



Southwest Agincourt Transportation Connections Study

Public Consultation Report

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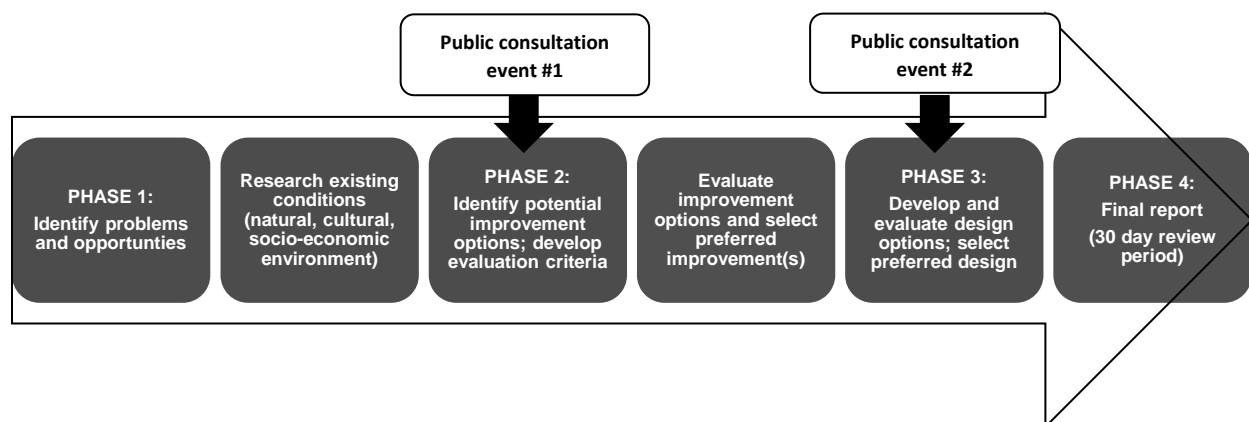
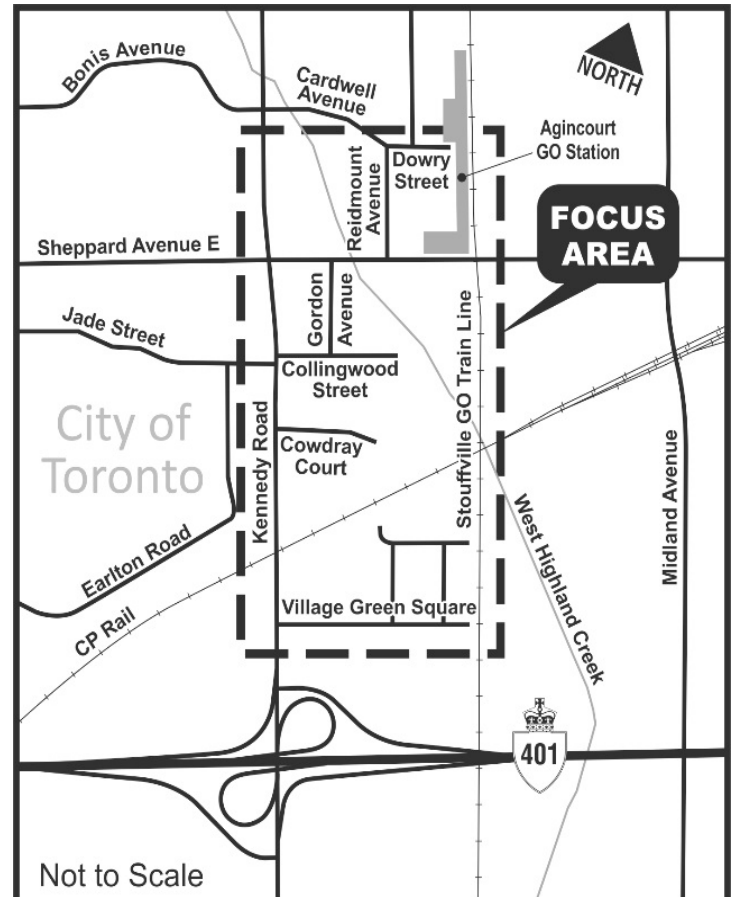
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1.0 Introduction

1.1 Study Background

Southwest Agincourt is experiencing significant development growth. Planned and proposed developments in the area between Highway 401 and Sheppard Avenue East, from Kennedy Road to West Highland Creek, will result in approximately 12,000 new residents, in addition to new retail and office spaces. The existing transportation network lacks connectivity as a result of a number of physical barriers, including the Canadian Pacific (CP) Rail corridor, the Metrolinx GO rail corridor and West Highland Creek. A new road connection between Sheppard Avenue East and Village Green Square is identified in Council-approved Agincourt Secondary Plan to support development growth in the area.

The Southwest Agincourt Transportation Connections Study commenced in June 2020 and is being carried out under Schedule 'C' of the Municipal Class Environmental Assessment (EA) process. The study will evaluate and recommend new and expanded transportation connections to support and accommodate the planned growth in the study Focus Area. The study will follow phases 1 through 4 of the EA process. Phase 5 involves implementation of the recommended improvements. The study is expected to be complete by the end of 2021.



Southwest Agincourt Transportation Connections Study Environmental Assessment process

This report summarizes the consultation process and feedback received through the first round of public consultation, between July 2020 and October 2020.

1.2 Potential Transportation Solutions

The study will evaluate the following transportation improvement options and recommend preliminary designs for the preferred improvements:

1. **A new north-south 'complete street'** with dedicated facilities for people driving, walking and cycling that would connect Sheppard Avenue East, Collingwood Street, Cowdray Court and Village Green Square. Four alignment options for the new street are being considered. Among the key considerations in the development and evaluation of the street alignment options are the Toronto & Region Conservation Authority-regulated flood plain of West Highland Creek and the opportunity to expand Collingwood Park further south as part of an application for development of the properties at 20, 40, 50, 80 and 100 Cowdray Court.
2. **A new, separate north-south multi-use trail** that would connect Sheppard Avenue East and Village Green Square. Two alignment options are being considered (Fig. 3) as well as an additional pedestrian and cycling connection north of Sheppard Avenue along Reidmount Avenue and Dowry Street, leading to the Agincourt GO Station.



New 'complete street' alignment options



New multi-use trail alignment options

3. **Optimization of existing streets in the study focus area.** Options in this category of improvements include the addition of a sidewalk on Collingwood Street, improvements to existing sidewalks, pavement markings and intersection control, optimization of signal timing

at major intersections, and the addition of cycling infrastructure to the portion of Sheppard Ave. East within the study Focus Area.

4. **Improvements to existing public transit service in the study focus area**, including relocation of bus stops, improving the accessibility and connectivity of transit-pedestrian linkages, and future transit operation (bus service) along the new 'complete street'.

Following the first round of public consultation, each of the potential transportation improvement options will be evaluated using a detailed evaluation framework. The evaluation will assess the impact of each solution and alignment option on transportation in the study area, potential impacts on the economic, socio-cultural and natural environment, and constructability.

2.0 Notification

Public notification as well as notification of agencies and stakeholder groups is an important element of the Southwest Agincourt Transportation Connections study. The purpose of notification is to inform the public and relevant stakeholders about the study and the consultation process, and to ensure that the public and stakeholders are aware of opportunities to provide feedback on the solutions that are being considered.

A **Notice of Study Commencement** was issued on June 29, 2020, and a **Notice of Public Consultation**, including notification about Virtual Public Meeting #1, was issued on September 1, 2020, through the following channels:

- 12,200 notification flyers in English and Simplified Chinese sent by Canada Post unaddressed ad mail to all addresses between Birchmount Road, Midland Avenue Highway 401 and Huntingwood Drive
- Information posted on the project web page: www.toronto.ca/ConnectingSWAgincourt
- Advertisements published in the Scarborough Mirror newspaper (North distribution area)
- Advertisements published in Simplified Chinese and Traditional Chinese in the Ming Pao and Sing Tao newspapers
- Email notification to all agencies and utility companies
- Email notification to local stakeholders including Business Improvement Areas, resident associations, and community groups, as well as city-wide stakeholder groups
- Email notification to individual residents and stakeholders who had previously signed up to receive updates about the project
- Email notification to Indigenous communities on the contact list
- Email notification to the Ward Scarborough-Agincourt City Councillor

Appendices A and B include copies of both print notices.

3.0 Consultation Activities

3.1 Indigenous Community Consultation

The Notice of Commencement and Notice of Public Consultation were sent by email to the following Indigenous communities, identified by the Ontario Ministry of the Environment, Conservation and Parks (MOECP) as potentially affected by the transportation improvements being considered through the study:

- Alderville First Nation
- Beausoleil First Nation

- Chippewas of Georgina Island First Nation
- Chippewas of Rama First Nation
- Curve Lake First Nation
- Hiawatha First Nation
- Mississaugas of Scugog Island First Nation
- Mississaugas of the Credit First Nation

Each community was invited to contact the Public Consultation Coordinator to indicate that they have an interest in the study or would like to provide input.

3.2 Agency and Utility Consultation

The Notice of Commencement and Notice of Public consultation were sent by email to all relevant public agencies and utilities to inform them of the study and the potential transportation improvements. They were invited to provide input or indicate whether they have an interest in the study.

3.3 Property Owner Consultation

The transportation improvements that are being considered through this study potentially impact private properties in the study area. Letters were sent by registered mail to all owners of potentially impacted properties notifying them that one or more of the transportation improvement options could potentially impact their property. The letter encouraged property owners to contact the project team to discuss potential impacts to their property. Letters were mailed to the following addresses:

Street	Property number
Sheppard Avenue East	4023, 4045-4053, 4054, 4061, 4066, 4068, 4091, 4101
Gordon Avenue	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 16, 17, 18
Collingwood Street	3, 5, 9, 11, 15, 17, 19, 21, 22, 23, 24, 25, 26, 27, 28
Cowdray Court	20, 40, 50, 70, 80, 100
Kennedy Road	2223, 2229
Village Green Square	290, 295

3.4 Consultation with the Agincourt Village Community Association

The project team held a virtual meeting with the members of the Executive Committee of the Agincourt Village Community Association (AVCA) in July 2020, to introduce the study and to receive initial feedback on the potential transportation improvement options. The AVCA also provided feedback during the four-week public consultation period.

3.5 Consultation with the Public

Information about the study and the potential improvements being considered was presented to the public through a project web page and at a virtual public meeting. Feedback and comments were received through a survey and by mail, phone and email during a 4-week comment period.

A **Virtual Public Meeting** was held on September 23, 2020, through the Webex online meeting platform. This meeting was held virtually, based on the advice of the City's Chief Medical Officer of Health to avoid the spread of COVID-19. The meeting included a verbal presentation with visual presentation slides delivered by City of Toronto staff and project consultants, and Question & Answer periods. Participants were able to join online or by phone.

The presentation slides included information about the Environmental Assessment process, existing conditions in the study focus area, the problems and opportunities to be addressed by

the study, the potential improvement options, and the draft evaluation criteria. A copy of the presentation is available on the project web page.

69 people attended the meeting. 53 joined online and 16 joined by phone.

Appendix C includes a summary of questions asked during the meeting with responses.

Online Consultation: A project web page on the City of Toronto's web site provided the public with information about the study. For this first round of public consultation, the following information and consultation materials were posted on the project web page:

- An overview of the study and the improvements that are being considered
- Details about the Virtual Public Meeting and how to join by phone or online
- Information about ways to provide feedback and the comment deadline
- Virtual Public Meeting presentation slides in English and Simplified Chinese
- Web link to the online feedback survey
- Print-friendly versions of the feedback survey in English and Simplified Chinese
- Contact information for the Public Consultation Coordinator for the study

The Feedback Survey asked participants to indicate their level of support for each of the transportation improvement options, to identify their priorities and concerns regarding the potential transportation improvements, and to provide feedback on the draft evaluation criteria.

Appendix D includes a copy of the print version of the Feedback Survey.

4.0 Summary of Consultation Feedback

4.1 Feedback from Indigenous Communities

The Indigenous communities that were notified did not provide any feedback on the transportation improvement options that are being considered.

Correspondence was received from Curve Lake First Nation indicating their interest in the study and requesting information about how the study will assess potential impacts on drinking water, fish, wild game, endangered species, and Aboriginal heritage and cultural values.

4.2 Feedback from Agencies and Utilities

Responses were received from Aptum Technologies, Telus, Sun Canadian, Enbridge, Rogers, Zayo, the Ontario Ministry of Natural Resources and Forestry, and the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries. There were no specific concerns raised with the potential transportation improvements. Some utility providers with infrastructure in the area requested updates during future detailed design work.

4.3 Feedback from Property Owners

The project team met with 9 potentially impacted property owners. Property owners asked questions about the study process and timeline, and the property acquisition process. Property owners raised a number of concerns about:

- impacts to property value as a result of the new north-south street
- impacts on the use of, and access to, private property
- safety concerns as a result of increased traffic

- potential changes to quality of life as a result of property impacts and the proximity of the new north-south street.

4.4 Feedback from the Agincourt Village Community Association

Members of the Agincourt Village Community Association (AVCA) Executive Committee are supportive of a new north-south street and a new multi-use trail. They emphasized the importance of increasing active transportation options in the area and improving safety for people walking and cycling. Committee members raised concerns about the disruptive impact that a new north-south street could have on residential streets.

- North-south street alignment options that do not increase vehicle traffic through residential areas north and south of Sheppard Avenue are preferred; maintaining the character of local neighbourhoods should be a priority.
- A new street connection with traffic signals at Gordon Avenue is problematic because of the proximity to Kennedy Road.
- Increasing the street frontage of, and connections to, Collingwood Park would be an improvement for the area.
- The multi-use trail alignment should ensure that there is a safe pedestrian and cycling connection at/across Sheppard Avenue East.
- A pedestrian bridge over Sheppard Avenue East should be considered. This would address concerns about pedestrian safety at the intersection with the Agincourt GO Station driveway and improve the accessibility of the station.
- The active transportation connection north of Sheppard should be extended to Bonis Avenue to connect with future Agincourt Mall development.

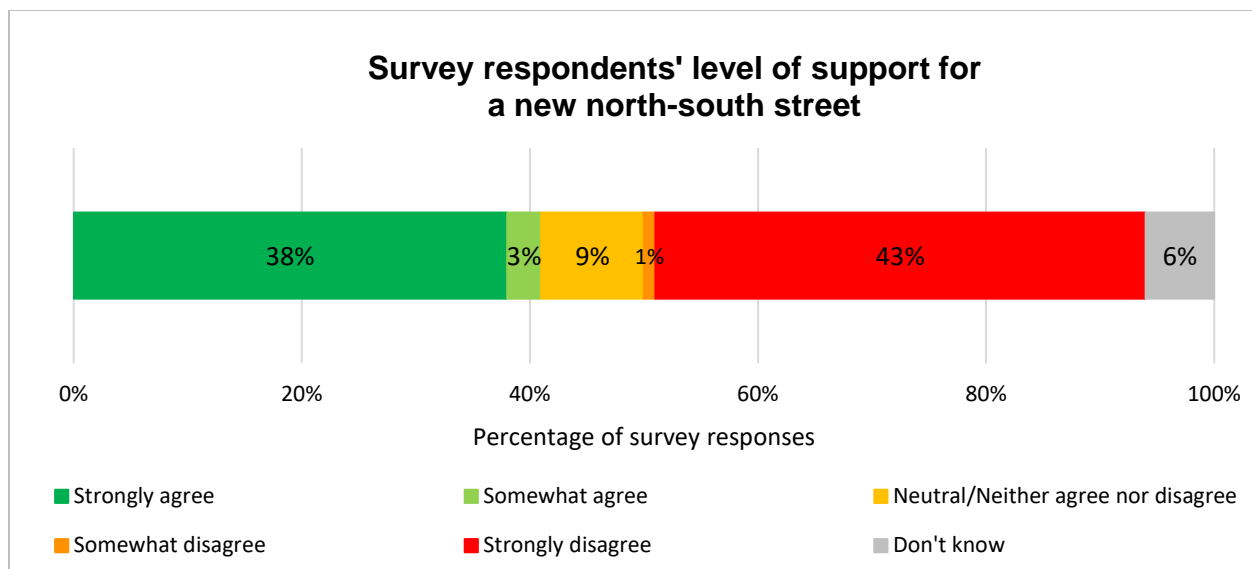
4.5 Feedback from the Public

Feedback was received from the public through a variety of channels. All respondents were self-selecting and not a representative sample of the project area. Feedback included:

- 141 responses to the feedback survey
- 9 phone calls with individuals who provided comments
- 22 e-mails received with comments
- 67 residents of the Chelmsford Spa condominium at 4091 and 4101 Sheppard Avenue East provided feedback through a survey developed by the condo property management

4.5.1 New North-South Street

Overall, there is a high level of opposition to a new north-south street. Residents who disagree with a new street are concerned about impacts to Collingwood Park, changes to the character of the area, and impacts to private property. However, some local residents, particularly residents of Village Green Square, feel strongly that a new north-south street is needed to improve connections to Sheppard Avenue for all road users.



Feedback received through the survey was highly divided between people who strongly oppose a new street (43% of responses) and those who strongly support a new street (38%).

Of the 31 people who provided comments by phone or email, 10 indicated that they are opposed to a new street and 11 said that they support a new street.

The 67 residents of the Chelmsford Spa condominium at 4091 and 4101 Sheppard Ave East who submitted feedback through a survey developed by the condo property management all indicated that they are opposed to a new north-south street.

Support for a New North-South Street

Respondents who agree with a new north-south street noted several reasons for their support:

Improved connectivity for Village Green Square residents

There is a high level of support for a new north-south street from residents of Village Green Square. A number of respondents said that, currently, the existing single access point to Village Green Square at Kennedy Road presents a safety concern in the case of an emergency and results in congestion at peak times. A new street would address these issues.

Safer, more direct connection to Sheppard Avenue for people walking and cycling

A number of respondents commented that Kennedy Road is currently not safe or comfortable route for pedestrians or cyclists traveling to Sheppard Avenue and the Agincourt GO Station.

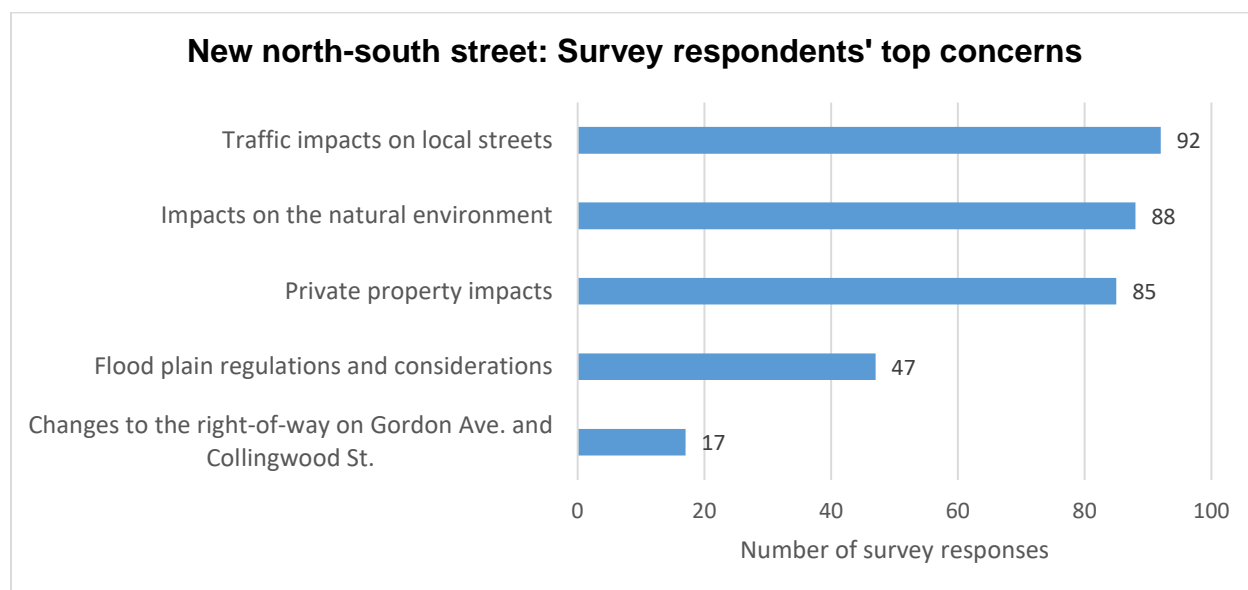
One respondent noted: *"An easy, walkable connection to the GO station will help immensely with ridership and discourage driving to park at the station."*

Reduced traffic congestion

A new street would reduce the volume of traffic on Kennedy Road and at the intersection of Kennedy Road and Sheppard Avenue East, particularly as the population of the area grows.

Concerns with a New North-South Street

Many local residents are concerned about the impact that a new north-south will have on residential streets, on Collingwood Park, and on private property. Some survey respondents indicated that they are concerned about flood plain regulations, and a small number are concerned with changes to the right-of-way on Gordon Avenue and Collingwood St.



Traffic impacts on local streets

Specific concerns noted by survey respondents as well as by people who provided comments by phone and email, included:

- Noise and pollution from higher volumes of traffic
- Safety concerns for local residents and for children in particular
- Changes to the character of Gordon Avenue and Collingwood Street, residential streets that currently receive minimal traffic. One respondent noted:
"The bottom end of Collingwood is where many gather to walk, teach their children to ride a bike, rollerblade, and play street hockey. A [new] street would remove all this."

Impacts on the natural environment and on Collingwood Park

There is a high level of concern about the impact of a new street on the natural environment. For many local residents, this closely related to concerns that a new north-south street would have impacts on Collingwood Park.

Residents are concerned that the quiet, peaceful environment of the park would be affected by increased traffic, that the park would no longer be safe for children, and that trees may have to be removed from the park. Many people, particularly residents of the Chelmsford Spa condominium at 4091 and 4101 Sheppard Avenue East, said that they enjoy the secluded nature of the park.

Private property impacts

Property impacts is a significant concern, particularly among residents of the condominium buildings at 4091 and 4101 Sheppard Avenue East. The condominium's driveway and parking area would potentially be impacted by street alignments C-3 and C-4.

A number of respondents noted concerns that a new street connection could cause their property value to decline. Several people also expressed concerns about the safety and security of private property with increased vehicle and foot traffic.

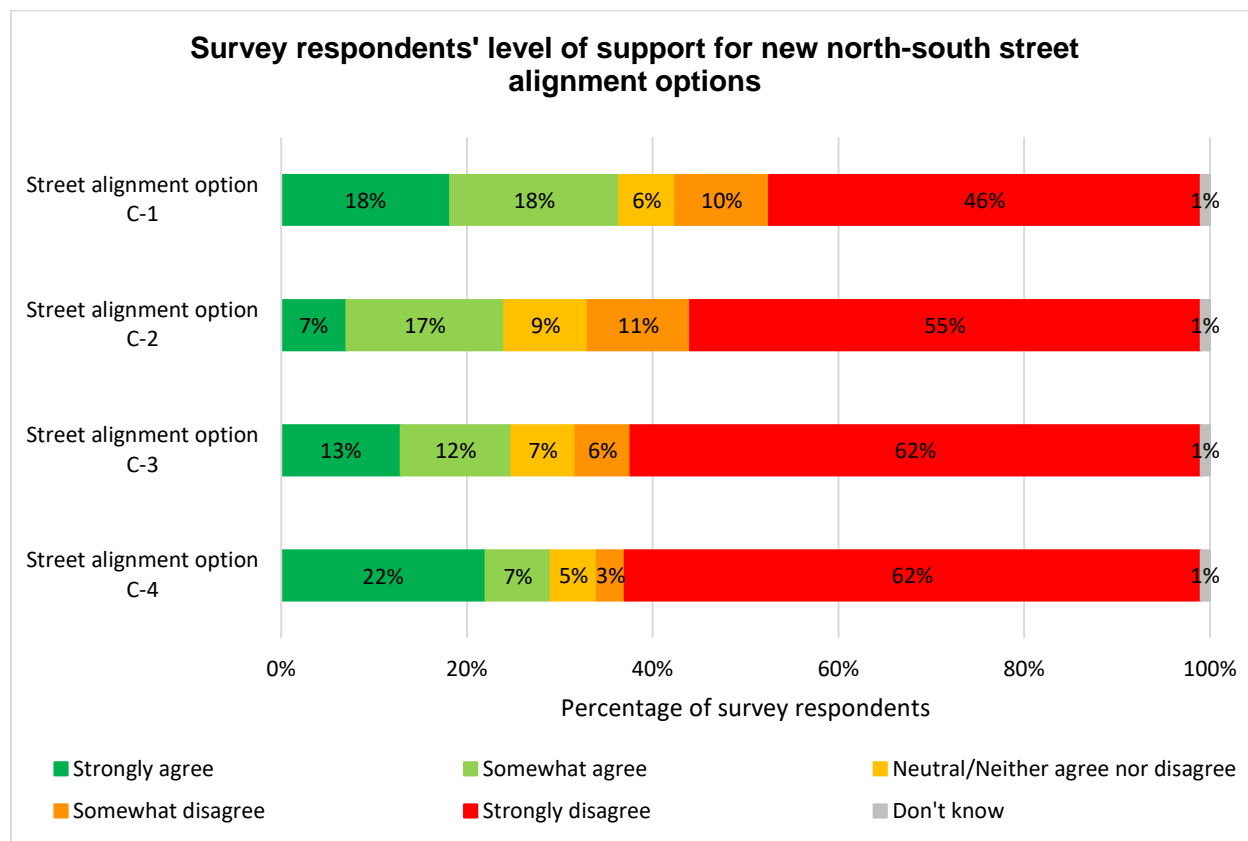
Other concerns

Survey respondents as well as individuals who commented by phone and e-mail noted a number of other concerns related to some or all of the street alignment options:

- Traffic congestion on Sheppard Avenue East resulting from additional traffic signals at Gordon Avenue and Sheppard Avenue (alignments C1 and C2)
- The complexity of crossing West Highland Creek (alignments C3 and C4)
- Increased traffic congestion through Village Green Square and along Cowdray Court
- Disruption due to extensive construction work

Feedback on North-South Street Alignment Options

There is a high level of opposition to all four street alignment options. Street alignment options C-3 and C-4, which would cross West Highland Creek and would involve complex private property issues with the condominium at 4091 and 4101 Sheppard Avenue East, received the greatest opposition. More than 60% of respondents strongly disagree with these alignments.



Alignment C-1, which would connect to Sheppard Avenue East at Gordon Avenue, received the most support and the least opposition. Eighteen percent of survey respondents strongly agree with this option and an additional 18% somewhat agree with this option.

Alignment C-4 also received a relatively high level of support, compared to options C-2 and C-3. Twenty-two percent of survey respondents strongly agree with alignment option C-4, and an additional 7% somewhat agree.

North-South Street Alignment Options: Advantages and Opportunities

Some respondents provided feedback on the advantages and opportunities of each street alignment that are most important to them:

Connection to Sheppard Avenue East at an existing signalized intersection

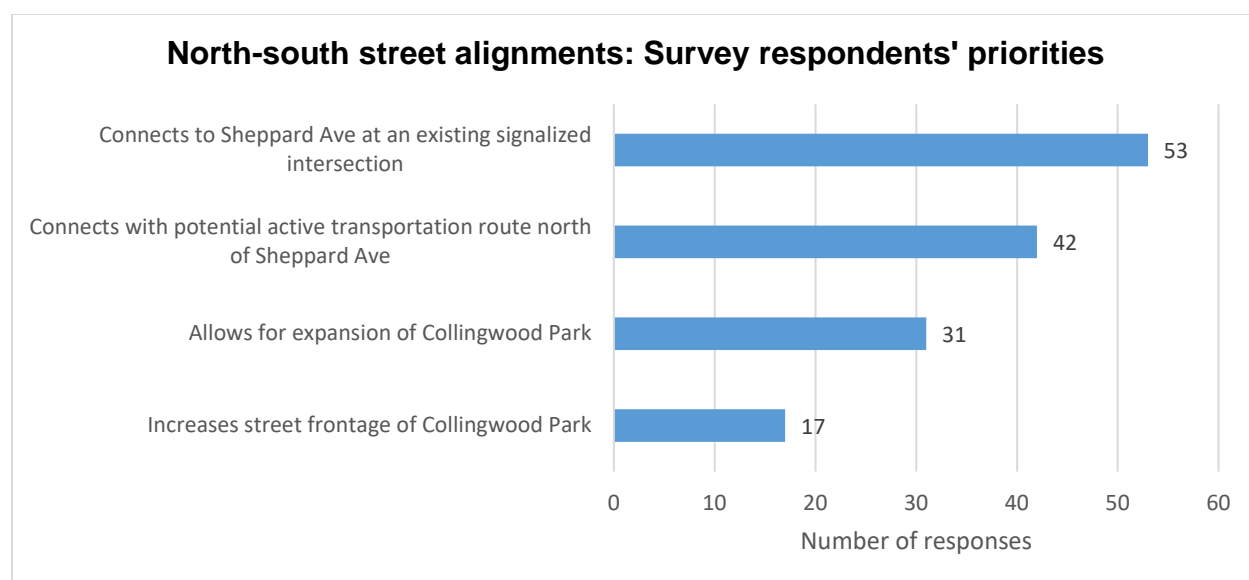
- This is a top priority for 53 survey respondents.
- Several people noted the benefits of a direct connection to the Agincourt GO Station driveway with alignment option C-4 or commented that the addition of a new set traffic signals on Sheppard Avenue East could increase traffic congestion.

Connection to the potential active transportation route north of Sheppard

- Direct connection across Sheppard Avenue to an improved pedestrian and cycling route on Reidmount Avenue is a top priority for 42 survey respondents.

Expanding Collingwood Park and increasing street frontage of the park

- While many local residents commented that they do not want to see any changes to the park, others stated expanding the park and improving connections to the park would be a benefit to the area and improve the quality of life for all residents.
- A few people noted that Collingwood Park is currently underused because it is difficult to access.



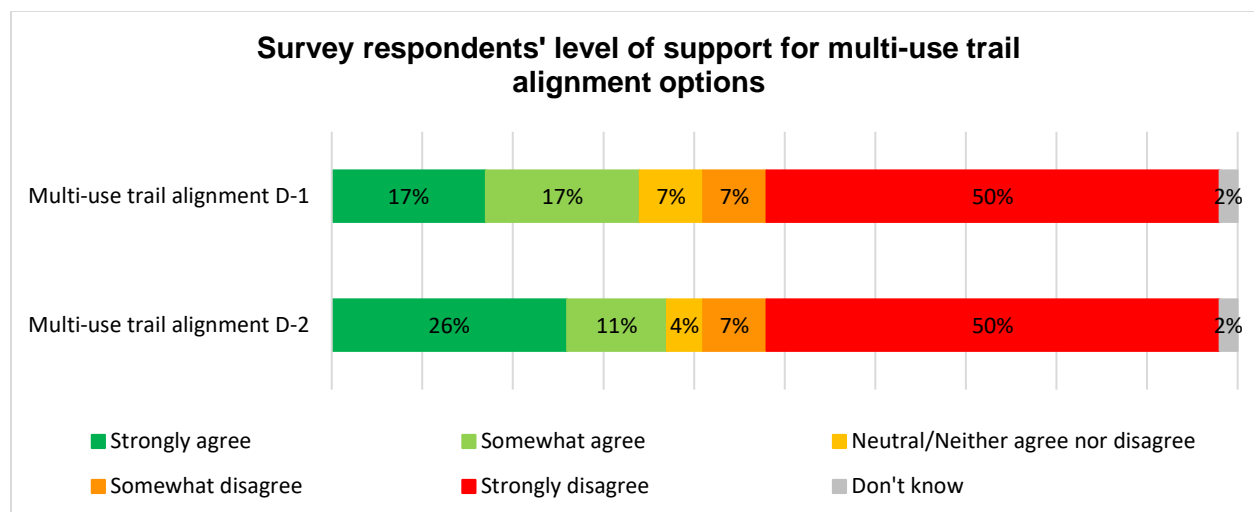
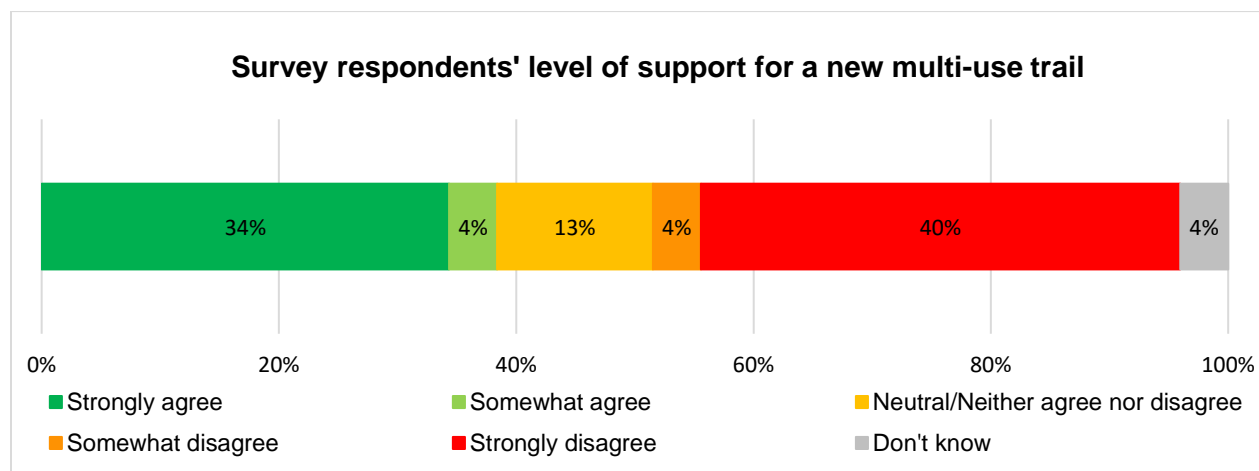
New North-South Street: Design Recommendations and Other Options

Respondents shared a number of recommendations related to the new street as well as other options to consider, some of which are outside the scope of the current study:

- Create a new street from Village Green Square across the Stouffville GO Train corridor to Midland Avenue as an alternative to, or in addition to, a new north-south street.
- With street alignment option C-3, prevent traffic from using Cardwell Avenue as a cut through to avoid the Sheppard-Kennedy intersection.
- Make changes the intersection of Kennedy Rd and Cardwell Ave to allow drivers from Bonis Ave to access the GO station more easily.
- Create new pedestrian and cycling connections only.
- Consider closing one end of the most westerly north-south leg of Village Green Square, to reduce through traffic from the new street connection.
- Ensure safety for all road users, and particularly pedestrians, at Village Green Square with increased vehicle and bicycle traffic resulting from the new street connection.
- Consider separated and elevated bike lanes for the new street.
- Improve transportation connections between Metrogate and Inglewood Heights school.

4.5.2 New North-South Multi-Use Trail

Feedback about a new multi-use trail was highly divided between people who strongly disagree with a new multi-use trail and those who strongly agree.



Trail alignment D-2 received greater support than D-1, however, over half of all survey respondents do not agree with either option.

The primary reason given by respondents who prefer alignment D-1:

Enjoyment

- Some people like that this trail alignment is removed from vehicle traffic and residential properties and is close to West Highland Creek and the Stouffville GO rail corridor.

People who prefer alignment D-2 noted two key reasons:

Safety and security

- Trail users would be more visible by others, which improves safety
- Alignment D-1 presents safety concerns because of its proximity to the GO rail corridor and to West Highland Creek
- Location of alignment D-1 behind the condominium towers could result in graffiti on the crash wall, which is maintained by the Metrogate condominiums.

Better access

- Alignment D-2 is more central to development planned on Village Green Square and easier to access from Cowdray Court.

New Multi-Use Trail: Opportunities and Concerns

Respondents were asked to identify the challenges or disadvantages associated with a new multi-use trail that are most concerning, and the opportunities or advantages that are most important to them.

The most frequently cited **concerns and challenges** raised by residents who do not agree with a new multi-use trail are:

- Property impacts, particularly to the condominium buildings at 4091/4101 Sheppard Avenue East, and the buildings' driveway and visitor parking area
- Decreased safety and security as a result of greater public access to Collingwood Park and in the vicinity of private property
- Impacts to Collingwood Park and the natural environment
- Increased noise and disruption resulting from greater public access
- Decreased property values
- Disruption as a result of construction
- Safety concerns associated with the potential for flooding along the trail

The most frequently identified **benefits and opportunities** identified by respondents who support a new multi-use trail:

- Safer, more convenient access to the Agincourt GO station
- Creating an alternate route in and out of Village Green Square
- Improving access to Collingwood Park
- Providing local opportunities for physical activity
- Creating an alternative to Kennedy Road for people walking and cycling
- Providing an alternative to car travel

Recommendations and other options

- Create additional connections between the proposed segment of trail and the wider area
- Extend alignment option D-1 south, under Highway 401, to create an active transportation connection to Kennedy Commons.
- End the trail at Collingwood Park so that people walking and cycling would use Collingwood Street and Gordon Ave. to connect to Sheppard Ave.
- Create separate paths for pedestrians and cyclists.

4.5.3 Active Transportation Connection North of Sheppard Avenue East

Overall, respondents were generally supportive of a pedestrian and cycling connection to the Agincourt GO Station via Reidmount Avenue and Dowry Street.

Support stated for this option:

- Would improve the accessibility of the GO station
- *"Greatly welcomed. Will also help relieve automobile congestion and cramped parking at the GO station."*
- *"Please build this as soon as possible!"*

Concerns raised about this option:

- Increased congestion on Reidmount Avenue and Dowry Street
- Ensuring safe movement of people driving, cycling and walking

Recommendations and Other Options

- Extend the cycling connection along Cardwell Avenue and across Kennedy Road to Bonis Avenue as well as north to Huntingwood Drive
- Provide accessibility for cyclists with ramps, secure bike parking at the station
- Ensure Reidmount Avenue and Dowry Street are not used by drivers as a kiss-and-ride instead of the kiss-and-ride at the station.
- Ensure sufficient lighting

4.5.4 Optimization of Existing Streets and Intersections

Respondents were asked to comment on a number of potential improvements to existing streets and intersections in the study focus area:

Addition of sidewalks on Collingwood Street and improvements to existing sidewalks

Respondents were generally supportive of this improvement.

- *"Roads in the area are not pedestrian friendly or comfortable to walk along. Lots of traffic, very close to the road, little or no street furniture. These changes would be ideal."*
- *"Having sidewalks would help pedestrians feel safer when vehicles are entering/exiting onto main streets."*
- *"Consistent sidewalks are needed for pedestrian safety."*

Some respondents commented that a new sidewalk is not needed on Collingwood Street if there is no new north-south street.

- *"We do not want any of these potential changes imposed on Collingwood because we think it is just fine the way it is."*

Improvement of intersection control, pavement markings and by-laws

Very few respondents commented specifically on this option. Those who did said that stop signs, crosswalks, speed limit signs and traffic calming are needed at Village Green Square.

New cycling facilities on Sheppard Avenue East

Respondents had mixed responses to this option. Several respondents pointed out that a bike lane would improve safety for people cycling as well as people walking.

- *"A cycling path is desperately needed on Sheppard as cyclists presently use the sidewalk."*
- *"There is a high amount of cyclists in this area. Conflict usually arises with cyclists and pedestrians. A separate, safe cycling facility would reduce these conflicts."*
- *"Right now it's too dangerous to cycle on the road, so many people cycle on the sidewalk, which is not ideal."*
- *"Sheppard and Kennedy are very busy streets...having cycling would be dangerous as there are a lot of auto collisions."*

Traffic signal optimization at busy intersections

This improvement option received a high level of support.

- *"Optimization of signal timing at busier intersections such as Kennedy Road and Sheppard Avenue is needed. Normally, the time for crossing was already short, considering the distance to cross. Lately I have noticed that the time to cross is shorter."*
- *"The intersection of Kennedy and Sheppard experiences high congestion during rush hours and weekends."*

Respondents also commented that the timing of signals at the GO station driveway should be improved to enhance safety for people walking, as there are a high number of seniors and families with children in the area.

Recommendations and Other Options

- Add a traffic light at Collingwood Street and Kennedy Road.
- Build a pedestrian bridge across Sheppard Avenue to connect to the GO station.
- Improve pedestrian and cycling connections across Highway 401 to Kennedy Commons

4.5.5 Improvements to Existing Transit Service

Overall, respondents were supportive of the proposed improvement options. A number of respondents expressed support for bus service into Village Green Square. There was mixed feedback about the potential for bus service on the new north-south street.

Support stated for the proposed improvements included:

- *"Agincourt GO station is not accessible in a wheelchair or stroller from the Sheppard TTC stop. Let's plan for the future and connect the new street and multi-purpose trail to the TTC, future subway, and Agincourt GO station."*
- *"TTC bus service into Metrogate would ease/lessen the traffic at Village Green Square."*

Concerns about the proposed improvements:

- A bus loop into Village Green Square would increase congestion and traffic at the intersection with Kennedy Road.
- *"If the new north-south street is put in place, we hope that this does not increase the flow of traffic so significantly that buses use this route. This would be a complete disregard for the current residents."*

Recommendations and Other Options:

- Resume 985 Express bus service on Sheppard Ave to the Scarborough Town Centre
- Establish a TTC bus loop into Agincourt GO station to reduce the walk to the platform
- Establish dedicated bus service from Village Green Square to Don Mills subway station
- 43 Kennedy bus should have larger buses and offer express service
- Dedicated bus lane on Kennedy Road.

4.5.6 Evaluation Criteria

Feedback about the draft Evaluation Criteria was focused primarily on two areas of evaluation:

Socio-Economic

- Emphasize community safety
- Healthy communities and equitable mobility should be emphasized
- *"Make socio-economic criteria number one."*
- Impacts to private property should be considered
- *"The evaluation should prioritize Safety. In the event of an evacuation from Village Green Square, there is only one way out for thousands of people."*
- Impacts on local residents
- Consider the number of people who would be impacted by each option
- *"We hope that most weight is put on the socio economic impact and on disruption to the neighbourhood."*
- *"A greater emphasis needs to be on the mental health and physical wellbeing of the residents in the target area."*

Natural Environment

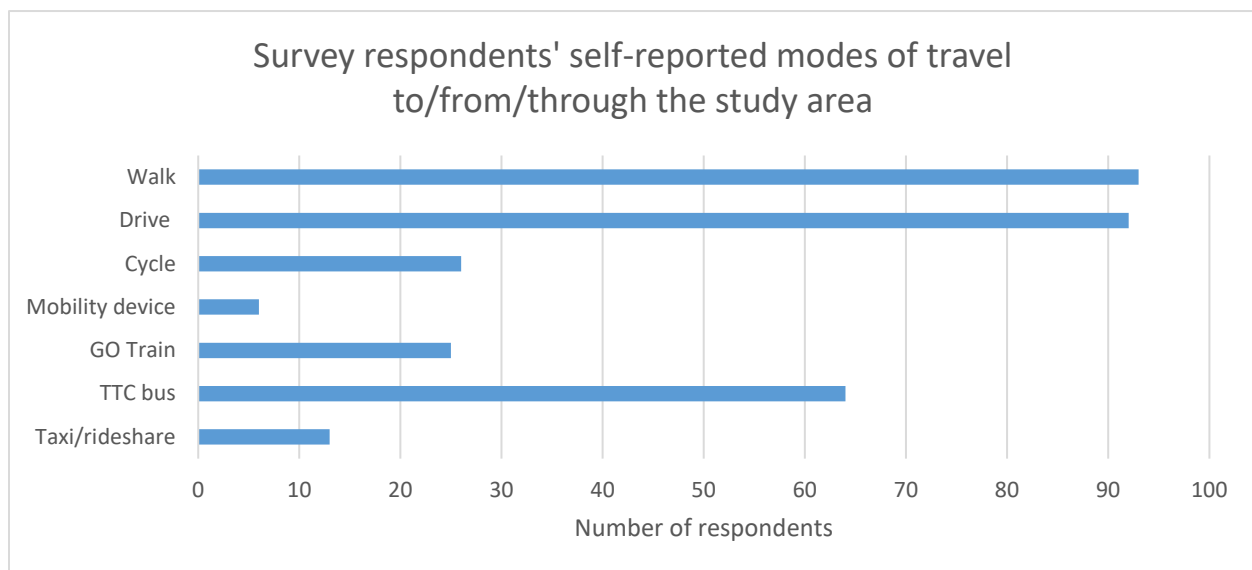
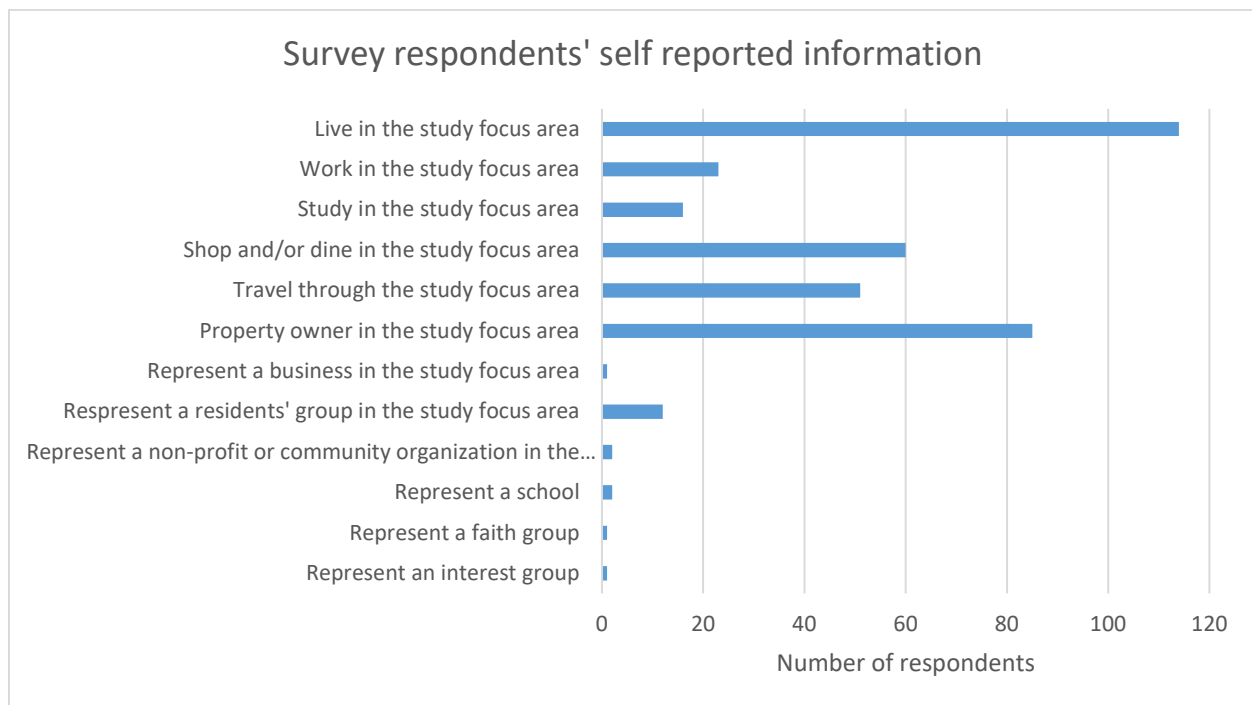
- *"Environmental impact should be top of mind."*
- The area is home to eagles and rare birds that should be considered.

Other comments and recommendations:

- Constructability & Design: Consider ease of implementation (shortest construction time)
- Healthy Communities: Emphasize pedestrian safety, walkability, connectivity
- Equitable Mobility: Prioritize connections to future transit
- Consider compatibility with other projects in the area (Agincourt Mall redevelopment)
- Consider sport and recreation facilities in the evaluation

5.0 Survey Respondents

Some respondents who completed the Feedback Survey provided information about their relationship to the study area and their usual modes of travel. 125 responses were received for this part of the survey. Respondents could select more than one category for each question.



6.0 Next Steps

All feedback received through this round of public consultation will be considered by the project team as part of the evaluation of each potential transportation improvement and alignment option. The results of the in-depth evaluation will be shared with all stakeholders and the public through a second round of notification and public consultation in 2021. The study is expected to be complete by the end of 2021.

Appendix A: Notice of Study Commencement



Public Notice

June 29, 2020

Southwest Agincourt Transportation Connections Study

The City of Toronto is studying ways to improve and expand transportation connections from Village Green Square (south of the Canadian Pacific [CP] railway corridor), to Sheppard Avenue East and Agincourt GO Station. This connection is identified in the City of Toronto's Official Plan and Council-approved Agincourt Secondary Plan to support anticipated growth in the area.

The number of people living and working in this area has grown and will continue to grow as a result of planned developments. As the number of people using the transportation system increases, transportation infrastructure improvements will be needed to ensure that people can drive, walk, and cycle to destinations safely and efficiently.

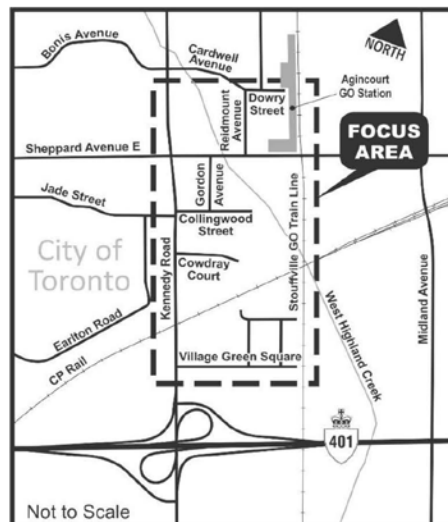
The study Focus Area is bound by Kennedy Road to the west, Dowry Street to the north, the Stouffville GO Train Line to the east, and Village Green Square to the south.

Study Objectives

1. Provide high quality transportation infrastructure that addresses the needs of this growing area
2. Improve street network connectivity to key destinations, particularly the Agincourt GO Station, Collingwood Park and schools
3. Improve the safety of people walking, cycling, taking public transit, and driving

Which solutions will be considered?

- A new north-south street south of Sheppard Avenue East that could potentially cross the West Highland Creek and CP rail corridor. The new street would provide space for motor vehicles as well as people walking and cycling.
- A new north-south recreational trail that would provide an active transportation route between Sheppard Avenue East and Village Green Square
- Design and operational improvements of existing streets and intersections in the study focus area



Background

The street network in the Focus Area is fragmented due to major natural and constructed barriers, including Highway 401, the Stouffville Metrolinx GO and CP Rail corridors and Highland Creek.

Currently, people traveling to and from Cowdray Court and Village Green Square must use Kennedy Road, which experiences a high level of traffic during peak travel times and does not provide a comfortable and convenient option for walking and cycling. Without alternative routes, particularly to and from the Agincourt GO station, increased traffic from the anticipated developments will worsen congestion on Kennedy Road.

What is an Environmental Assessment (EA) Study?

A Municipal Class Environmental Assessment (EA) is an approved planning process under the Ontario Environmental Assessment Act. The Southwest Agincourt Transportation Connections Study will follow Phases 1, 2, 3 and 4.

- Phase 1: Identify the problems and opportunities
- Phase 2: Develop, evaluate and recommend alternative solutions to address the identified problems and opportunities
- Phase 3: Evaluate and recommend design options for the recommended solution(s)
- Phase 4: Prepare an Environmental Study Report (ESR)

The study will also identify measures to minimize any impacts resulting from the recommended solutions. An ESR will be available to the public at the end of the study process, in accordance with the requirements of the Municipal Class EA process.

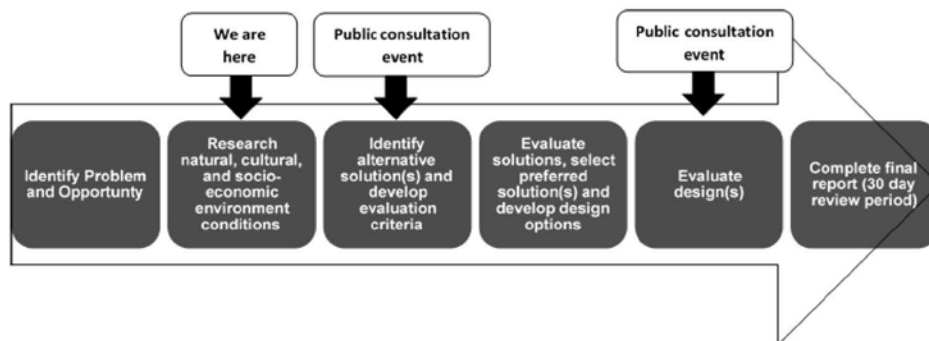
How will the potential solutions be evaluated?

For each option, the study will assess the potential for impacts on: the natural environment; traffic circulation for all modes of transportation; residents and property owners in the focus area and the surrounding area; technical feasibility; upfront and long term costs. Members of the public will have an opportunity to comment on the evaluation criteria as part of the study process.

The information used in the evaluation will be collected from existing reports, field studies, technical advisors and subject matter experts, and through public consultation.

Get Involved

Public consultation is an important element of the study. The public will have opportunities for input at key stages. Information about future public consultation events will be distributed by mail and posted on the project website.



We would like to hear from you

If you have questions or comments, or to receive e-mail updates about the project, please contact:

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toronto.ca/ConnectingSWAgincourt

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.

Page 2 of 2

2020 年 6 月 29 日

Agincourt 西南部的交通连接研究

多伦多市正在研究改善和扩展从 Village Green Square (CP 铁路的南部) 到 Sheppard Avenue East 和 Agincourt GO 车站的交通连接的方法。多伦多市的官方计划和市议会批准的 Agincourt 二级计划都明确指出了需要这种连接来支持该地区的预期增长。

根据发展计划, 在该地区生活和工作的人数有所增加, 并将继续增长。随着使用交通系统的人数增加, 交通基础设施将需要改善, 以确保人们可以安全, 高效地开车, 步行和骑自行车到达目的地。

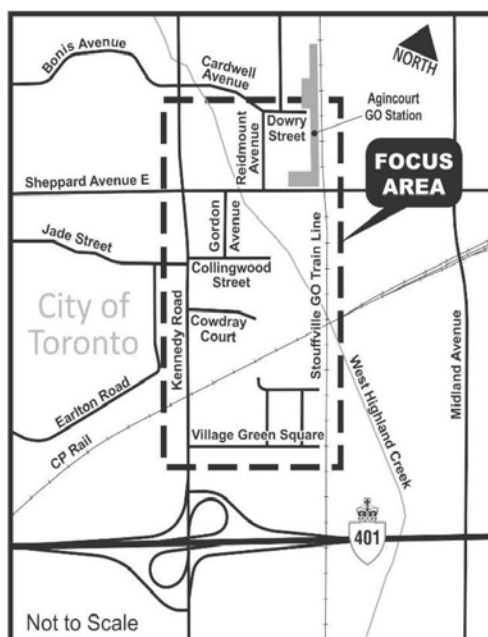
重点研究区域的边界是西面到 Kennedy Road, 北面到 Dowry Street, 东面到 Stouffville GO 火车线, 南面到 Village Green Square。

研究目标

1. 提供可满足该地区增长需求的高质量运输基础设施。
2. 改善街道到主要目的地的交通连接, 特别是 Agincourt GO 站, Collingwood 公园和学校。
3. 提高步行, 骑自行车, 乘公交和驾驶人员的安全。

将考虑哪些解决方案?

- Sheppard Avenue East 以南的一条新的南北大街, 有可能穿越西 Highland Creek 和 CP 铁路。新的街道将为机动车以及步行和骑自行车的人提供空间。
- 一条新的南北休闲步道, 将为 Sheppard Avenue East 和 Village Green Square 之间提供步行和自行车的路线
- 重点研究区域中现有街道和十字路口的设计和运营改进



背景

重点区域的街道网络因自然和人为障碍而分散。这些障碍包括 401 高速公路, Stouffville Metrolinx GO 和 CP 铁路线以及 Highland Creek。

目前, 往返 Cowdray Court 和 Village Green Square 的人们必须使用 Kennedy Road, 该街道在交通高峰期内交通拥挤, 不是一个舒适便捷的步行和骑自行车选择。如果没有替代路线, 特别是往返于 Agincourt GO 站的替代路线, 预期发展带来的交通量增加将使 Kennedy Road 的交通拥挤情况恶化。

什么是环境评估(EA)研究？

市政级环境评估（EA）是根据《安大略省环境评估法》批准的规划程序。Aginccourt 西南部的交通连接研究将遵循阶段 1、2、3 和 4 个阶段。

- 阶段 1：找出问题和机会
- 阶段 2：针对已发现的问题和机会来发展，评估和推荐解决方案
- 阶段 3：针对解决方案为推荐解决方案评估并推荐设计选择方案
- 阶段 4：准备环境研究报告 (ESR)

该研究还将确定措施，以最大程度地减少建议解决方案所带来的影响。根据市政 EA 级流程的要求，ESR 将在研究流程结束时向公众公布。

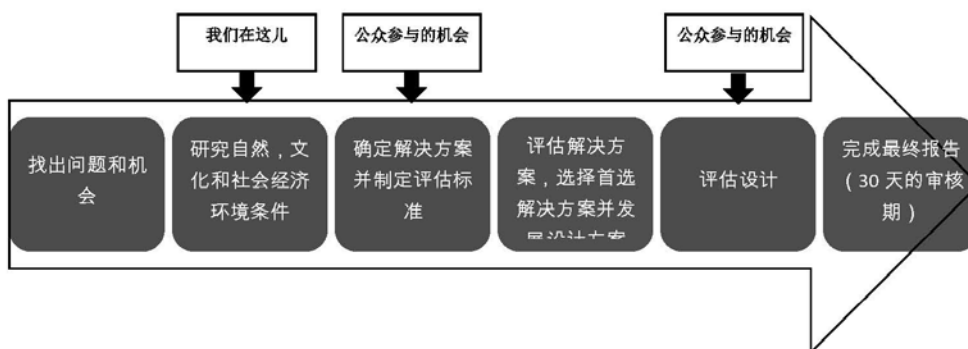
如何评估潜在的解决方案？

对于每种解决方案选择，研究将评估对以下方面的潜在影响：自然环境；所有交通方式的交通流通；重点地区及周边地区的居民和业主；技术可行性；前期费用和长期费用。在研究过程中，公众将有机会对评估标准发表评论。

评估中使用的信息将从现有报告，现场研究，技术顾问和主题专家以及通过公众咨询收集。

参与进来

公众咨询是该研究的重要内容。在关键阶段，公众将有机会提供意见。有关未来公众咨询活动的信息将通过信件发送并发布在项目网站上。



我们希望收到您的意见

如果您有任何疑问或意见，或者想要接收有关该项目最新信息的电子邮件，请联系：

Stephanie Gris Bringas
高级咨询协调员, 多伦多市
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Toronto, ON M5V 3C6
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传真: 416-392-2974
电子邮件: Stephanie.GrisBringas@toronto.ca

网站: toronto.ca/ConnectingSWAginccourt

信息将根据《市政信息自由和隐私保护法》进行收集。除个人信息外，所有评论都将成为公共记录的一部分。

Appendix B: Notice of Public Consultation



Notice of Public Consultation

September 1, 2020

Southwest Agincourt Transportation Connections Study

The City of Toronto is studying ways to improve and expand transportation connections from Village Green Square (south of the Canadian Pacific [CP] railway corridor), to Sheppard Avenue East and Agincourt GO Station. The number of people living and working in this area has grown and will continue to grow as a result of planned developments. Transportation infrastructure improvements are needed to ensure that people can drive, walk, and cycle to destinations safely and efficiently.

We would like to hear from you

This study has identified options for expanding and improving transportation infrastructure in the study Focus Area. Members of the public are invited to learn about the project and potential transportation improvement options, ask questions and provide feedback.

Based on the expert advice of our Medical Officer of Health to practice physical distancing to help reduce the spread of COVID-19 and protect the health and safety of Toronto residents and our staff, this phase of consultation will be conducted online, and by phone, mail and e-mail. There are several ways to participate:

Learn About the Study	Ask Questions	Provide Feedback
<ul style="list-style-type: none">View consultation materials on the project web pageRequest information by phone or e-mailAttend the virtual public meeting	<ul style="list-style-type: none">Submit questions by e-mail or give us a callAsk questions during the virtual public meeting (online participants only)	<ul style="list-style-type: none">Complete the web-based feedback formSubmit a feedback form by mailProvide comments by phone or e-mail <p>Comment deadline: October 7, 2020</p>

Virtual Public Meeting

A virtual Public Meeting will be held to introduce the study, present the options for potential transportation improvements that are being considered, and provide an opportunity to ask questions. If you are not able to join, a video recording of the meeting will be posted on the project web page following the event.



Wednesday September 23, 2020

Presentation and Question & Answer period 6:30-8:30 p.m.

Join by computer, smart phone or tablet	Join by phone (audio only)
<p>Visit the project web page and register for the meeting: toronto.ca/ConnectingSVAgincourt. You will receive an email with instruction on how to join the event via your device.</p> <p>If you do not register in advance, you can visit the project web page on the day of the event to find the login information.</p>	<p>View information material ahead of time on the project web page OR request material by email or mail</p> <p>5 minutes before the meeting starts, call 416-915-6530 and enter access code 133 121 9038.</p> <p>Please note: phone participants will not be able to ask questions during the meeting and are encouraged to submit questions in advance by phone or e-mail.</p>

Background

This study aims to improve transportation connections and safety for all modes of travel in the study Focus Area – people walking, cycling, driving, and taking transit.

Currently, people traveling to and from Cowdray Court and Village Green Square must use Kennedy Road, which experiences high levels of traffic during peak travel times and does not provide a comfortable and convenient environment for walking and cycling. A new road connection is identified in the City of Toronto's Official Plan and Council-approved Agincourt Secondary Plan to support anticipated growth in the area.

The study is being carried out under Schedule 'C' of the Municipal Class Environmental Assessment (EA), which is an approved planning process under the Ontario Environmental Assessment Act. An Environmental Study Report will be prepared at the end of the process for public review.

Which improvements are being considered?

1. **A new north-south 'complete street':** A 'complete street' provides space for people walking, cycling, and driving. Four potential alignment options are being considered for a street that would connect Village Green Square, Cowdray Court, and Sheppard Avenue East.
2. **A new north-south multi-use trail:** Two potential alignments are being considered for a multi-use trail that would connect Village Green Square and Sheppard Avenue East.
3. **Improvements to existing streets and transit service in the study Focus Area**



Contact Us

If you have questions or comments, or to request information about the project, please contact:

Stephanie Gris Bringas
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55 John Street, 19th floor
Toronto, ON M5V 3C6
Telephone: 416-392-3643 E-mail: Stephanie.GrisBringas@toronto.ca

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.

toronto.ca/ConnectingSWAgincourt

2020 年 9 月 1 日

Agincourt 西南部交通连接研究

多伦多市正在研究改善和扩展从 Village Green Square（加拿大太平洋[CP]铁路走廊南侧）到 Sheppard Avenue East 和 Agincourt GO Station 之间的交通连接的方法。随着市政规划的发展，在该区域生活和工作人员数量已有增长，并将继续增长。需要对运输基础设施进行改善，以确保人们可以安全、高效地驾车、步行和骑自行车前往目的地。

我们希望听取您的声音

本项研究已确定了在研究重点区域扩展和改善交通基础设施的若干选择。邀请公众来了解该项目和若干可能的交通改善选择，提问问题并提供反馈意见。

根据我们卫生医疗官的实行人际间隔以帮助减轻 COVID-19 疫情传播和保护多伦多居民和我们员工的健康与安全的专业建议，这一阶段的咨询将以在线、电话、邮件和电子邮件方式进行。有几种参与方式：

了解研究项目	提问问题	提供反馈意见
<ul style="list-style-type: none"> 在项目网站上查看咨询材料 通过电话或电子邮件获取信息 参加虚拟公开会议 	<ul style="list-style-type: none"> 通过电子邮件或打电话提交问题 在虚拟公开会议上提问（仅限在线参与者） 	<ul style="list-style-type: none"> 在网站上填写反馈意见表 通过邮件提交反馈意见表 通过电话或电子邮件提供意见 <p>意见征集截止日期： 2020 年 10 月 7 日</p>

虚拟公开会议

将举行一次虚拟的公开会议介绍本研究，介绍正在考虑中的改善交通的可能方案，并提供提问问题的机会。如果您无法参加会议，可观看将在会后发布在该项目的网页上的会议视频。



2020 年 9 月 23 日，星期三

介绍和问答时间 下午 6:30-8:30

通过计算机、智能手机或平板电脑参加会议	通过电话参加（仅音频）
<p>访问项目网页并进行会议注册。您将收到一封电子邮件，其中包含有关如何通过您的设备参加会议的说明。</p> <p>如果您未提前注册，则可以在会议当天访问项目网页找到登录信息。</p>	<p>可以提前在项目网站上查看信息材料，或者通过电子邮件或邮件索取材料。</p> <p>在会议开始前 5 分钟，致电 416-915-6530，输入访问代码 133 121 9038。</p> <p>电话参会者将无法在会议期间提问问题，因此建议他们提前通过电话或电子邮件提交问题。</p>

该活动将以英语进行。如果您需要翻译，请提前通过电话或电子邮件与我们联系。

背景

本项研究旨在改善研究重点区域中所有交通方式的行人的交通连接和安全性，包括步行、骑行、驾车和乘坐公共交通的人。

目前，往返 Cowdroy Court 和 Village Green Square 的人们必须取道 Kennedy Road，该道路在繁忙时段交通繁忙，不能为步行者和骑行者提供舒适便利的交通环境。一个新的道路连接已经列在《多伦多市正式规划》和市议会批准的《Agincourt 二级规划》中，以支援该区域内预计的交通增长。

本研究是依据《市政级环境评估（EA）》的日程 C 进行，该日程是根据《安大略省环境评估法》批准的规划流程。流程结束时将撰写一份环境研究报告供公众审查。

正在考虑哪些改善方案？

1. **新建南-北向“完整街道”**：一条“完整街道”为人们步行、骑行和驾车提供了充足空间。正在考虑一条连接 Village Green Square、Cowdray Court 和 Sheppard Avenue East 的道路的四种可能路线选择。
2. **新建南北向多功能步道**：正在考虑一条连接 Village Green Square 和 Sheppard Avenue East 的多功能步道的两种可能路线。
3. 研究重点区域内现有街道和公共交通服务的改善



联系我们

如果您有任何问题或意见，或要求提供有关项目的信息，请联系：

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Toronto, ON M5V 3C6
电话：416-392-3643 电子邮箱：Stephanie.GrisBringas@toronto.ca

信息的收集将依照《市政信息自由和隐私保护法》进行。除个人信息外，所有评论意见都将成为记入公共记录。

toronto.ca/ConnectingSWAgincourt



Southwest Agincourt Transportation Connections Study Virtual Public Meeting Question & Answer Summary

The questions that follow were asked by attendees of the Virtual Public Meeting, held on September 23, 2020. Responses were provided to most questions by members of the project team, which includes City of Toronto staff and project consultants. The responses provided below have been summarized for clarity and brevity. This summary also includes responses to some questions that were not answered during the meeting, due to time constraints.

For information about the Southwest Agincourt Transportation Connections Study Municipal Class Environmental Assessment, visit toronto.ca/ConnectingSWAgincourt.

Study scope

1. Which modes of transportation are within scope for this study? Why are cars included?

This study takes all modes of transportation into consideration, which is why a future connection will be a 'complete street' that provides space for people walking, cycling and driving. While the City is prioritizing walking, cycling and transit access within the study area, providing for and managing vehicle access is also a consideration within this study.

2. Why is active transportation pedestrian and cycling infrastructure not the primary consideration?

Supporting active transportation is a primary consideration of this study. The potential improvements include a new multi-use trail, as well as a potential future 'complete street' connection that would provide space for people walking, cycling and driving. Although the City is prioritizing walking, cycling and taking transit within the study area, providing for and managing vehicle access is also a consideration within this study.

3. When community meetings were held prior to the development of condos at Village Green Square, the community raised concerns about access in and out of the development. The community was informed that an east-west road would be built to Midland Avenue. Why is this no longer being considered?

The Agincourt Secondary Plan is City's guiding policy for growth and infrastructure in the study area. The Secondary Plan identifies a new conceptual street network in the Secondary Plan area. The Secondary Plan was amended in 2007 as part of an Ontario Municipal Board (OMB) decision that approved a residential subdivision on the employment lands formerly occupied by the Toronto Truck Sufferance Terminal.

Southwest Agincourt Transportation Connections Study – Virtual Public Meeting Q&A Summary

The OMB decision also removed the conceptual street connection from Village Green Square (formally known as Sufferance Road) to Midland Avenue as a result of the development. The Final Staff Report can be found on the City's website:

www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-8604.pdf

4. Are there any plans for future pedestrian or bike connections across the 401?

The scope of this EA is limited to the boundaries of the study Focus Area and does not include infrastructure improvements south of Village Green Square. Pedestrian or cycling connections across Highway 401 could be identified as a potential future study opportunity. Future road resurfacing or reconstruction may also present an opportunity to make improvements to the design of existing infrastructure.

5. Are there any plans to improve connections east of the Stouffville GO Train rail line?

Exploring new connections east of the GO Train line is currently not within the scope of this study, which is focusing on the major developments happening around Cowdray Court and Village Green Square, and the need to improve north-south connectivity up to Sheppard Avenue East, as identified in the Agincourt Secondary Plan.

6. Will improvements to the plazas situated at Sheppard and Kennedy and Sheppard and Gordon be considered with respect to adding active transportation amenities, to encourage cycling and walking connections?

Improvements to plazas at Kennedy and Sheppard Ave. is not something that is being considered as part of this study. However, improvements to the sidewalk and addition of cycling facilities on Sheppard Ave. in the vicinity of the GO Station driveway are being considered, depending on the preferred alignment of the new north-south street and the new north-south trail. The addition of cycling facilities on Sheppard Avenue is something that is also being considered as part of the 'Optimization of existing streets and intersections'.

Existing conditions

7. How is a "built heritage resource" defined?

Ontario Regulation 9/06 of the *Ontario Heritage Act* provides criteria for determining and defining cultural heritage value or interest at the municipal level as follows:

1. The property has design value or physical value because it,
 - i. is a rare, unique, representative or early example of a style, type, expression, material or construction method,
 - ii. displays a high degree of craftsmanship or artistic merit, or
 - iii. demonstrates a high degree of technical or scientific achievement.
2. The property has historical value or associative value because it,
 - i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,
 - ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or

- iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
- 3. The property has contextual value because it,
 - i. is important in defining, maintaining or supporting the character of an area,
 - ii. is physically, functionally, visually or historically linked to its surroundings,
 - iii. is a landmark. O. Reg. 9/06, s. 1 (2).
- 8. What is the potential cultural heritage site at the northwest corner of Kennedy and Sheppard?

There was an unintended error in the diagram showing potential cultural heritage sites included presentation slides. There is no potential cultural heritage site located at the northwest corner of Kennedy Road and Sheppard Avenue.

- 9. Is there any GO Train ridership information from the study area?

The EA team will inquire with Metrolinx on this matter. There are some improvements being made along the rail corridor that are anticipated to result in capacity and ridership changes. Metrolinx is aware of this EA and working closely with the project team.

Forecasting future conditions

- 10. How will the study take account of future COVID-19 impacts on transit ridership and permanently increased numbers of people working at home?

The pandemic has brought unprecedented changes to the entire City. The timing, long term consequences and impacts of the pandemic are not yet understood. Ultimately, the project continues to support the need for safe walking and cycling infrastructure in the City, including trails that provide access to important park land.

- 11. What is the modeling on how many new cars will use the new north-south street? If you don't have this data now, when will this be available?

The project team has collected all the traffic impact studies that were submitted for each of the development applications within the study area. These studies identify the levels of traffic that are projected from each of the planned and proposed developments. As part of the detailed evaluation process, these projections will be considered together for each of the potential street alignment options, and the projected volumes at each intersection will be assessed.

- 12. The Kennedy/Sheppard intersection has been identified as a major safety priority by the Toronto police. What traffic forecasting methods are you using to model this extremely complex intersection?

The project team is looking at all of the intersections in the study area carefully, and this includes a review of the collision records at each intersection to assess whether there are patterns in the collision data. The intersection modeling will also consider pedestrian conflicts, the number of buses passing through, percentage of heavy vehicles, as well

as signal timing. The traffic analysis will look at roads and intersections in the study area as a network, including consideration of the flow of traffic and queuing behaviour on Kennedy Road and other corridors in the study area.

New street and new multi-use trail alignment options

13. With street alignment option C-4, how close will the new street be to the building at 4091 Sheppard Avenue East?

At this stage in the study, the exact location of the new street has not yet been determined for each alignment option. The options that are being presented give an approximate alignment because there are a number of factors that will influence the location and design of the street. These include where it is feasible to cross West Highland Creek, traffic signal locations, intersection design, and impact to existing infrastructure, among other considerations. Information about the design details and impacts to properties will be shared with the public as part of the next phase of the study.

14. Would the multi-use trail include space for vehicles?

A multi-use trail is not a facility for vehicles. A multi-use trail is for people who are walking, cycling, and using mobility devices, as well as for other forms of active transportation such as skateboarding, rollerblading, etc.

Impacts to local streets

15. What is the anticipated impact to local traffic on residential streets?

With the implementation of different complete street connections, it is anticipated that traffic patterns will change through the study focus area. It is too early in the study to determine what these changes will be. The transportation patterns associated with each of the street alignment options will be better understood through detailed traffic assessments carried out for each option. The traffic assessment will account for the traffic generated by each of the planned developments and consider how traffic flow patterns would be impacted by each of the new street options.

The study team recognizes that changes in traffic patterns along streets can impact neighbourhoods, and this will be evaluated carefully. The detailed design stage of the study will include an opportunity to address specific concerns related to traffic.

16. Collingwood Street and Gordon Avenue are quiet residential streets. They will be significantly impacted. Have you considered how the streets are currently being used? People use Collingwood like a large sidewalk because of the dead end.

The project team has been closely observing the existing conditions of the study area through analysis of data as well as multiple in-person site visits. The character of these streets has been noted, and the project team recognizes that some of the new

connections raise concerns for some residents. The evaluation criteria for potential options include changes in neighborhood characteristics, which means these affects will be considered as part of the detailed evaluation.

There are opportunities to design solutions in a way that minimizes impacts, while still ensuring that safe infrastructure is constructed. Although traffic volumes on some streets, such as Collingwood Street, may be low enough that people feel comfortable walking on the street, this does not reflect Provincial and Municipal standards for accessibility and safety. The City's standard is to have at least one sidewalk on local streets.

17. If only the multi-use trail is recommended, how would Collingwood Street be affected?

A key objective of the Environmental Assessment is to improve connectivity, accessibility and safety for people walking and cycling. Currently there is no sidewalk on either side of Collingwood Street. One improvement that is being considered separately from the new street and new multi-use trail is the addition of a sidewalk on Collingwood Street. This would require space in the City's existing right-of-way on Collingwood Street.

18. Can Collingwood Street remain a dead end?

If alignment option C-1 for the new street is the preferred alignment, then Collingwood Street, east of Gordon Avenue, would remain a dead end.

Cycling infrastructure

19. How does multi-use trail option D-2 differ from the elements of the 'complete street'? Is the trail an addition to the street right-of-way where they would be aligned?

In order to achieve the objectives of the study, a multi-use trail and a complete street are being considered separately. This ensures that active transportation objectives within the study area adequately addressed in the final recommendation. If the final study recommendation includes both a complete street and multi-use trail, they would likely be designed as one unified piece of infrastructure in the sections that overlap.

20. Will any cycling infrastructure built as part of these plans be separated lanes (cycle tracks or dedicated cycling facilities)?

The intention is to create a cycling connection that is safe and accessible for all abilities and ages. Facility types may include bike lanes, cycle tracks or a multi-use trail.

Road safety at Village Green Square

21. Are there plans for new stop signs, speed limits or crosswalks at Village Green Square when the new street connection is implemented?

As part of the upcoming design phase, the project team will be looking at all the existing and future intersections in the study area and assessing how traffic patterns will change with the implementation of different complete street options. At that time, the project team will consider the guidelines set out by the City for traffic control as well as future conditions, in order to determine where crossings, stop signs, signals, and other types of control should be installed.

22. Are there any plans to implement new crosswalks, stop signs or traffic calming at Village Green Square prior to the new street connection?

A review of existing transportation conditions has been carried out as part of the EA process. The project team will review the safety concerns that have been raised and consider these in the future recommendations. All infrastructure that will be recommended has safety as a top priority, and any design will follow the City's Vision Zero policies.

Improvements unrelated to the study, and/or requests for interim traffic calming measures should go through the City's Traffic Calming Request process:
toronto.ca/services-payments/streets-parking-transportation/traffic-management/traffic-calming/

23. At the cul-de-sac on Village Green Square where the new street would connect there will be the main entrance to a new daycare. How will you deal with the traffic to keep parents and children safe?

The intention of all of the ultimate recommendations of this study is to provide high quality and safe transportation improvements and the design will closely follow the City's Vision Zero policies and guidelines. There are different tools that can be used to improve the safety of intersections and roads and make sure that pedestrians have safe access options.

24. The north-south street is very important for the safety of residents at Village Green Square, particularly in the case of an emergency. There have been situations where residents are unable to get in or out when the intersection at Kennedy is blocked.

Provision of infrastructure for emergency services and emergency service access to Village Green Square will be considered in the final evaluation of options.

Other potential improvements

25. Could the intersection of Kennedy and Sheppard be converted to a roundabout?

Roundabouts are unique tools for unique contexts. Some of the considerations that inform the appropriateness of a roundabout would include availability of space, transit network, number of travel lanes, network context (eg. whether intersections up and downstream of the roundabout are signalized), pedestrian volumes, and other factors. The focus of the transportation assessment and intersection improvements will be to address the Problem & Opportunity Statement of the study. Based on this context, the

project team does not consider this intersection to be an appropriate candidate for a roundabout.

Evaluation process

26. Of all the factors that will be considered as part of the evaluation process, which one is the most important?

All of the factors that have been identified in the Draft Evaluation Criteria will be closely considered. However, it is critical that the preferred options are aligned with the City's policy framework, which includes plans, policies and guidelines that have been developed through decades of consultation. These policies reflect the direction that the city wants to move in, as a growing major urban centre. All of the other Draft Evaluation Criteria relate back to this policy framework in some way. Other major factors are cost and adhering to guidelines for new infrastructure within the flood plain.

27. The floodplain of West Highland Creek seems to be a major problem for this study. How will this be approached? Is the primary concern the impact that new infrastructure would have on the floodplain or the impact of the flood plain on new infrastructure?

Both safety and environmental impact are key considerations in regards to the flood plain. Infrastructure within the flood plain is at risk of flooding if there is a very significant storm event (e.g. Hurricane Hazel) and must be designed with a number of safety policies and guidelines (e.g. streets must be designed to withstand potential flooding events). Infrastructure constructed in the flood plain also has the potential to impact the flow of the creek and the natural environment (e.g. introducing a new road in a flood plain may increase the amount of surface water flowing into the creek).

28. How does public consultation fit into the overall evaluation process? How will feedback from the community be weighed against some of the other factors that will be considered?

The project team aims to recommend improvements that balance a range of diverse needs and priorities with the City's policies and potential impacts to the environment and to people. The consultation process is not a vote. The results of the consultation will help the project team apply the evaluation criteria in a way that reflects the concerns, priorities and preferences identified by the public. For example, if accessibility is identified as a top priority by the public, then this will be taken into consideration in the evaluation process.

29. If public feedback reflects a desire to make things easier for drivers but the City's policy is to encourage more walking and cycling, where does the City stand?

The project team aims to recommend improvements that balance a range of diverse needs and priorities with the City's policies. This is a multi-modal study and the priority is to encourage walking, cycling, active transportation and transit use in the area, while also balancing and managing vehicle access.

Southwest Agincourt Transportation Connections Study – Virtual Public Meeting Q&A Summary

30. Why are sport and recreation facilities and community centres not considered as a part of the 'Healthy Communities' criteria?

This is a great suggestion and the project team will consider adding connections to sport and recreation facilities to the evaluation criteria.

Implementation of recommended improvements

31. The potential for a new street to Sheppard has been discussed for years. What is the likelihood that the road will actually be built?

We recognize that this has been a long process. At this point it has not yet been determined whether the final recommendation will include a new north-south street connection. This final recommendation of this study will be informed by the potential impacts of each alignment option and how well each option addresses the objectives and Problem & Opportunity Statement of the study.

32. What is the timeline for constructing the new street from Village Green Square to Sheppard Ave?

The anticipated timeline for the completion of this EA study is mid- to late-2021. At that point, the final recommendations will be identified and there will be a timeline for implementation of those recommendations. Implementation will require coordination with planned and ongoing developments in the study area. Provincial EAs have a ten year lifespan. Infrastructure improvements typically get built within ten years of the completion of a 'Schedule C' Environmental Assessment.

33. Will the street and trail construction move together or will one precede the other?

At this stage in the study, no infrastructure recommendations or timelines for construction have been made. Any construction related to the recommendations will need to be coordinated with development and other construction activities in the focus area.

34. Will there be a naming competition for the new street?

The City of Toronto has a policy for naming new streets. Members of the public can visit the City's website for more information:
toronto.ca/city-government/planning-development/street-naming

35. Litter is a problem on our roads. Will there be garbage and recycling bins on the new street and trail?

An Environmental Assessment does not typically design to this level of detail. It is generally good practice to have waste and recycling facilities along certain street types and multi-use trails. The project team will include a recommendation to consider appropriate types and locations for street furniture as part of the detailed design process following the EA.

Development applications and population growth

36. Has there been any consideration of how the population growth in the study area will impact traffic on the ramps on Kennedy Road to and from Highway 401?

Yes, the project team will complete a detailed traffic assessment of future conditions, taking into account all of the development that is proposed in this area as well as other growth and traffic that is occurring beyond the area. The project team is working closely with the Ministry of Transportation to ensure that the analysis that is carried out takes into consideration the highway ramps.

37. How will the results of this study impact existing planning applications?

This EA will proceed in parallel with City Planning's review of development applications in the study focus area. The intent is to ensure that the development applications do not preclude the ability to deliver the recommended street and/or trail alignments.

Property impacts

38. For private properties affected by the improvement options, what will the impacts be?

The owners of properties that are potentially impacted by the transportation improvement options have been notified directly by the City of Toronto. In some cases the potential impact is to private property, while in other cases the impact would be to the City-owned right-of-way. The specific impacts will not be defined until further design work is carried out in the next phase of the study. The City will continue to work with potentially impacted property owners as the study progresses.



Feedback Form

Southwest Agincourt Transportation Connections Study

Public consultation is an important part of this study. We would like to know your thoughts and opinions about the proposed improvement options. **Submit your completed form by mail or e-mail before October 7, 2020.**

To view the consultation materials for this study visit: toronto.ca/ConnectingSWAgincourt ,
e-mail Stephanie.GrisBringas@toronto.ca or call 416-392-3643

Q1. Please indicate your level of support for each street alignment option.
An image of the four street alignments options is provided on the next page.

Street Alignment Option C-1 - Connects to Sheppard Ave. East via Gordon Ave. - Intersects with Collingwood St. and Cowdray Crt. - Does not cross West Highland Creek (avoids complex engineering and environmental considerations) - Allows for potential future westward expansion of Collingwood Park - Minimal floodplain considerations - Involves modifications to right-of-way along Gordon Ave. - Addition of traffic signals at Gordon and Sheppard would create spacing challenges with existing signals on Sheppard - No new street frontage on Collingwood Park - Private property impacts	<input type="checkbox"/> Strongly agree <input type="checkbox"/> Somewhat agree <input type="checkbox"/> Neutral/Neither agree nor disagree <input type="checkbox"/> Somewhat disagree <input type="checkbox"/> Strongly disagree <input type="checkbox"/> Don't know
Street Alignment Option C-2 -Connection to Sheppard Ave. East at Gordon Ave. via Collingwood St. - Intersects with Collingwood St. and Cowdray Crt. - Adds street frontage to Collingwood Park and facilitates public access - Does not cross West Highland Creek (avoids complex engineering and environmental considerations) - Addition of traffic signals at Gordon and Sheppard would create spacing challenges with existing signals on Sheppard - Involves modification to the right-of-way on Gordon Ave. and Collingwood St. - Private property impacts	<input type="checkbox"/> Strongly agree <input type="checkbox"/> Somewhat agree <input type="checkbox"/> Neutral/Neither agree nor disagree <input type="checkbox"/> Somewhat disagree <input type="checkbox"/> Strongly disagree <input type="checkbox"/> Don't know
Street Alignment Option C-3 - Connection to Sheppard Ave. East at Reidmount Ave. - Intersects with Collingwood St. and Cowdray Crt. - Direct connection to existing street network north of Sheppard - Potential for direct connection to potential active transportation connection on Reidmount Ave. and Dowry St. - New traffic signals at Reidmount Ave. would require changes to GO station driveway and 4091/4101 Sheppard driveway - Crosses West Highland Creek (complex engineering and environmental considerations) - Large portions of the street located in the flood plain - Private property impacts	<input type="checkbox"/> Strongly agree <input type="checkbox"/> Somewhat agree <input type="checkbox"/> Neutral/Neither agree nor disagree <input type="checkbox"/> Somewhat disagree <input type="checkbox"/> Strongly disagree <input type="checkbox"/> Don't know
Street Alignment Option C-4 -Connection to Sheppard Ave. East at the GO station driveway - Intersects with Collingwood St. and Cowdray Crt. - Connects to an existing signalized intersection on Sheppard - Connection to Sheppard needs to be compatible with 4091/4011 Sheppard driveway (complex property issues) - Crosses West Highland Creek (complex engineering and environmental considerations) - Large portions of the street located in the flood plain - Private property impacts	<input type="checkbox"/> Strongly agree <input type="checkbox"/> Somewhat agree <input type="checkbox"/> Neutral/Neither agree nor disagree <input type="checkbox"/> Somewhat disagree <input type="checkbox"/> Strongly disagree <input type="checkbox"/> Don't know
No new north-south street	<input type="checkbox"/> Strongly agree <input type="checkbox"/> Somewhat agree <input type="checkbox"/> Neutral/Neither agree nor disagree <input type="checkbox"/> Somewhat disagree <input type="checkbox"/> Strongly disagree <input type="checkbox"/> Don't know



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



- Legend**
- Multi-Use Trail Alignment D-1
 - Multi-Use Trail Alignment D-2

Q2. Which benefits or advantages of the street alignment options are most important to you?
Select your top 3 priorities.

- ☐ New street connects to Sheppard Ave. at an existing signalized intersection/crossing
- ☐ New street connects to potential active transportation connection north of Sheppard
- ☐ New street increases street frontage of Collingwood Park
- ☐ New street allows for potential future expansion of Collingwood Park
- ☐ Other, please specify _____

Q3. Which disadvantages or challenges associated with the street alignment options are most concerning for you? Select your top 3 priorities.

- ☐ Impacts on the natural environment
- ☐ Flood plain regulations and considerations
- ☐ Changes to the right of way on Gordon Ave. and/or Collingwood St.
- ☐ Traffic impacts on local streets
- ☐ Private property impacts
- ☐ Other, please specify _____

Q4. Do you have other comments about the potential north-south street or the alignment options?

Q4. Please indicate your level of support for each multi-use trail alignment option.
An image of the two trail alignments options is provided on the previous page.

Trail Alignment Option D-1 -Trail connection at cul-de-sac in north east corner of Village Green Square -Passes under the CP Rail line where it crosses the Metrolinx GO Trail corridor -Meets Sheppard Avenue East near the Agincourt GO Station driveway -Connection at Sheppard will need to be compatible with 4091-4011 Sheppard Ave. East driveway (complex property considerations) -May not be compatible with new street alignment options C-3 and C-4 -Some sections of the trail will have limited visibility of trail users -Proximity to West Highland Creek and flood plain raises safety concerns	<input type="checkbox"/> Strongly agree <input type="checkbox"/> Somewhat agree <input type="checkbox"/> Neutral/Neither agree nor disagree <input type="checkbox"/> Somewhat disagree <input type="checkbox"/> Strongly disagree <input type="checkbox"/> Don't know
Trail Alignment Option D-2 -Trail connection at cul-de-sac in the north west corner of Village Green Sq. -Trail design would be incorporated into the design of the new street where it passes under the CP Rail corridor -Meets Sheppard Avenue East near the Agincourt GO Station driveway -Connection at Sheppard will need to be compatible with 4091-4011 Sheppard Ave. East driveway (complex property considerations) -Allows easier trail access from future developments on Cowdray Court and Village Green Square -Some portions of the trail are in the flood plain	<input type="checkbox"/> Strongly agree <input type="checkbox"/> Somewhat agree <input type="checkbox"/> Neutral/Neither agree nor disagree <input type="checkbox"/> Somewhat disagree <input type="checkbox"/> Strongly disagree <input type="checkbox"/> Don't know
No new multi-use trail	<input type="checkbox"/> Strongly agree <input type="checkbox"/> Somewhat agree <input type="checkbox"/> Neutral/Neither agree nor disagree <input type="checkbox"/> Somewhat disagree <input type="checkbox"/> Strongly disagree <input type="checkbox"/> Don't know

Q5. Please explain your response to Q4.
Which advantages or disadvantages of the options are most important for you?

Q5. Do you have any additional comments about the potential multi-use trail or the trail alignment options?

Q6. Do you have any comments or concerns about the other potential improvements that are being considered?

<p>Active transportation connection on Reidmount Avenue and Dowry Street</p> <ul style="list-style-type: none"> • Addition of an accessible cycling and pedestrian connection • Interim improvement (rather than major capital construction work) • Compatible with all new street and multi-use trail alignment options • Would connect to pedestrian- and cyclist-only portion of Dowry St 	
<p>Optimization of existing streets and intersections</p> <ul style="list-style-type: none"> • Sidewalk connection on Collingwood Street • Improvement of existing sidewalks • Improvement of intersection control, pavement markings, and/or by-laws • New cycling facilities on Sheppard Avenue East • Optimization of traffic signal timing at busy intersections 	
<p>Improvements to transit service</p> <ul style="list-style-type: none"> • Relocation of bus stops to reflect location of new street and/or trail • Prioritize accessibility and connectivity of transit-pedestrian linkages • Provide space for potential future transit operation on new complete street 	

Q7. Are there other solutions that should be considered?

Q8. Each of the potential improvements will be evaluated against a set of evaluation criteria. Do you have any comments or concerns regarding the proposed evaluation criteria? Are there other criteria that should be included?

Q6. Do you have any observations or experiences related to transportation in or through the study Focus Area that have not been captured by the project team?

About You (Optional)

What is your postal code? _____

Please describe your perspective. (Select all that apply)

- | | |
|---|---|
| <input type="checkbox"/> I live in the study area | <input type="checkbox"/> I am a property owner in the study area |
| <input type="checkbox"/> I work in the study area | <input type="checkbox"/> I represent a faith group in the study area |
| <input type="checkbox"/> I study in the study area | <input type="checkbox"/> I represent a residents' group in the study area |
| <input type="checkbox"/> I shop and/or dine in the study area | <input type="checkbox"/> I represent a non-profit or community organization in the study area |
| <input type="checkbox"/> I travel through the study area | <input type="checkbox"/> I represent a business in the study area |
| <input type="checkbox"/> I represent a school | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> I represent an interest group | |

How do you typically travel to/from/through the study area? (Select all that apply)

- | | |
|--|---|
| <input type="checkbox"/> I walk | <input type="checkbox"/> I use the GO Train |
| <input type="checkbox"/> I bike | <input type="checkbox"/> I use TTC |
| <input type="checkbox"/> I use a mobility device | <input type="checkbox"/> I use taxis / rideshare services |
| <input type="checkbox"/> I drive | <input type="checkbox"/> Other: _____ |

About the Virtual Public Meeting

If you attended the Virtual Public Meeting on September 23, please help us to improve by letting us know your thoughts about the event.

	Strongly disagree	Disagree	Neutral/ Undecided	Agree	Strongly Agree
The information presented was clear and easy to understand.					
Staff were able to answer my questions.					
Do you have any additional comments about the Virtual Public Meeting?					

Contact Us:

Stephanie Gris Bringas
Telephone: 416-392-3643
Email: Stephanie.GrisBringas@toronto.ca

Mail: City of Toronto - Public Consultation Unit
55 John Street, Metro Hall, 19th Floor
Toronto, ON M5V 3C6

The personal information on this form is collected under the City of Toronto Act, 2006, s. 136(c) and 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. Questions about this collection can be directed to the Manager, Public Consultation Unit, Tracy Manolakis: 416-392-2990.

Agincourt 西南部交通连接研究

公众咨询是本项目的重要组成部分。我们想知道您对拟议改善方案的想法和意见。在填写本表格之前，请查阅咨询信息。

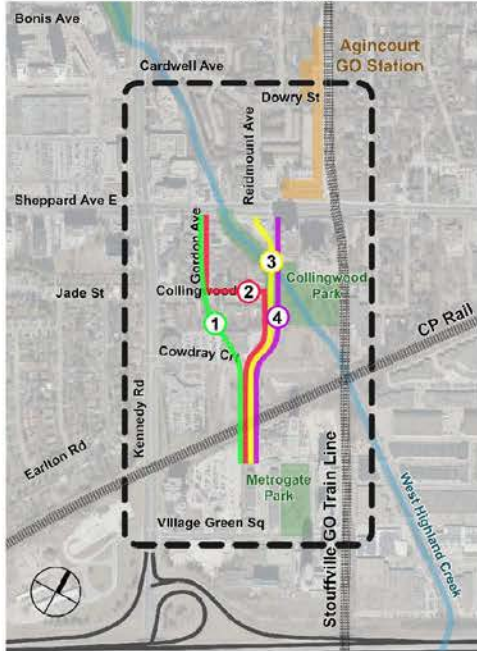
请访问：toronto.ca/ConnectingSWAgincourt，发送电邮至 Stephanie.GrisBringas@toronto.ca，或致电 416-392-3643

请在 2020 年 10 月 7 日之前通过邮件或电子邮件提交填写完整的表格。

问 1：请说明您对每个街道路线备选方案的支持程度。
在下页中提供了四条街道备选路线的图示。

街道备选路线 C-1	<input type="checkbox"/> 非常同意 <input type="checkbox"/> 同意 <input type="checkbox"/> 中立/既不同意也不反对 <input type="checkbox"/> 反对 <input type="checkbox"/> 非常反对 <input type="checkbox"/> 不知道
街道备选路线 C-2	<input type="checkbox"/> 非常同意 <input type="checkbox"/> 同意 <input type="checkbox"/> 中立/既不同意也不反对 <input type="checkbox"/> 反对 <input type="checkbox"/> 非常反对 <input type="checkbox"/> 不知道
街道备选路线 C-3	<input type="checkbox"/> 非常同意 <input type="checkbox"/> 同意 <input type="checkbox"/> 中立/既不同意也不反对 <input type="checkbox"/> 反对 <input type="checkbox"/> 非常反对 <input type="checkbox"/> 不知道
街道备选路线 C-4	<input type="checkbox"/> 非常同意 <input type="checkbox"/> 同意 <input type="checkbox"/> 中立/既不同意也不反对 <input type="checkbox"/> 反对 <input type="checkbox"/> 非常反对 <input type="checkbox"/> 不知道
不新建南北向街道	<input type="checkbox"/> 非常同意 <input type="checkbox"/> 同意 <input type="checkbox"/> 中立/既不同意也不反对 <input type="checkbox"/> 反对 <input type="checkbox"/> 非常反对 <input type="checkbox"/> 不知道

新建完整街道备选路线



Legend

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

Complete Street Alignment: 完整街道备选路线

新建多用途步道备选路线



Legend

- Multi-Use Trail Alignment D-1
- Multi-Use Trail Alignment D-2

Multi-Use Trail Alignment: 多用途步道备选路线

问 2: 您最看重该街道备选路线的哪些好处或优点? 请选择您最优先考虑的前 3 个因素。

- ☐ 新建街道在现有信号交叉路口/十字路口连接至 Sheppard Avenue
- ☐ 新建街道连接至 Sheppard 北面潜在的主动交通连接点
- ☐ 新建街道增加 Collingwood Park 的临街面
- ☐ 新建街道能允许未来对 Collingwood Park 进行扩展
- ☐ 其他, 请具体说明 _____

问 3: 您最担心该街道备选路线的哪些缺点 或困难? 请选择您最优先考虑的前 3 个因素。

- ☐ 对自然环境的影响
- ☐ 泛洪区法规和注意事项
- ☐ 对 Gordon Ave. 和/或 Collingwood St. 的道路通行权造成变化
- ☐ 交通对当地街道的影响
- ☐ 私有物业的影响
- ☐ 其他, 请具体说明 _____

问 4: 您对拟议的南-北向街道或备选路线还有其他意见吗?

问 5: 请说明您对每个多用途步道路线备选方案的支持程度。在上页中提供了两条步道备选路线的图示。

步道备选路线 D-1	<input type="checkbox"/> 非常同意 <input type="checkbox"/> 同意 <input type="checkbox"/> 中立/既不同意也不反对 <input type="checkbox"/> 反对 <input type="checkbox"/> 非常反对 <input type="checkbox"/> 不知道
步道备选路线 D-2	<input type="checkbox"/> 非常同意 <input type="checkbox"/> 同意 <input type="checkbox"/> 中立/既不同意也不反对 <input type="checkbox"/> 反对 <input type="checkbox"/> 非常反对 <input type="checkbox"/> 不知道
不新建多用途步道	<input type="checkbox"/> 非常同意 <input type="checkbox"/> 同意 <input type="checkbox"/> 中立/既不同意也不反对 <input type="checkbox"/> 反对 <input type="checkbox"/> 非常反对 <input type="checkbox"/> 不知道

问 6: 请您对问题 4 的回答做出说明。您最看重备选方案的哪些优点或缺点?

问 7: 您对拟议的多用途步道或备选路线还有 其他意见吗?

问 8: 您对正被考虑的其他潜在改善方案还有意见或疑虑吗?

在 Reidmount Avenue 和 Dowry Street 的主动交通连接点	
现有街道和交叉路口的优化	
公交服务的改善	

问 9: 还有应加以考虑的其他解决方案吗?

问 10: 对每个潜在改善方案将根据一套评估标准进行评估。
您对拟议的评估标准有任何意见或疑虑吗?
还有应纳入其中的其他标准吗?

问 11: 您是否还有尚未被项目团队所关注到的任何与该研究重点区域内的交通或过境交通相关的观察或体验吗?

关于您的情况 (选填)

您的邮政编码是? _____

请描述一下您的情况 (勾选所有符合条目)

- | | |
|--|--|
| <input type="checkbox"/> 我在研究区域居住 | <input type="checkbox"/> 我是研究区域的一名业主 |
| <input type="checkbox"/> 我在研究区域工作 | <input type="checkbox"/> 我代表研究区域的一个信仰团体 |
| <input type="checkbox"/> 我在研究区域上学 | <input type="checkbox"/> 我代表研究区域的一个居民团体 |
| <input type="checkbox"/> 我在研究区域购物和/或用餐 | <input type="checkbox"/> 我代表研究区域的一个非营利组织 |
| <input type="checkbox"/> 我通行穿越研究区域 | <input type="checkbox"/> 或社区组织 |
| <input type="checkbox"/> 我代表一所学校 | <input type="checkbox"/> 我代表研究区域的一个企业 |
| <input type="checkbox"/> 我代表一个利益团体 | <input type="checkbox"/> 其他: _____ |

您通常如何往返/穿越研究区域? (勾选所有符合条目)

- | | |
|----------------------------------|---------------------------------------|
| <input type="checkbox"/> 我步行 | <input type="checkbox"/> 我搭乘 GO Train |
| <input type="checkbox"/> 我骑自行车 | <input type="checkbox"/> 我搭乘 TTC |
| <input type="checkbox"/> 我使用移动设备 | <input type="checkbox"/> 我使用出租车/拼车服务 |
| <input type="checkbox"/> 我驾车 | <input type="checkbox"/> 其他: _____ |

关于虚拟公开会议

如果您参加了 9 月 23 日举行的虚拟公开会议, 请告诉我们您对此活动的想法, 以此来帮助我们取得改善。

	非常反对	反对	中立/未定	同意	非常同意
所提供的信息清晰易懂。					
工作人员能够回答我的问题。					
您对虚拟公开会议还有其他意见吗?					

联系我们:

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