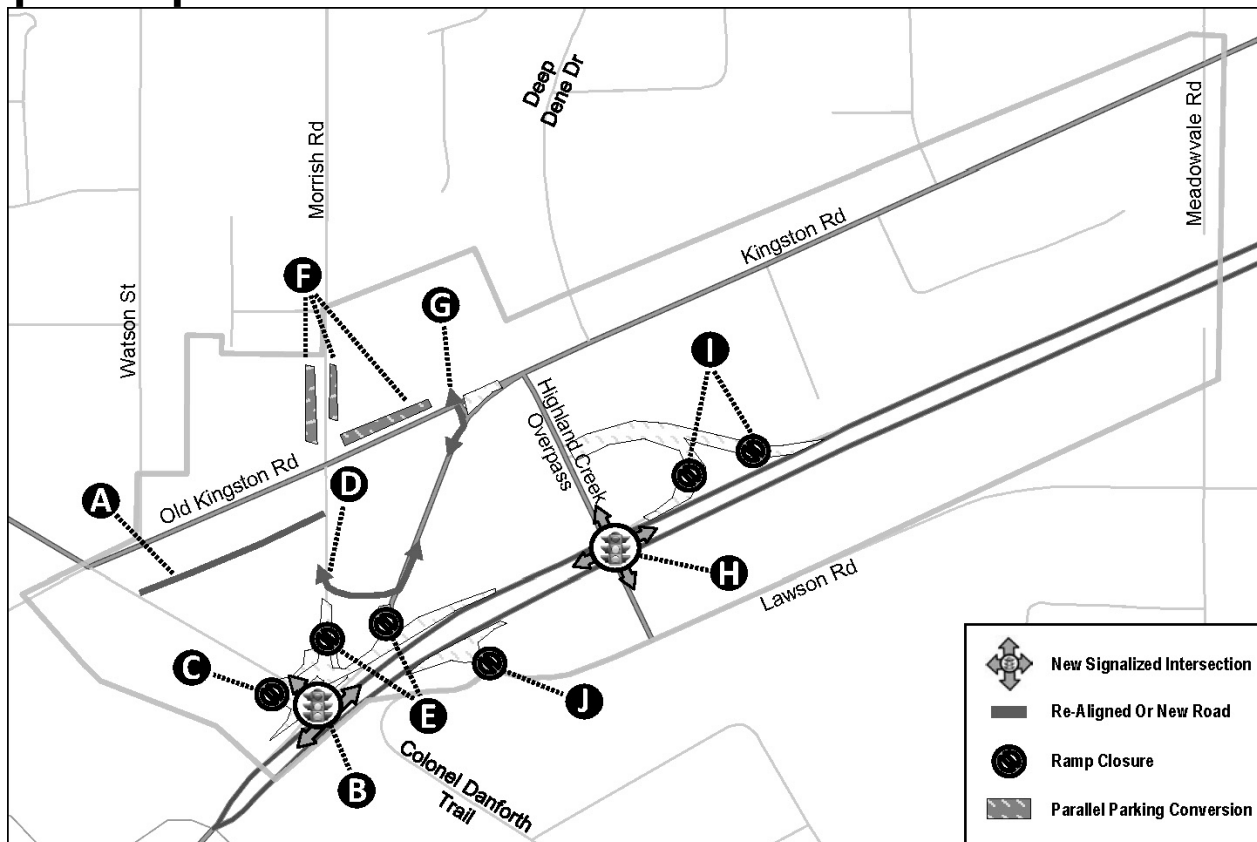
**See map on the reverse side for the improvements which make up the preliminary recommended solution.**

### The Study Process:

This Master Plan is following Phases 1 and 2 of the Municipal Class Environmental Assessment process, which includes identifying the problem/opportunity, developing and evaluating a reasonable range of alternative solutions, selecting a preliminary recommended solution and providing opportunities for public input.

*Continues on reverse...*

## Map of Improvements:



<b>A</b>	New laneway	<b>F</b>	Conversion of angled/perpendicular parking to parallel
<b>B</b>	New "T" intersection at Hwy 2A – Military Trail	<b>G</b>	Reconfigure intersection of Old Kingston Rd and Kingston Rd
<b>C</b>	Closure of accesses to Hwy 2A (Military Trail)	<b>H</b>	New signal at Lawson Overpass and Hwy 2A
<b>D</b>	Realignment of Kingston Rd and Morrish Rd	<b>I</b>	Removal of Hwy 2A on and off ramps
<b>E</b>	Closure of accesses to Hwy 2A (Morrish Rd & Kingston Rd)	<b>J</b>	Closure of accesses to Hwy 2A (Lawson Rd)
<b>*</b>	New bike lanes that connect Lawson Rd & Military Trail	<b>*</b>	Enhanced streetscape / public realm throughout the Village
<b>*</b>	Additional on-street parking on improved roadways		

(\*) Not shown on map; applies to multiple roadways and areas. Refer to the project web page for details.

## We would like to hear from you:

Visit the project web page to view recommendations, drawings and get more information:

**[www.toronto.ca/hcvtransportation](http://www.toronto.ca/hcvtransportation)**

Provide your comments using the online comment form or mail them in using the contact information below. **Please provide comments by July 14, 2015.**

## For more information, contact:

**Maogosha Pyjor**

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

E-mail: [mpyjor@toronto.ca](mailto:mpyjor@toronto.ca)

Tel: 416-338-2850

Fax: 416-392-2974

TTY: 416-338-0889

Call **3-1-1**

*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: June 11, 2015.*

## **Appendix B – Feedback Form**



**Public Information Centre #2 - Wednesday, June 24, 2015**

Thank you for participating in this Public Event. Please complete the comment sheet so we can learn more about your suggestions and concerns about this project. Throughout this study, the public is being invited to provide feedback on the Transportation Master Plan. Please respond to the questions below and provide your contact details on the reverse side to receive project updates.

Deadline to submit comments: **July 14, 2015**. The comment form can be completed online. Alternatively, you can use the postage paid envelopes available at the registration table and send in your comments by mail.

Please refer to public meeting materials which will be available online at:

[www.toronto.ca/hcvtransportation](http://www.toronto.ca/hcvtransportation)

**Questions**

**Refer to the map provided (last page), which identifies the preliminary recommended solution.**

- 1. Do you agree or disagree with the following components of the preliminary recommended solution? (Check appropriate rating on scale)**

<b>Improvement</b>	<b>1 Strongly disagree</b>	<b>2 Disagree</b>	<b>3 Neutral</b>	<b>4 Agree</b>	<b>5 Strongly agree</b>
New Laneway					
New "T" intersection at Hwy 2A – Military Trail					
Closure of accesses to Hwy 2A (Military Trail)					
Realignment of Kingston Rd. and Morrish Rd. (option 2)					
Closure of accesses to Hwy 2A (Morrish Rd & Kingston Rd)					
Conversion of angled parking to parallel					
Reconfigure intersection of Old Kingston Rd and Kingston Rd					
New signal at Lawson Overpass and Hwy 2A					
Removal of Hwy 2A on and off ramps					
Closure of accesses to Hwy 2A (Lawson Rd)					
Bike Lanes					
Enhanced Streetscape / Public Realm and Expanded Sidewalks					
Additional on-street parking on improved roadways					

*Continued on reverse*

**2. What are some of the benefits of the preliminary recommended solution?**

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**3. What are some of the challenges of the preliminary recommended solution?**

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**4. Would you make any changes to the preliminary recommended solution, and if so, what changes?**

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**5. Do you have any other comments or suggestions?**

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## Public Consultation Evaluation

As a part of the public consultation evaluation we are seeking your feedback to improve future consultations. Please rate your level of satisfaction for the following questions (Check appropriate rating on scale):

Question	1 Strongly disagree	2 Disagree	3 Neutral	4 Agree	5 Strongly agree
I learned a lot at this Public Information Centre.					
I found the meeting format helpful.					
The meeting venue was appropriate.					
The meeting activities allowed me to provide feedback.					
<b>Additional Comments on Consultation:</b>					

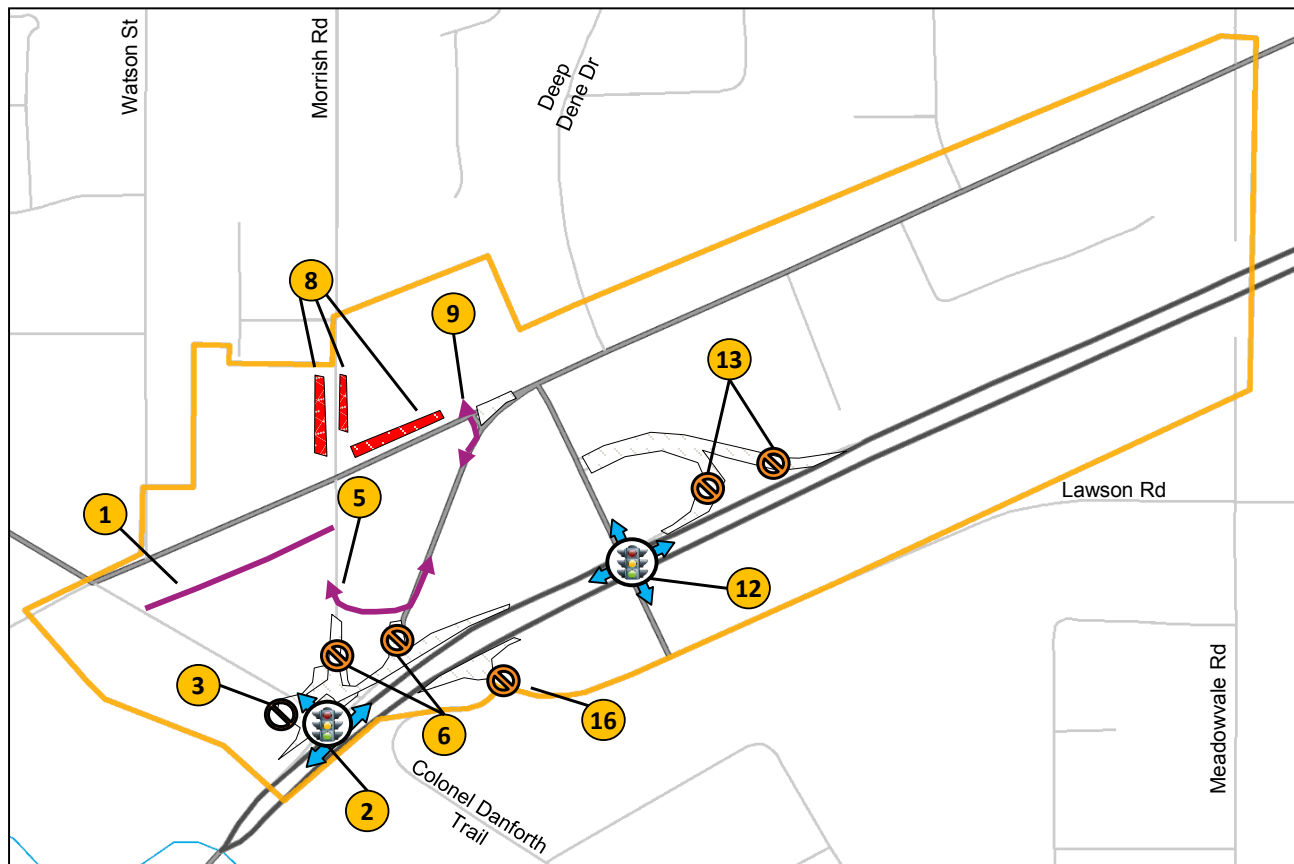
***Thank you for your input!***  
**Please submit your comment form at the registration table**  
**or send in your comments by July 14, 2015 using one of the following options:**

**Post:** Maogosha Pyjor  
Public Consultation Unit  
55 John Street, Metro Hall, 19<sup>th</sup> Floor  
City of Toronto  
Toronto, ON M5V 3C6

**Phone:** 416-338-2850  
**Contact:** mpyjor@toronto.ca  
**TTY:** 416-338-0889  
**Fax:** 416-392-2974

*Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, comments will become part of the public record. Personal information such as your name, e-mail and address are not included in the public record. If you have any questions about this collection, please contact: Manager, Public Consultation Unit 416-392-2990, 55 John Street, Metro Hall, 19<sup>th</sup> Floor, Toronto, ON M5V 3C6.*

# Alternative 1 Transportation Improvements



Menu of Considered Improvements		Alternative 1
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 parking to parallel	✓
⑨	Reconfigure intersection of Old Kingston Rd and Kingston Rd	✓
⑩	Roundabout at Kingston Road and Lawson Overpass	
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 Signalized Intersection



Re-Aligned Or New Road



Ramp Closure



Parallel Parking Conversion

## Appendix C – PIC 2 Question & Answer Session

### Meeting Notes

The following is a summary of the comments (denoted under **C**) and questions (denoted under **Q**) received, and the answers (denoted under **A**) provided during the question and answer session at PIC 2.

### Timing and Implementation Plan

**Q:** *What is the implementation schedule for the proposed changes?*

**A:** Implementation timing is generally tied to development and is expected to occur over the next 10-20+ years. Changes to the transportation network and streetscape are unlikely to occur until re-development occurs.

**Q:** *Who will make decisions for businesses (e.g., will businesses be forced to implement streetscape changes)?*

**A:** Property owner(s) will have control over whether and when to approach the City of Toronto with development applications for individual or groups of properties within the Village. The City of Toronto would look to secure the transportation improvements that are proposed in this Transportation Master Plan as part of the development review process. Property owners would be expected to communicate with their tenant businesses during this process.

**C:** *Some expressed a desire to "get on with it".*

**Q:** *Changes to Angled Parking and Streetscape Improvements are identified as "Schedule A" projects that can happen right away but are also identified as being longer term and tied to development. Please clarify.*

**A:** Schedule A is a reference to the Municipal Class Environmental Assessment Process (commonly known as a Class EA) that this Transportation Master Plan (TMP) is following. A Class EA is a study required by the Ontario Ministry of Environment and Climate Change (MOECC) to assess the potential positive or negative effects of an individual project on the environment. Each project that is recommended by the TMP is classified into one of the following Class EA "Schedules" (primarily based on project complexity / cost):

- **Schedule A:** projects are limited in scale, have minimal adverse environmental effects and include a number of municipal maintenance and operational activities. These projects are pre-approved and may proceed to implementation without following the full Class EA planning process.
- **Schedule A+:** projects are limited in scale and with minimal adverse environmental impacts but of a broader scale than Schedule A projects. These projects are also pre-approved; however, the public is to be advised prior to project implementation.
- **Schedule B:** projects have the potential for some adverse environmental effects. A screening process must be undertaken which involves mandatory contact with directly affected public and relevant review agencies to ensure that they are aware of the project and that their concerns are addressed. If there are no outstanding concerns, then the project may proceed to implementation. This TMP will satisfy EA process requirements for Schedule B projects.
- **Schedule C:** projects have the potential for significant environmental effects and must proceed

under the full planning and documentation procedures specified in the Class EA document (Phases One to Four). Schedule C projects require that an Environmental Study Report (ESR) be prepared and submitted for review by the public and review agencies. If there are no outstanding concerns, then the municipality may proceed to implementation. Any Schedule C projects that are recommended by the TMP will have to fulfill Phases 3 and 4 of the Class EA process as part of separate studies.

The streetscape improvements and changes to angled parking are classified as a Schedule A+ project, which are limited in scale and anticipated to have minimal environmental impact (includes social, natural, cultural, and economic environment). Schedule A+ projects are pre-approved (no additional EA process steps are required) and may proceed to implementation at any time. Although the City of Toronto may proceed with implementation at any time, the streetscape improvements and associated changes to on-street parking are not expected to be pursued by the City prior to development. Streetscape improvements would be secured for each frontage through the development review process (at the cost of the developer). The City may consider taking the lead in filling in gaps or completing the streetscape improvements once a critical mass of development has occurred in the area.

## Development

**Q:** *Concern about the types of development that are proposed and questions about whether the developed areas will become student housing for University of Toronto Scarborough.*

**A:** Student housing is not being examined as part of this transportation study. The Highland Creek Village Area Study (2012) and associated amendments to the Official Plan and Zoning By-Law establishes development of lands and type of land uses that are encouraged and allowed in the study area. The majority of the TMP study area is zoned as, Commercial-Residential (CR) which permits residential dwellings, including student housing, commercial, retail uses and prohibits automotive related uses. The CR zone also does not permit detached, semi-detached or split-level dwellings.

The University of Toronto has completed a Scarborough Campus Master Plan (2011) which includes on-site student housing: <http://www.utoronto.ca/aboutus/campus-growth-utsc-master-plan>. However, this Master Plan remains conceptual in nature and a land use study will need to be completed in partnership with the City of Toronto, consultation with the public, feedback from community agencies prior to finalizing the study including a student housing component.

**Q:** *What is the status of development applications in the study area (5 development applications were originally in the study area).*

**A:** Only 2 development applications are currently active in the study area: 363 Old Kingston Road (3-storey mixed-use residential commercial building) and 280 Old Kingston Road (75 space parking lot for St. Joseph's Church). The other development applications have since been withdrawn.

**C:** *Concerns about building heights (particularly areas where more than 3-4 storeys are allowed) and increased density.*

**A:** Mid-rise forms are envisioned for the future East Village, which is to be located in the lands generally around the Highland Creek Overpass. Developments in this area are dependent on the long-term removal of the overpass in the future. The Area Study only provided general directions on potential future mid-rise developments in the East Village. Proposed developments will require amendments to the Official Plan and the Zoning By-law which will require public consultation and consideration by City Council.

**C:** *Some meeting attendees expressed their support for the planning provisions established as part of the Area Study, which guide the orderly development of land within the confines of a defined set of desirable uses. For example, the zoning by-law does not allow big box stores in the study area.*

## **Walkability**

**C:** *Some expressed support for more retail opportunities and enhanced walkability in the study area.*

**Q:** *Were walkability scores examined and quantified as part of the TMP?*

**A:** Improving walkability and enhancing the public realm have been key goals from the outset of this project. These goals are expressed in the study's Problem and Opportunity Statement and pedestrian network and public realm related evaluation criteria and indicators. Although a quantitative walkability score, which measures the number of points of interest that are within a walkable distance from a given location, was not examined as part of this TMP, it is recognized that the proposed streetscape improvements and pedestrian network enhancements will significantly enhance the area's pedestrian environment.

## **Transportation Network**

**Q:** *Will the road network allow motorists to travel through to Old Kingston Road from Kingston Road and vice versa?*

**A:** The proposed road network will allow motorists to continue to travel in an east-west direction on Old Kingston Road and Kingston Road. The proposed re-alignment of the Old Kingston Road / Kingston Road intersection will "normalize" the intersection; eastbound traffic on Old Kingston Road will no longer have to stop at the stop sign and turn left in order to continue onto Kingston Road. The stop sign will be removed and the existing Old Kingston Road lanes will continue through to the Old Kingston Road / Kingston Road / Highland Creek Overpass traffic signal.

**Q:** *Concerns about introducing traffic signals along Highway 2A will lead to more delays to traffic.*

**A:** Traffic signals will increase delays to eastbound and westbound through traffic along Hwy 2A. These delays will primarily be concentrated in the weekday AM and PM peak periods and will mostly impact longer-distance through traffic (over 90% of traffic on Hwy 2A is not destined to or from the study area). The traffic signals will provide local traffic with new, more-direct access opportunities to Hwy 2A (particularly at Military Trail) and will provide additional safe crossing opportunities for pedestrians and cyclists.

**Q:** *Why is the Highland Creek Overpass coming down since it was recently rehabilitated?*

**A:** The Highland Creek Overpass was recently rehabilitated and its service life is expected to continue for at least another 20 years. It is not the intent of the City to revisit the need for this structure over the short-term, but rather to plan for its potential removal in the long-term.

**Q:** *In what areas will motorists have increased options / connections and where are traffic increases coming from?*

**A:** The new traffic signal at Hwy 2A and Military Trail will provide new connections for motorists. The existing ramps only allow motorists to exit westbound Hwy 2A to Military Trail and to enter westbound Hwy 2A from Military Trail. The new traffic signal will allow all turns at Military Trail, including an eastbound left to Military Trail and a southbound left turn to Hwy 2A. The vast majority of traffic increases along Hwy 2A are a result of traffic coming from outside of the study area and particularly points to the east.

**Q:** *Concerns about potential impacts to the cemetery on the north side of Old Kingston Road.*

**A:** No impacts have been identified.

**Q:** *How will Lawson Road and Colonel Danforth Trail be accessed once Military Trail is a signalized intersection?*

**A:** If the existing ramp from Hwy 2A eastbound to Colonel Danforth Trail and Lawson Road is closed, vehicles would turn left on to Military Trail and travel on Old Kingston Road, cross the overpass and connect to Lawson/Cl. Danforth; once the overpass is removed, vehicles would be able to make a right turn at the Lawson/Highway 2 signalized intersection. (*Note: The potential to maintain the existing eastbound off-ramp until the Overpass is removed is being considered as part of the Implementation Plan.*)

**Q:** *Further clarity requested on the recommendations for the Meadowvale Road connection to Highway 2A.*

**A:** Meadowvale Road is not connected to Highway 2A in the Preliminary Recommended Solution.

**Q:** *Will there be any potential impacts to the Heritage Day parade route when the Overpass is replaced by a traffic signal. The route currently starts at the Royal Canadian Legion and crosses the Highland Creek Overpass en-route to the Village.*

**A:** Parade route noted. Future discussions with City of Toronto Right of Way Management would be required once the overpass is slated for removal.