

# Southwest Agincourt Transportation Connections Study

[toronto.ca/ConnectingSWAgincourt](https://toronto.ca/ConnectingSWAgincourt)

Public Consultation #1

September 2020



# Purpose of this public consultation

1. Introduce the study
2. Review the existing conditions
3. Present potential transportation improvement options
4. Provide an opportunity for the public to ask questions and give feedback



# Study Focus Area

The study Focus Area is bounded by Kennedy Road to the west, Village Green Square to the south, the Stouffville GO Train line to the east, and Dowry Street to the north.

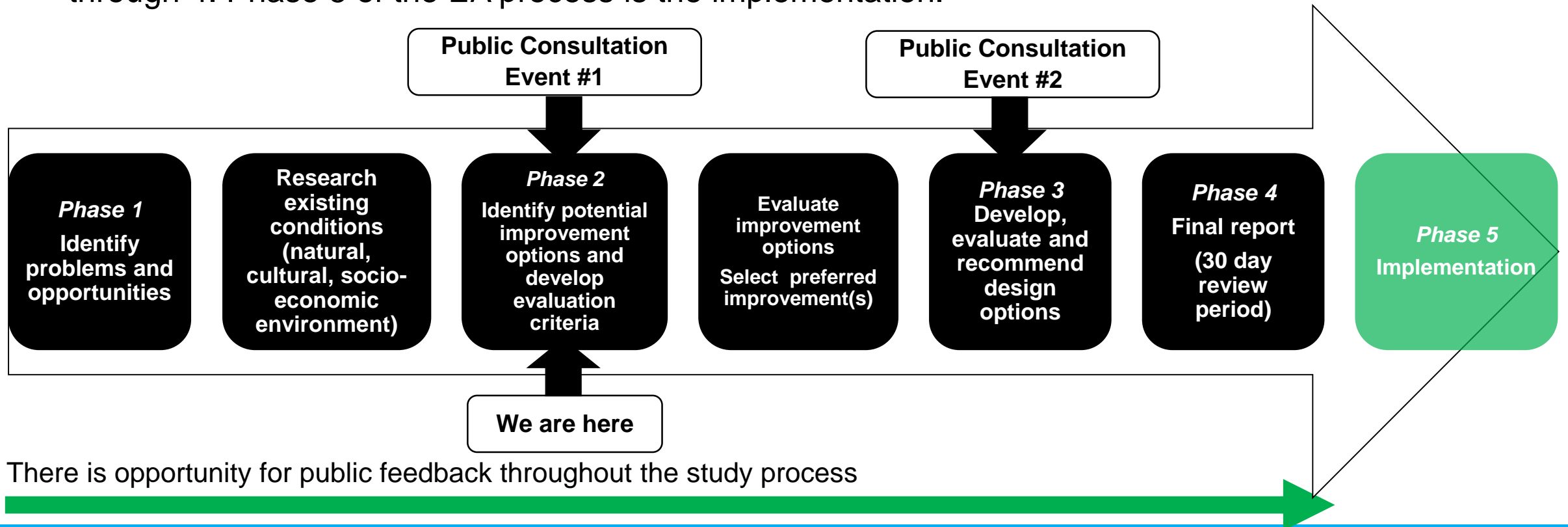
In anticipation of future growth resulting from development, this study seeks to improve transportation connectivity, safety and comfort for all modes of transportation within the study Focus Area.



# Environmental Assessment Process

This study follows the Municipal Class Environmental Assessment (MCEA), which is a process set out by the Province with established phases and requirements for data collection, notification of stakeholders, public consultation, and reporting.

There are five phases in an EA process. This study is a Schedule 'C' project, which includes Phases 1 through 4. Phase 5 of the EA process is the implementation.



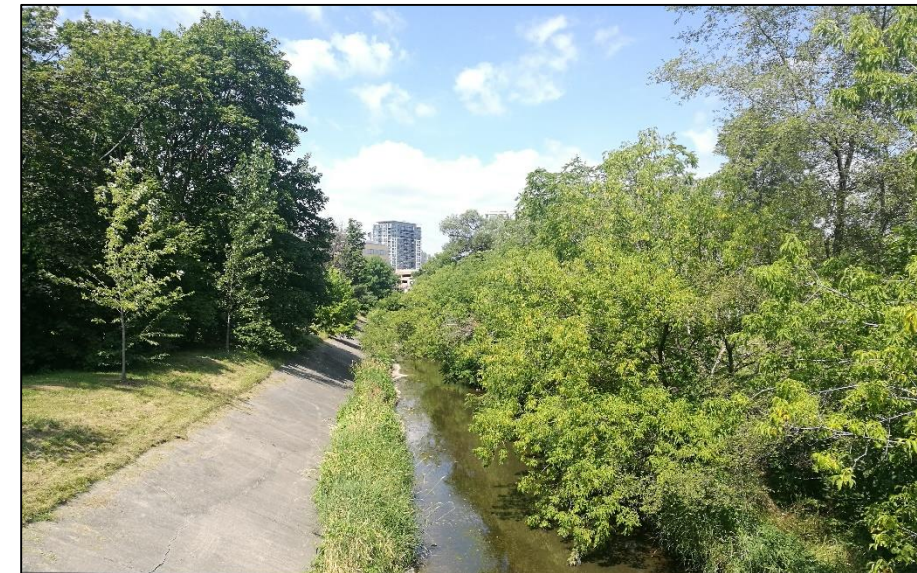


# Background

- The study area is experiencing significant growth. Planned residential and commercial growth will generate higher transportation demands.
- The study area is constrained by major physical barriers that have created a disconnected street network.
- There are few safe, comfortable routes for people walking and cycling.
- The City's Official Plan and Agincourt Secondary Plan identify the need to expand the transportation network to accommodate the growth that is expected to occur in the area.
- Improvements that are being considered as part of this study will help support development growth within the focus area and improve access to the Agincourt GO Station, Collingwood Park, schools, and other local destinations.



Entrance to Collingwood Park

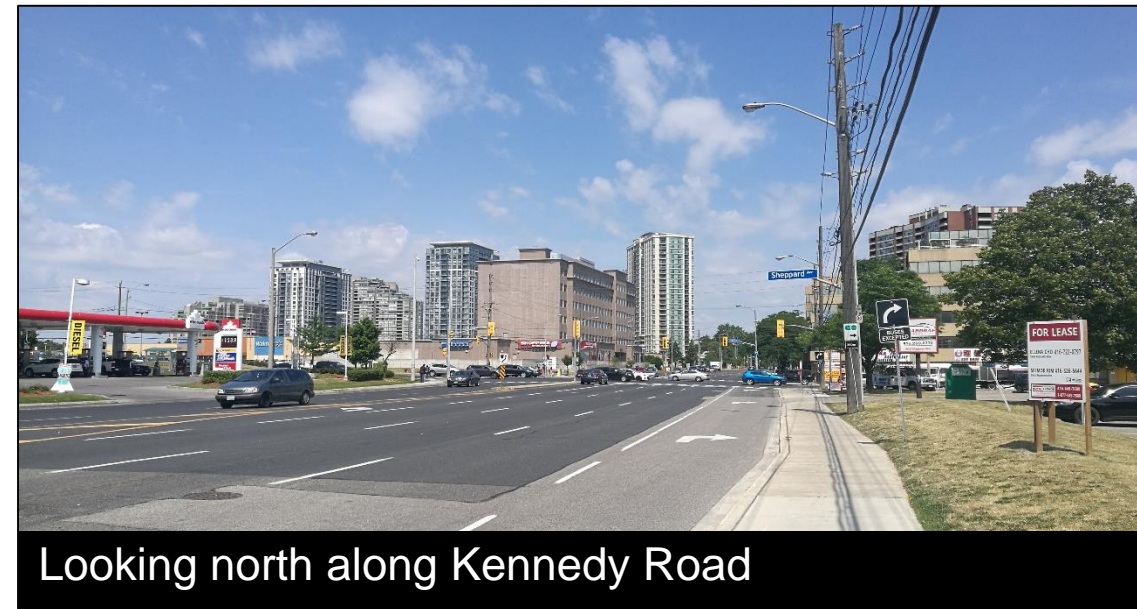


West Highland Creek



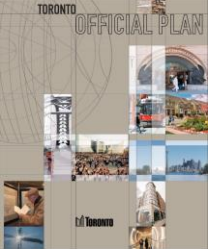



# Study Objectives

1. Improve **street network connectivity**, **safety**, and **user comfort** for all modes of transportation to local destinations, including Agincourt GO Station, Collingwood Park, and schools
2. Mitigate **traffic congestion** in the Focus Area
3. Provide high quality transportation infrastructure that addresses the **current and future needs** of the Focus Area




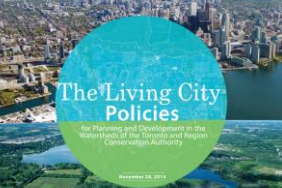


# Key Policies / Studies Considered

A number of existing studies and plans inform this study. The following list includes key policies and is not exhaustive of all of the ones considered in the study.

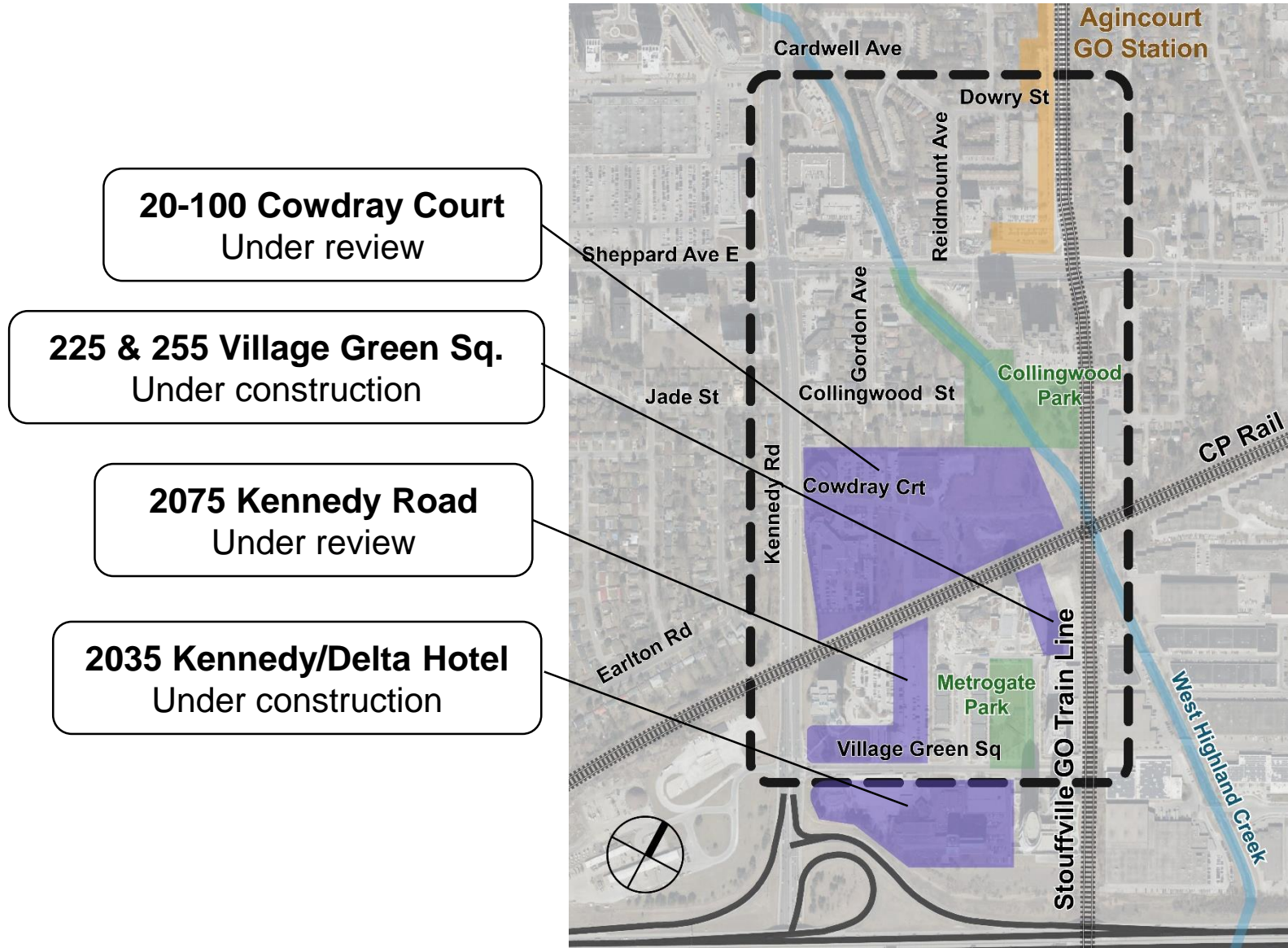
	<p><b>City of Toronto Official Plan (December 2010)</b></p> <p>The <i>Official Plan</i> sets out the vision for where and how Toronto will grow to the year 2031.</p>
	<p><b>Agincourt Secondary Plan (October 2013)</b></p> <p>The <i>Agincourt Secondary Plan</i> provides planning policy structure for the Agincourt area. New road connection(s) within the study area are identified in the Secondary Plan to improve connectivity between the lands north and south of the CP Rail and Highland Creek.</p>
	<p><b>Functional Planning Report (Cole, 2014)</b></p> <p>The City completed a Functional Planning report to investigate road and multi-use pedestrian/cycling connections between Agincourt GO Station / Sheppard Avenue East and Village Green Square.</p>
	<p><b>Toronto Pedestrian Charter and Toronto Walking Strategy (2002)</b></p> <p>The <i>Pedestrian Charter</i> and <i>Walking Strategy</i> reflects the principle that a city's walkability is one of the most important measures of the quality of its public realm, and of its health and vitality.</p>

# Key Policies / Studies Considered

 <p><b>TORONTO COMPLETE STREETS GUIDELINES</b> <small>MAKING STREETS FOR PEOPLE, PLACEMAKING AND PROSPERITY</small></p>	<p><b>Toronto Complete Streets Guidelines (2017)</b></p> <p>The Complete Streets Guidelines aim to provide a comprehensive framework for street design across the city by encouraging active transportation and placemaking principles as well as by designing streets to facilitate economic and social interaction.</p>
 <p><b>VISION ZERO</b> <small>2017-2021   TORONTO'S ROAD SAFETY PLAN</small></p>	<p><b>Vision Zero (since July 2016)</b></p> <p>Vision Zero is a road safety plan intended to design for the safety of all road users, particularly vulnerable groups.</p>
 <p><b>CITY OF TORONTO ACCESSIBILITY DESIGN GUIDELINES</b></p>	<p><b>Toronto Accessibility Design Guidelines (2004)</b></p> <p>The City's 2004 <i>Accessibility Design Guidelines</i> are intended to address the needs of people with disabilities that limit their ability to access their environment. The intention is to create a barrier-free environment.</p>
 <p><b>The Living City Policies</b> <small>for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority</small> <small>November 28, 2014</small></p>	<p><b>Toronto and Region Conservation Authority (TRCA) Living City Policy (November 28, 2014)</b></p> <p>The purpose of TRCA's <i>Living City Policy</i> is to create communities where humans and nature can thrive. The document presents four strategic objectives: healthy rivers and shorelines, greenspace and biodiversity, sustainable communities, and businesses excellence.</p>



# Current & Anticipated Developments in the Focus Area



Anticipated growth from active development applications in the Focus Area:

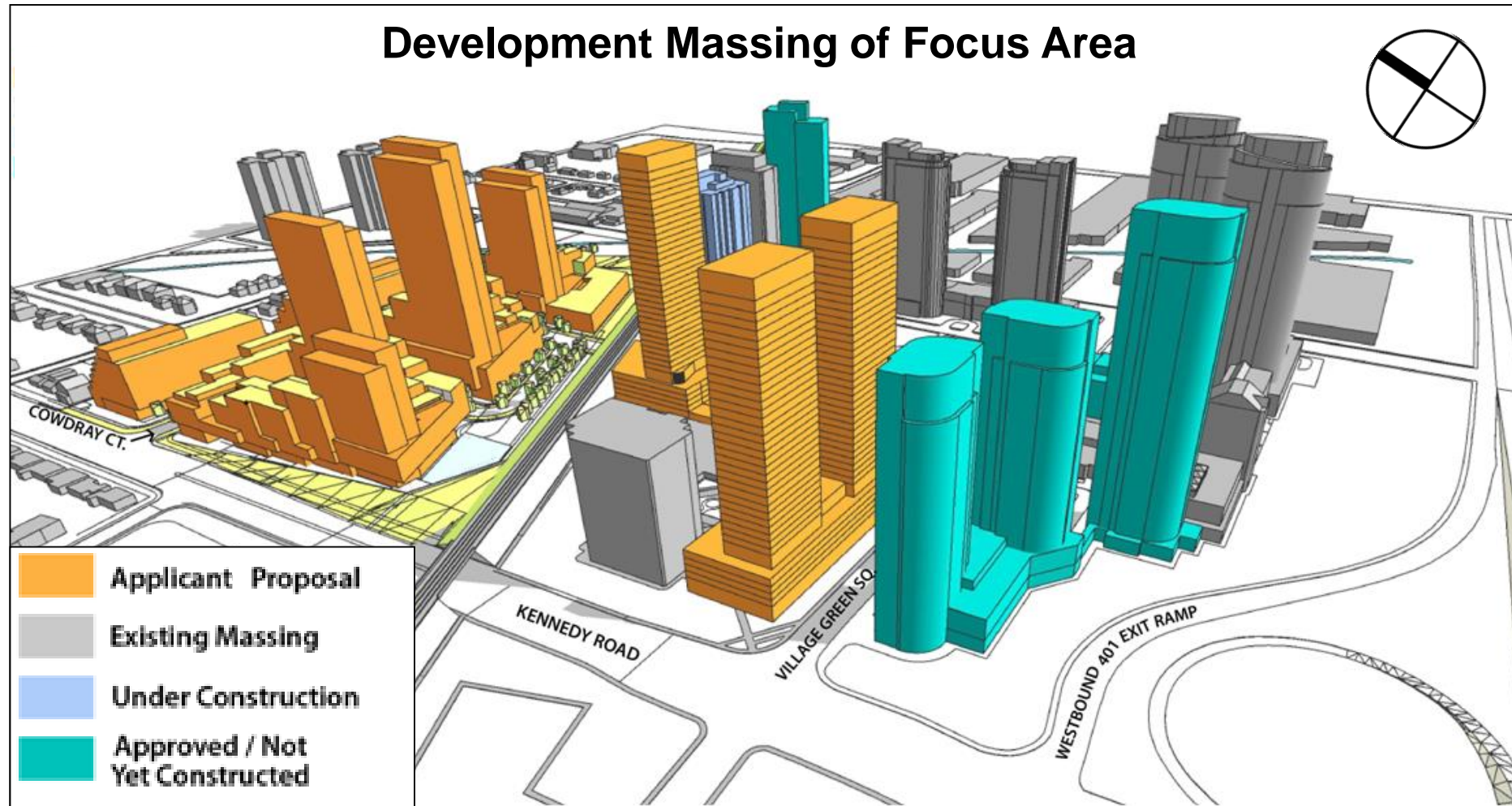
- Approximately 4,960 residential units
- New office buildings, retail and commercial spaces
- Hotel expansion

Other developments in the surrounding study area such as the Agincourt Mall redevelopment will be included in the evaluation of future traffic conditions.

# Current and Anticipated Developments

The current and proposed developments along Cowdray Court and Village Green Square are forecast to house approximately 12,000 new residents.

Development proposals are under review by City Planning and not within the scope of this study.



*Development Massing up to date as of March 2020 – the status of some developments may have changed since then*



# Existing Environmental Conditions

The study will consider environmental features that may be impacted by the potential improvement options.

## Natural Environment

- Focus Area is generally built-up and little of the natural environment remains aside from Collingwood Park
- West Highland Creek runs through the Focus Area

## Cultural Heritage Environment

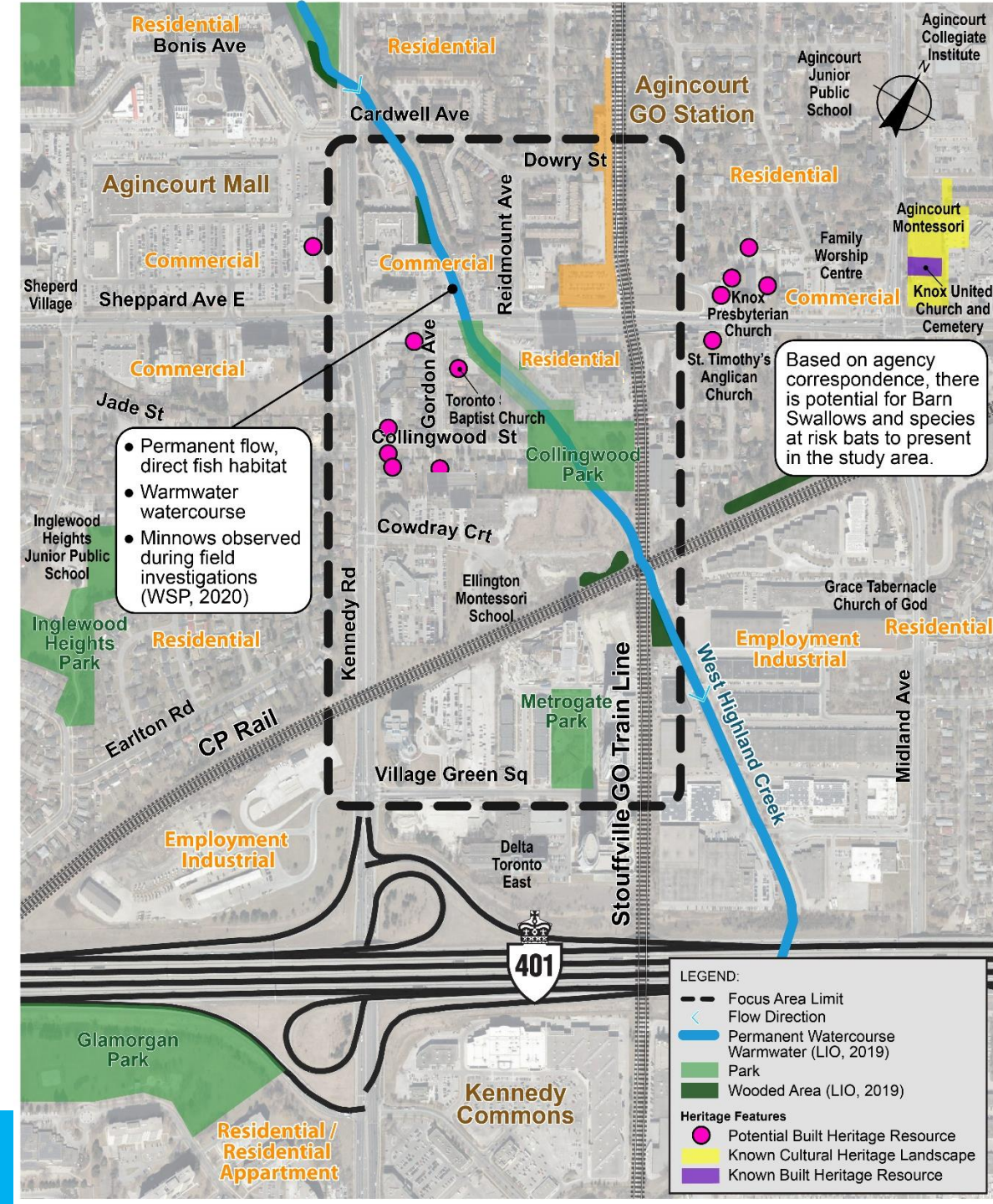
- 6 buildings with potential cultural heritage significance exist within the Focus Area
- If a building of potential cultural heritage significance is impacted by the project, further studies will be completed to determine if the building is of cultural heritage value

## Social Environment

- The Focus Area is predominately made up of residential and commercial lands
- Other key land uses (e.g. schools, places of worship, parks) exist within the Focus Area

## Other Environmental Investigations

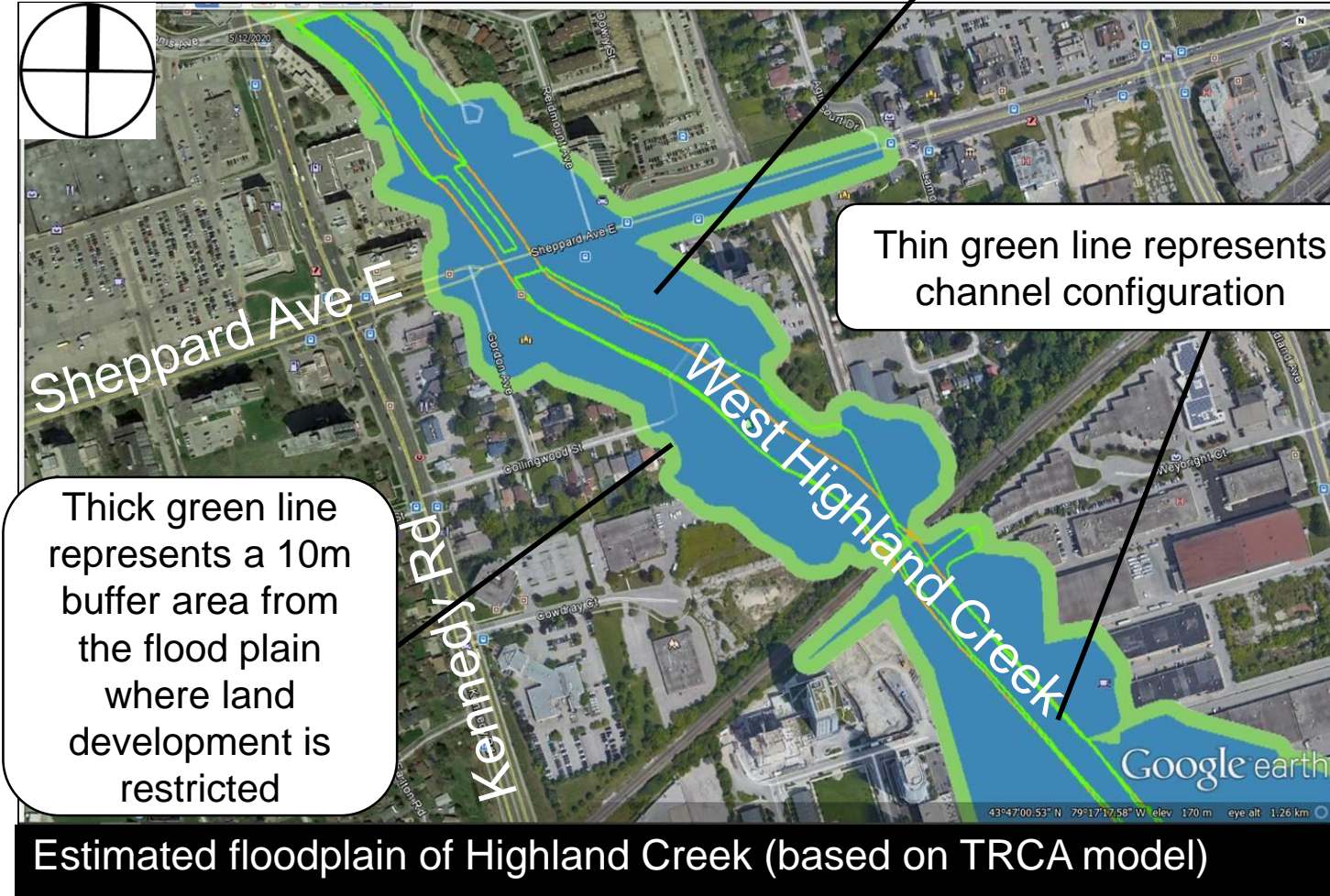
- Other environmental investigations being completed as part of the study include: groundwater, contamination, archaeology, and land use





# Existing Conditions – Flood Plain

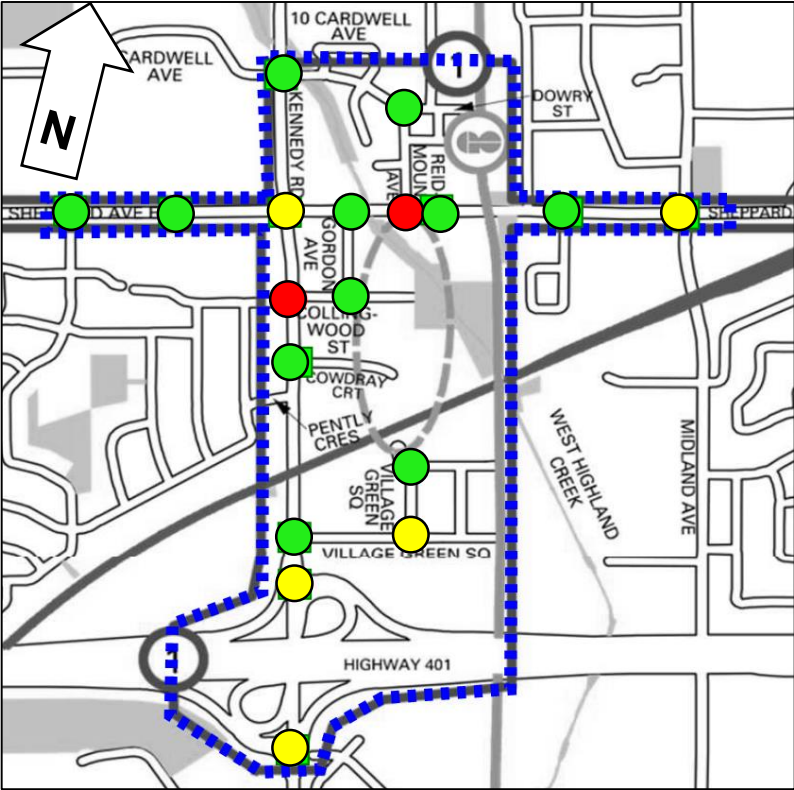
- A notable portion of the Focus Area is within the flood plain, and therefore regulated by Toronto Regional Conservation Authority (TRCA).
- The potential risk of future floods is an important consideration in this study. The flood plain impacts of each improvement option will be evaluated.
- Any new infrastructure within the TRCA regulated flood plain will need to comply with the applicable TRCA requirements, which is one of the complexities of this study.



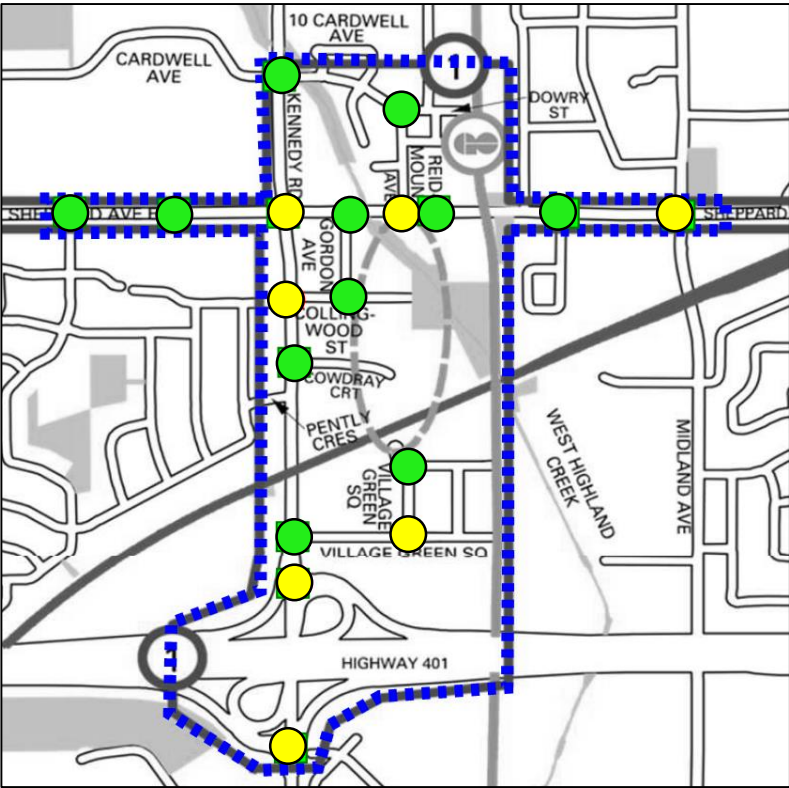
# Existing Motor Vehicle Traffic Conditions

The study intersections evaluated as part of this study are represented by dots in the maps below. At each of these intersections the delay, capacity and queue of each movement and the intersection level of service have been evaluated. Safety and connectivity for all modes of transportation are also considered.

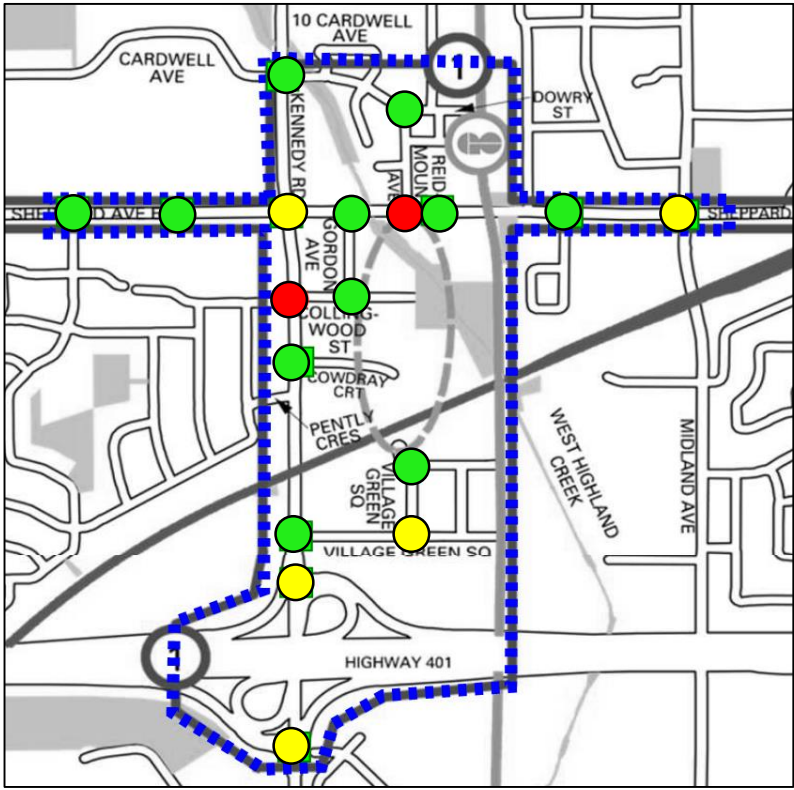
Weekday AM peak hour



Weekday PM peak hour



Saturday Midday peak hour



**Level of Service**    ● A to B - Good    ● C to D - Fair    ● E to F - Poor



# Existing Active Transportation & Transit Facilities

- There are inconsistencies and gaps in the Focus Area sidewalk network and no dedicated cycling facilities
- Due to the lack of connectivity, pedestrians walking from Village Green Square or Cowdray Court to the Agincourt GO Station must take a circuitous route that adds approximately 6 to 7 minutes each way.
- The walking environment along Kennedy Road is not comfortable
- Short-distance walking and cycling demands are expected to grow to and from key destinations such as Agincourt GO Station, parks, and commercial uses
- TTC bus routes 43 (Kennedy), 85 (Sheppard), and 985 (Sheppard) are operating within capacity based on ridership data
- Kennedy Road is on TTC's proposed Express Bus network, with potential express bus stops at Sheppard Avenue and at Village Green Square





# Problem & Opportunity Statement

The Problem & Opportunity Statement defines the scope of each Environmental Assessment study:

*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 the growth that is expected to occur in the area.*

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

# Evaluation of Alternative Solutions

As part of an Environmental Assessment, all of the potential ways to address the problem and opportunity statement (alternative solutions) need to be identified and evaluated at a high-level to provide reasonable justification for proceeding with the solution(s) chosen. The following alternative solutions were considered:

Alternative Solution	Summary of Evaluation	Recommendation
1) Do Nothing	Will be carried forward in the study as the baseline condition	Carried Forward
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	Can help mitigate congestions and facilitate connections to new complete street or trails. Needs to be packaged with other options.	Carried Forward
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 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 are already a required component of private developments	Screened out

# Potential Improvements

Four categories of potential improvements have been developed based on the initial evaluation of the potential alternative solutions. The optimization of existing streets and intersections and the transit improvement categories will be evaluated as supplementary aspects of the new complete street and multi-use trail improvements.

1. **New complete street\***
2. **New multi-use trail connection\***
3. **Optimization of existing streets & intersections**
4. **Transit improvements**

*\*The complete street and multi-use trail improvements may be packaged together and overlap in certain locations, or may be recommended individually.*



Looking east along Sheppard near Agincourt GO Station



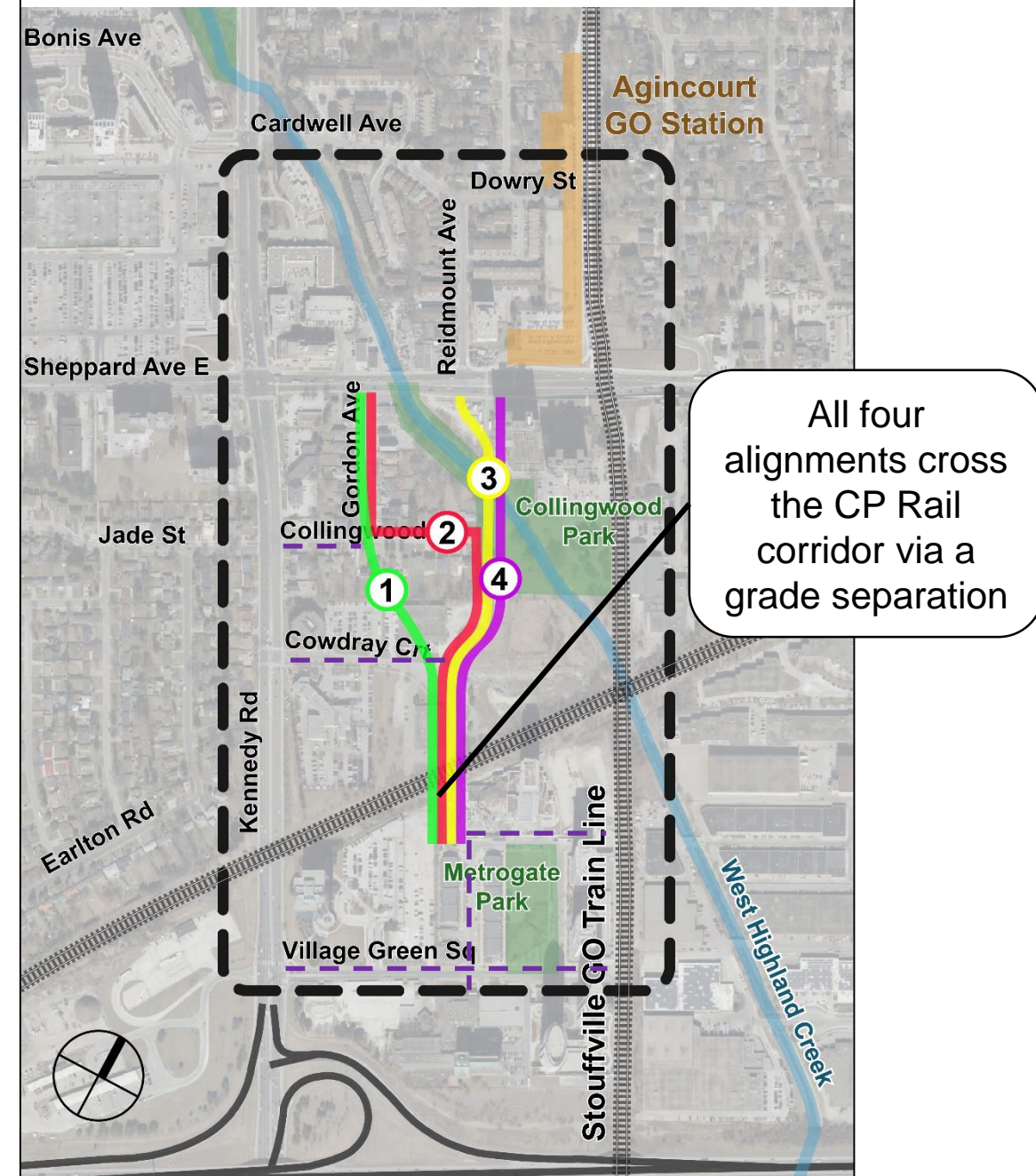
# 1. New Complete Street

- A 'complete street' includes dedicated space for people driving, cycling and walking.
- Four potential alignments have been identified.
- The complete street would connect Sheppard Avenue, Collingwood Street, Cowdray Court, and Village Green Square.

## Legend

- Complete Street Alignment C-1
- Complete Street Alignment C-2
- Complete Street Alignment C-3
- Complete Street Alignment C-4

--- existing street connecting with new complete street



# Street Alignment Option C-1

## Advantages & Opportunities

- ✓ Does not require crossing of West Highland Creek
- ✓ The new segment of the complete street (south of Gordon Avenue) would be outside of the TRCA flood plain
- ✓ No impacts to Collingwood Park
- ✓ Does not preclude expansion of Collingwood Park to the west

## Disadvantages & Challenges




- Pedestrian connection to the Agincourt GO station driveway is not direct
- Adding signals at Gordon Avenue would create spacing challenges with existing signals
- Would involve extensive changes to the road right-of-way along Gordon Avenue and Collingwood Street to accommodate new walking and cycling infrastructure
- No street frontage onto Collingwood Park
- Private property impacts

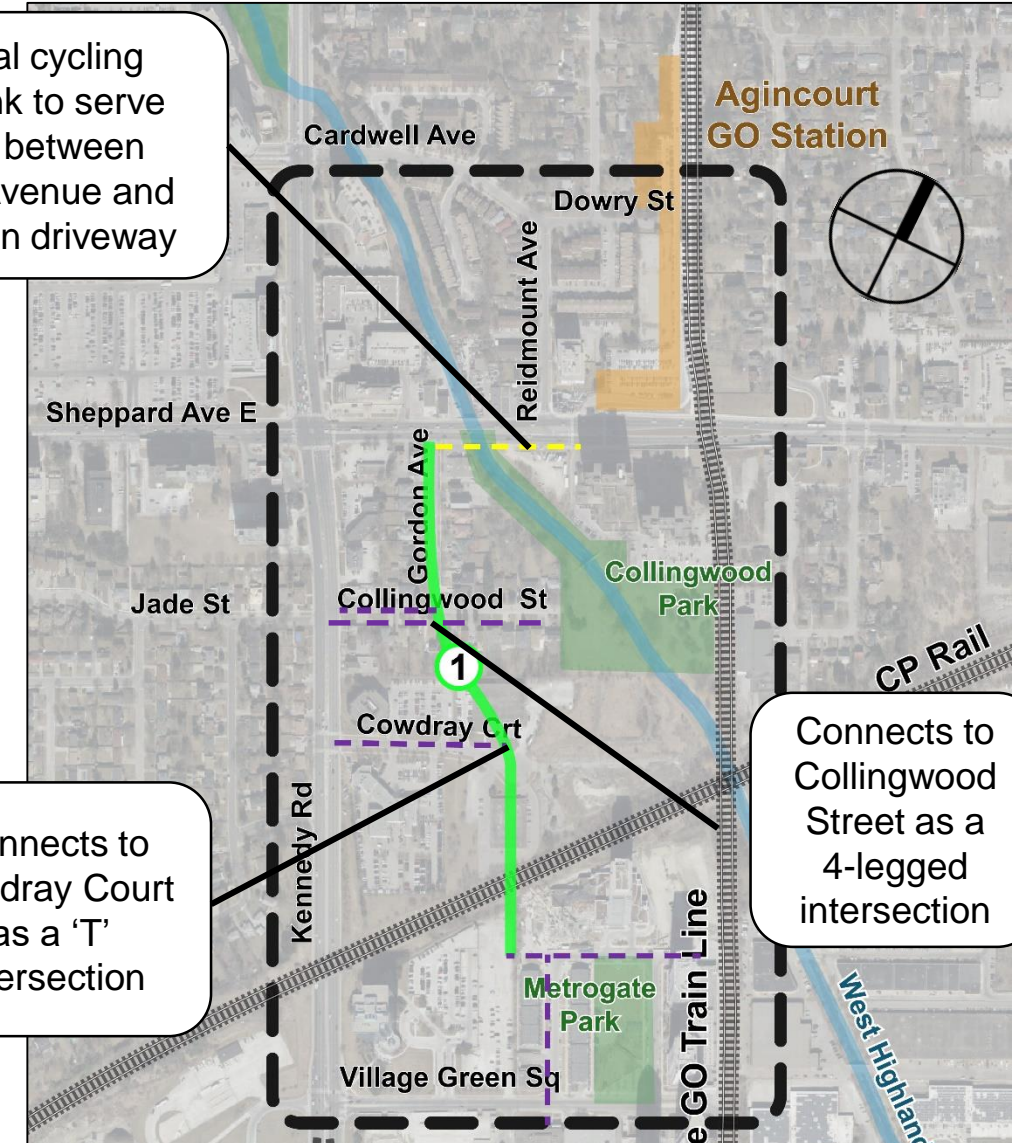
Potential cycling facility link to serve cyclists between Gordon Avenue and GO station driveway

Connects to Cowdray Court as a 'T' intersection

Connects to Collingwood Street as a 4-legged intersection

### Legend

-  new complete street
-  new cycling connection
-  existing street connecting with new complete street





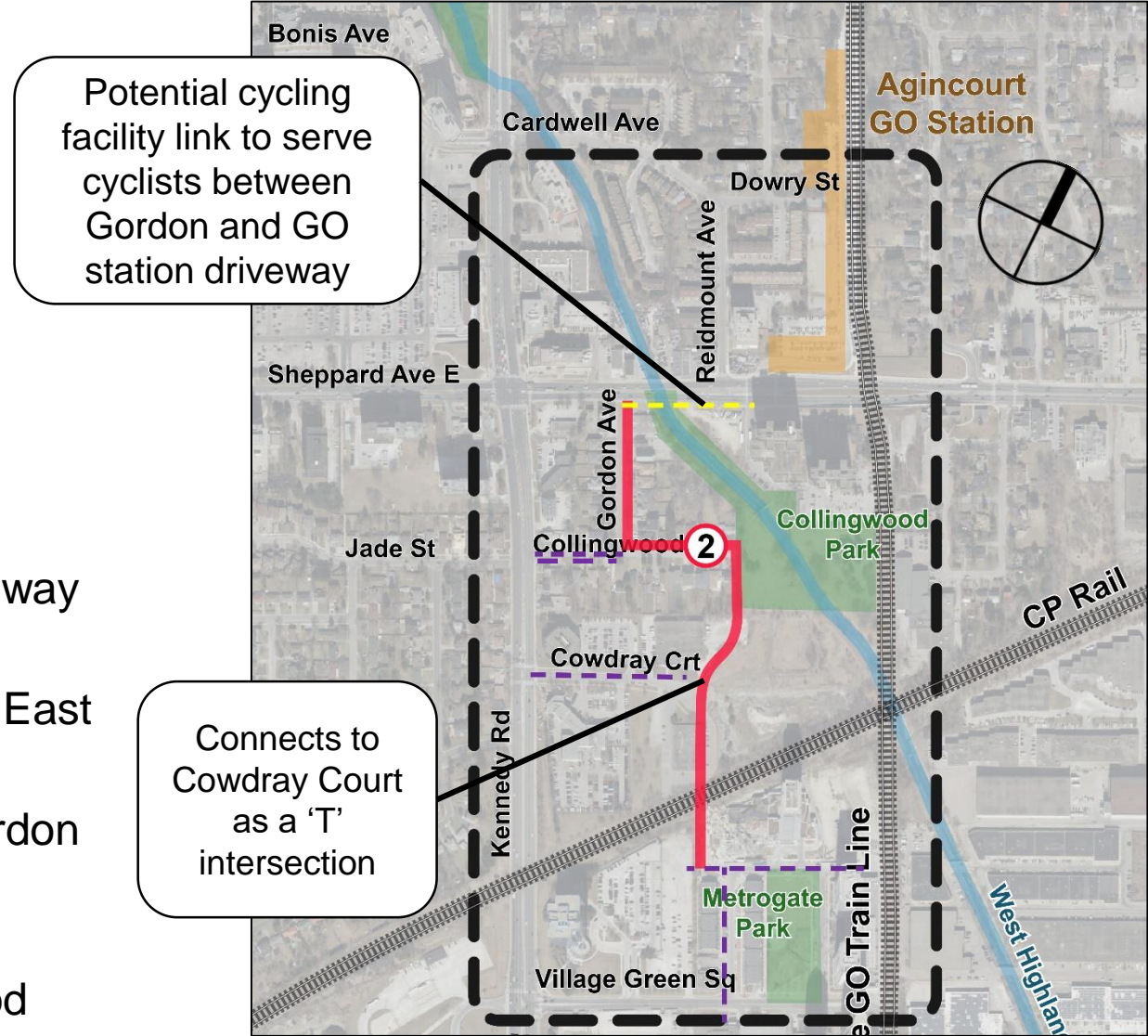
# Street Alignment Option C-2

## Advantages & Opportunities

- ✓ Adds street frontage and access to Collingwood Park
- ✓ Does not require crossing of West Highland Creek

## Disadvantages & Challenges

- Pedestrian connection to the Agincourt GO station driveway is not direct
- Intersection spacing challenge along Sheppard Avenue East for signalization at Gordon Avenue
- Would involve extended right of way changes along Gordon Avenue and Collingwood Street to accommodate new walking and cycling infrastructure
- Portions of the street would pass through the TRCA flood plain
- Private property impacts



## Legend

- new complete street
- - - new cycling connection
- - - existing street connecting with new complete street



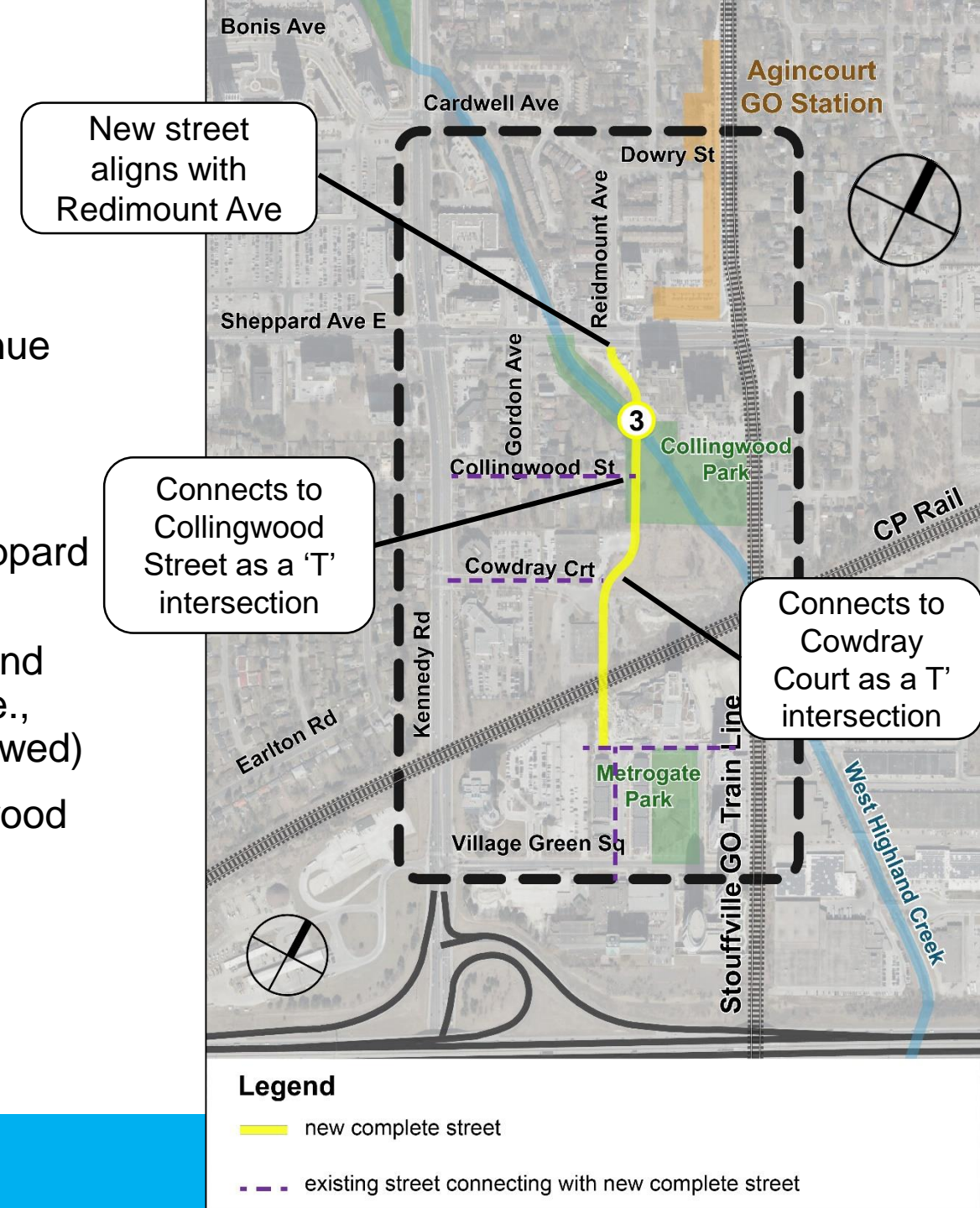
# Street Alignment Option C-3

## Advantages & Opportunities

- ✓ Adds street frontage and access to Collingwood Park
- ✓ Provides an improved transportation network with direct connection to existing street network north of Sheppard Avenue

## Disadvantages & Challenges

- Addition of new signals at Reidmount Avenue would require changes to the GO station entrance and the 4091/4101 Sheppard Avenue East driveway
- Crossing West Highland Creek involves complex structural and design considerations to comply with TRCA requirements (i.e., preference for perpendicular creek crossings rather than skewed)
- Would involve extended right of way changes along Collingwood Street
- Large portions of the street would be in the TRCA flood plain
- Private property impacts



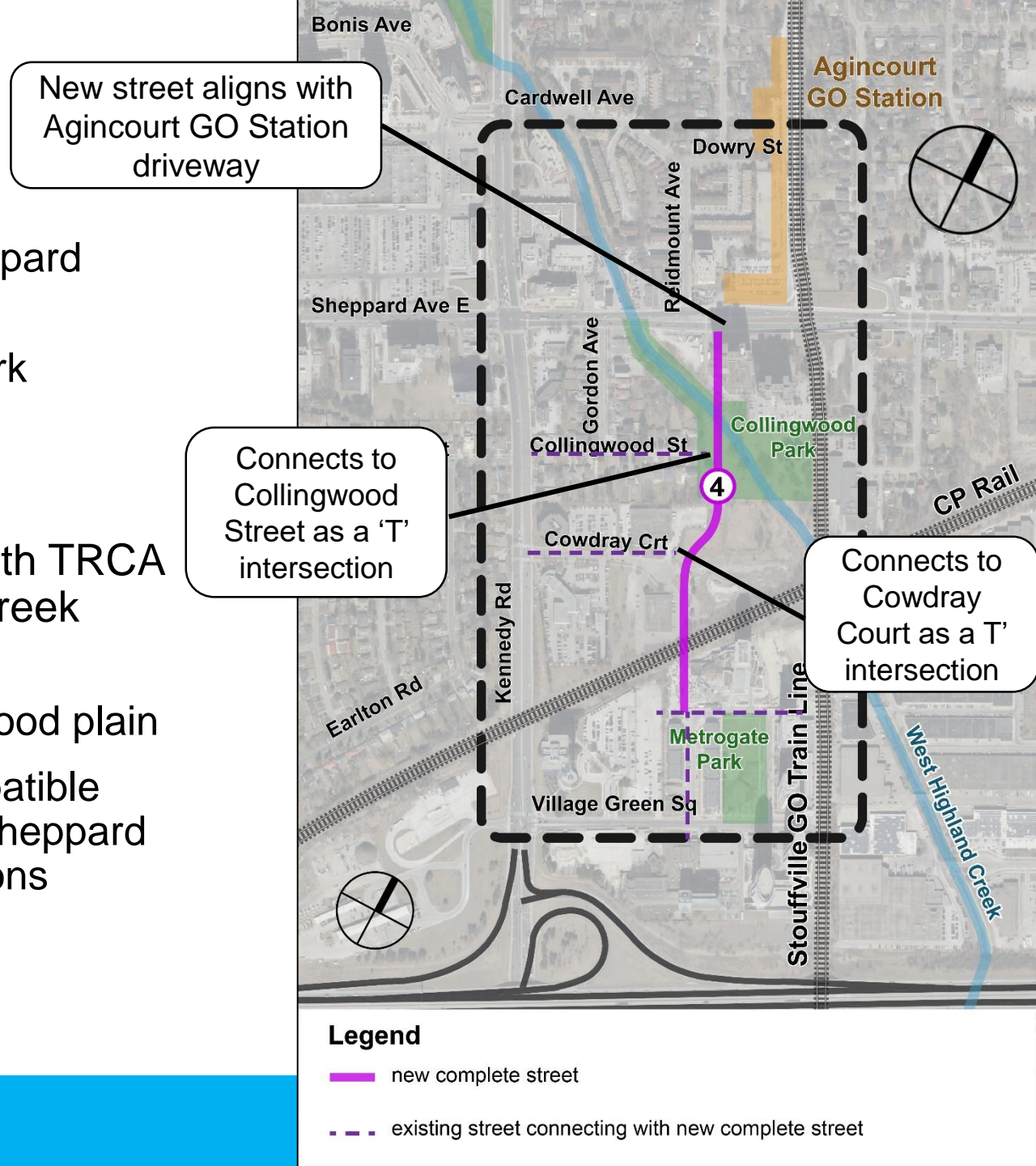
# Street Alignment Option C-4

## Advantages & Opportunities

- ✓ Connects to an existing signalized crossing of Sheppard Avenue
- ✓ Adds street frontage and access to Collingwood Park

## Disadvantages & Challenges

- Crossing West Highland Creek involves complex structural and design considerations to comply with TRCA requirements (i.e., preference for perpendicular creek crossings rather than skewed)
- Large portions of the street would be in the TRCA flood plain
- Street connection to Sheppard will need to be compatible with the existing residential building at 4091/4101 Sheppard Ave East, resulting in complex property considerations
- Private property impacts



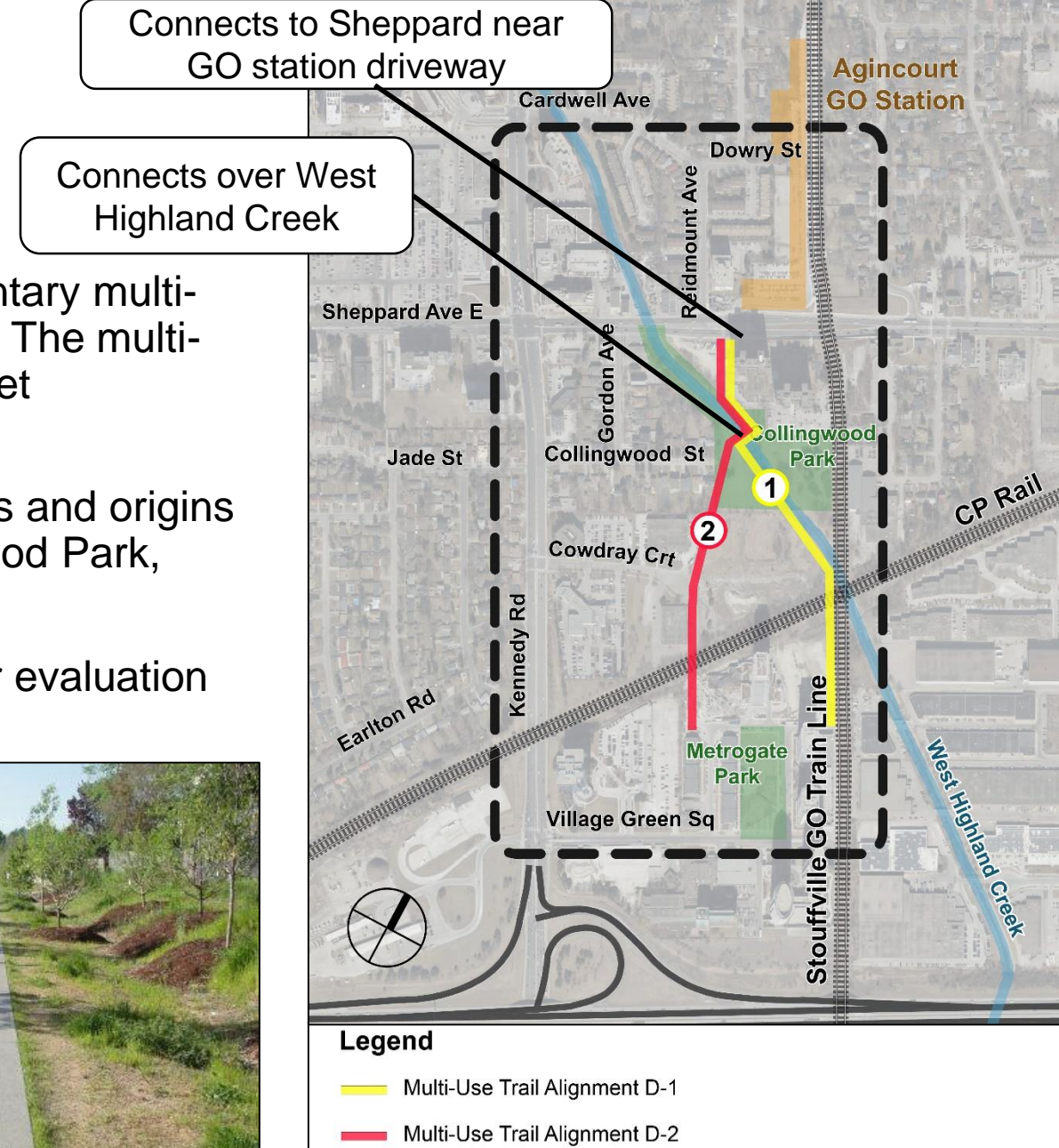


## 2. New Multi-Use Trail

This improvement would provide a stand-alone or complimentary multi-use trail in addition to the other contemplated improvements. The multi-use trail may overlap in certain sections with a complete street alignment.

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.

Two multi-use trail alignment options have been identified for evaluation and further study.





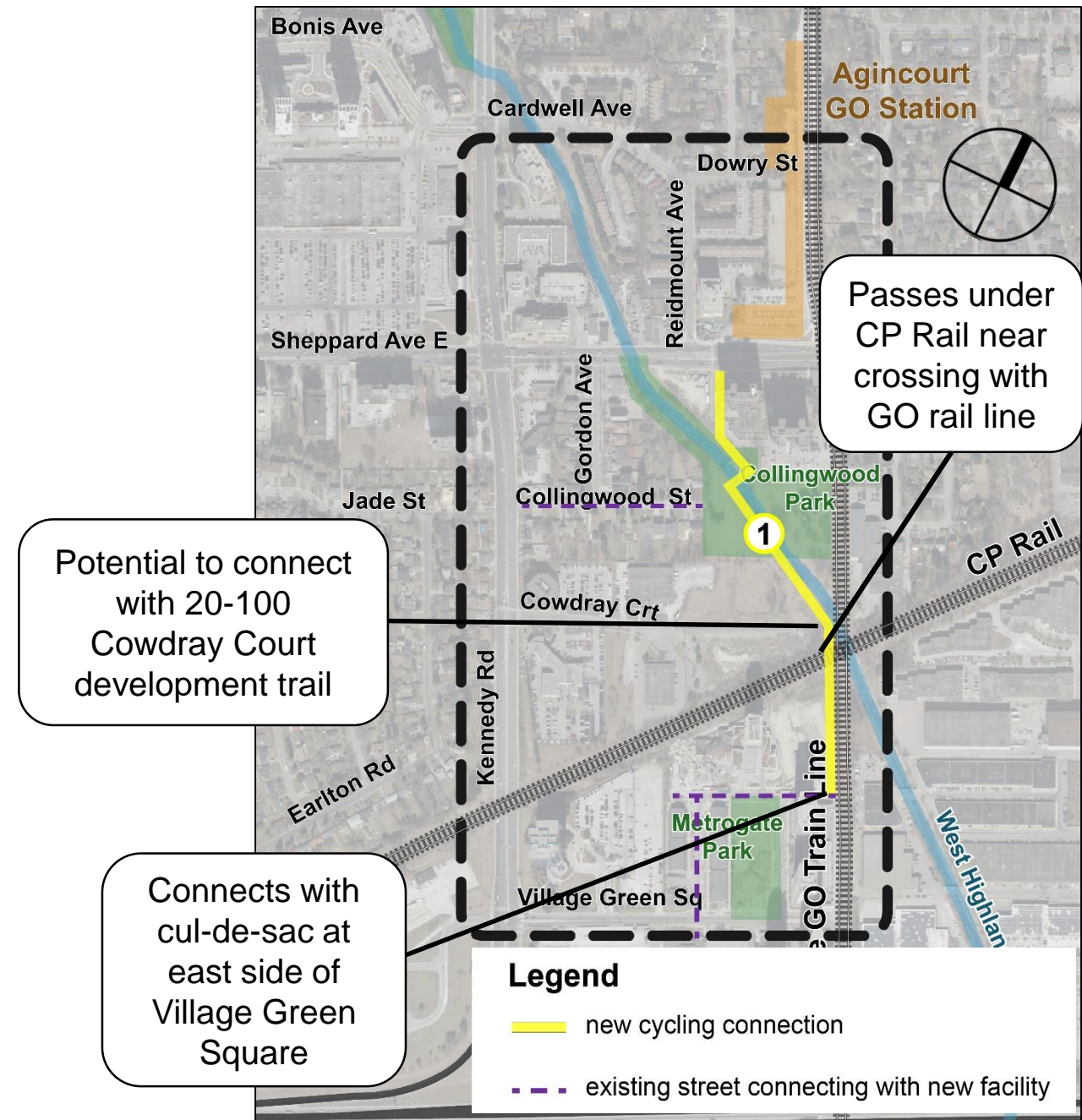
# Multi-Use Trail Option D-1

## Advantages & Opportunities

- ✓ Allows users to cross Sheppard Avenue at signalized intersection

## Disadvantages & Challenges

- Limited space near the creek crossing means this alignment may not be compatible with street options C-3 and C-4
- Proximity to the creek and flood plain may present safety concerns
- Some sections of the trail will have limited visibility of trail users
- Trail connection to Sheppard Avenue will need to be compatible with the existing residential building at 4091/4101 Sheppard Avenue East, resulting in complex property considerations



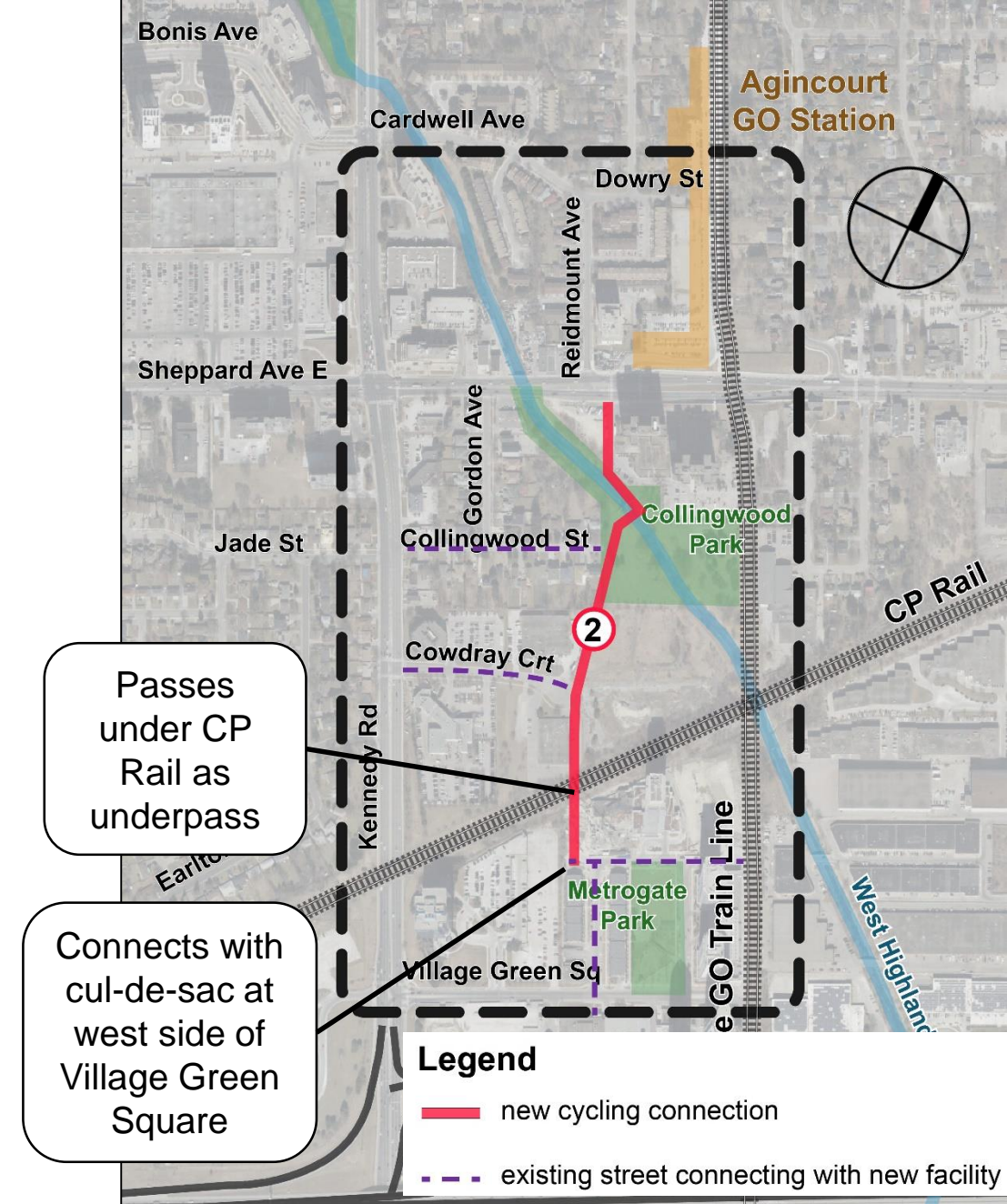
# Multi-Use Trail Option D-2

## Advantages & Opportunities

- ✓ Allows users to cross Sheppard Avenue at a signalized intersection
- ✓ Allows easier access to trail from future developments on Cowdray Court and Village Green Square

## Disadvantages & Challenges

- Trail connection to Sheppard will need to be compatible with the existing residential building at 4091/4101 Sheppard Avenue East, resulting in complex property considerations
- Portions of the trail are in the TRCA flood plain

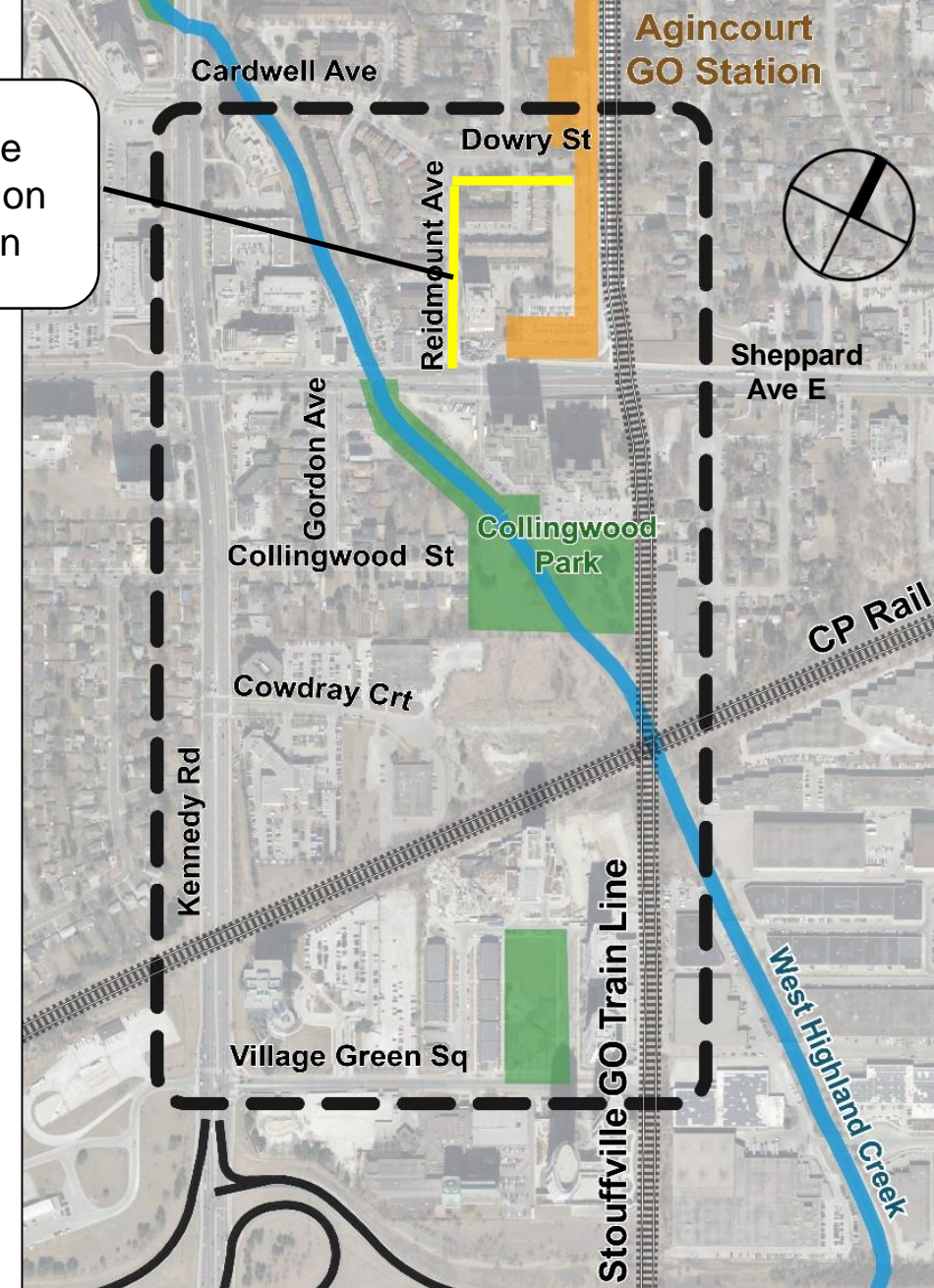




# Active Transportation Supplementary Option

- ✓ Would provide a more accessible pedestrian and cyclist connection to the Agincourt GO station versus the steeper connection at Sheppard Avenue East
- ✓ Compatible with all of the new complete street and multi-use trail alignment improvement options
- ✓ Improvement would focus on interim measures to reallocate right-of-way along Reidmount Avenue and Dowry Street for pedestrian and cycling facilities, rather than major capital rework, which would be evaluated as part of separate studies
- ✓ This supplementary option would connect to the pedestrian and cyclist only portion of Dowry Street

New active transportation connection





# 3. Optimization of Existing Streets & Intersections

Based on the review of the existing transportation network, items that are being considered include:

- Addition of a sidewalk on Collingwood Street
- Improvements to existing sidewalks
- Improvements to intersection control types, pavement markings, and/or bylaws (i.e. on-street parking)
- New cycling facilities along Sheppard Avenue in the Focus Area, with consideration of the City's Cycling Master Plan for dedicated cycling facilities along this road
- Optimization of signal timings at busier study intersections such as Kennedy Road at Sheppard Avenue





## 4. Transit Improvements

Improvements that will be considered include:

- Relocate bus stops to more optimal locations to reflect the configuration of a new street or multi-use trail facility
- Prioritize accessibility and connectivity of transit-pedestrian linkages
- Transit operation along the new complete street to allow for new branch service on Kennedy Road or Sheppard Avenue routes in the future



# Draft Evaluation Criteria

The following criteria will be used to evaluate each of the improvement options.



## Policy Framework

Conformity with policies and city-wide guidelines including but not limited to:

- Provincial Policy Statement
- Growth Plan for the Greater Golden Horseshoe
- Toronto Official Plan
- Agincourt Secondary Plan
- Complete Streets Guidelines
- Cycling Network Plan
- Vision Zero Road Safety Plan
- TRCA Living City Policies and applicable TRCA guidelines
- City's Wet Weather Flow Management Guidelines
- Does the improvement address the Problem and/or Opportunity Statement?



## Healthy Communities

- Promotion of transportation choice through the provision of well-connected, continuous, and comfortable cycling and walking routes
- Potential to incorporate streetscape amenities and landscape elements
- Supports accessible network for all ages and abilities
- Minimize greenhouse gas emissions
- Impacts to air quality



## Equitable Mobility

- Provide safe & reliable access to high quality, efficient transit, walking & cycling routes
- Mitigate congestion (travel time & intersection operations for all modes)
- Connectivity to key destinations, including access to existing and future employment areas (as measured through travel time and route efficiency)
- Compatibility with future transit infrastructure & services
- New/improved pedestrian routes and connections
- New/improved cycling routes and connections
- Traffic impacts to existing streets/residents
- Network resiliency for emergency service vehicles



# Draft Evaluation Criteria



## Constructability & Design

- Order of magnitude construction costs including potential impacts to utilities
- Lifecycle / Operations and maintenance costs of new infrastructure
- Construction phasing



## Socio Economic

- Property impacts
- Ability to support community movement (cost of congestion)
- Changes in neighborhood characteristics
- Impacts to existing land uses
- Noise impact management
- Impact to Collingwood Park



## Natural Environment

- Impact to wildlife/habitat areas including species of concern and at-risk
- Impact to groundwater quality or quantity /stormwater
- Impact to the West Highland Creek
- Impacts to vegetation
- Impacts to species of concern (vegetation and wildlife)



## Cultural Heritage

- Impact to listed built or cultural heritage features
- Impact to archaeological resources

# What Do You Think?

Do you have any feedback on the potential options and considerations? Are there any other options or considerations you would like to raise?

There are two ways to provide feedback:

1. Complete the online Feedback Form (link on the project web page)
2. Download the print-friendly version or request a copy by mail or e-mail

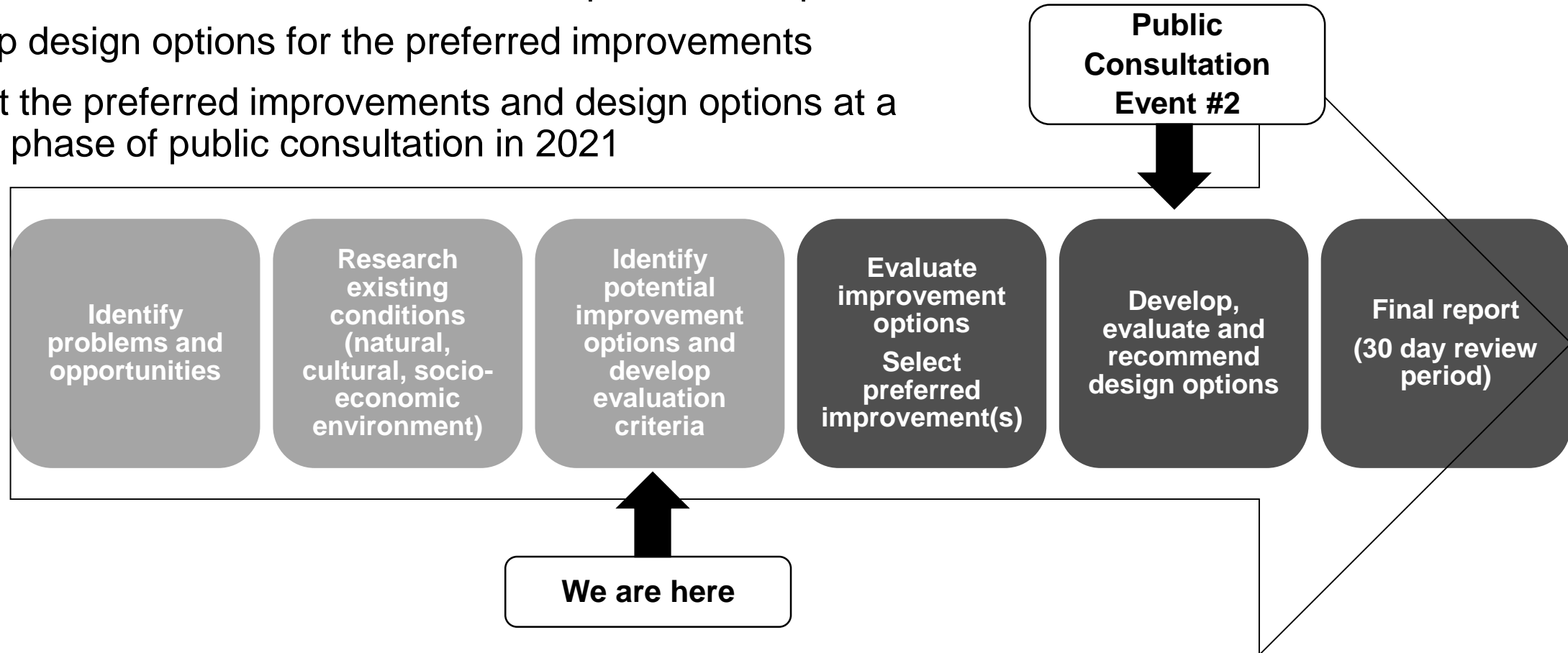
**The comment period closes October 7, 2020.**





# Next Steps

- Review and respond to feedback  
Comments received through this phase of consultation will be captured in a Consultation Summary Report, posted on the project web page.
- Proceed with detailed evaluation of the improvement options
- Develop design options for the preferred improvements
- Present the preferred improvements and design options at a second phase of public consultation in 2021



# Stay Connected

**To submit questions to the project team,  
or to join the project mailing list, contact:**

Stephanie Gris Bringas  
Senior Consultation Coordinator  
Public Consultation Unit  
City of Toronto  
**Tel:** 416-392-3643  
**Email:**  
Stephanie.GrisBringas@toronto.ca

**Please continue visiting the project web page for updates  
[toronto.ca/ConnectingSWAgincourt](https://toronto.ca/ConnectingSWAgincourt)**