

**APPENDIX X**

# Consultation Record



**APPENDIX X**

# Consultation Record Part A - Study Initiation



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.

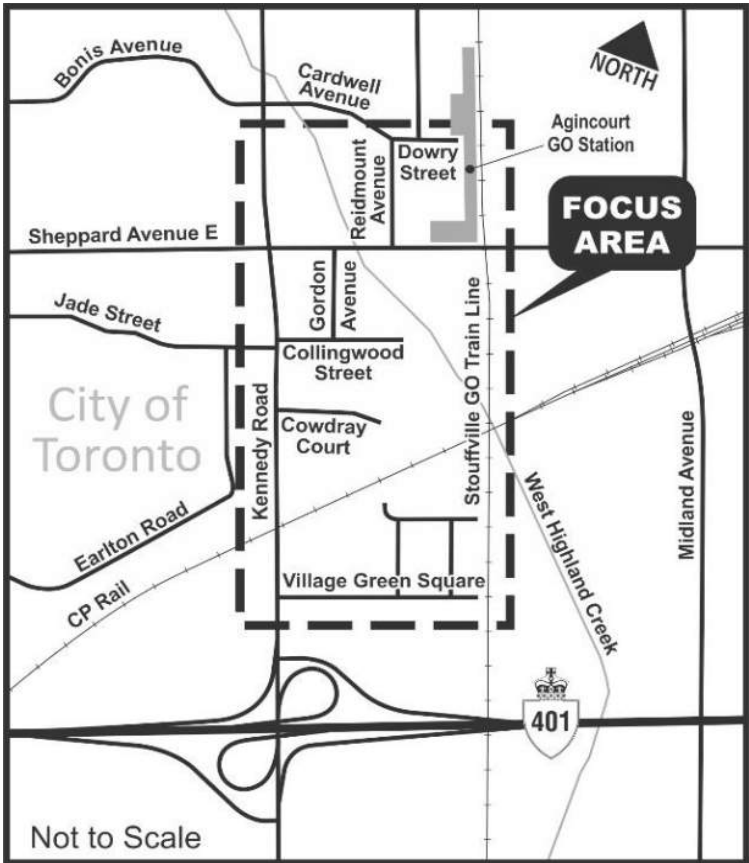
The study Focus Area is bound by Kennedy Road to the west, Dowry Street to the north, the Stouffville GO Train Line to the east, and Village Green Square to the south.

### 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.

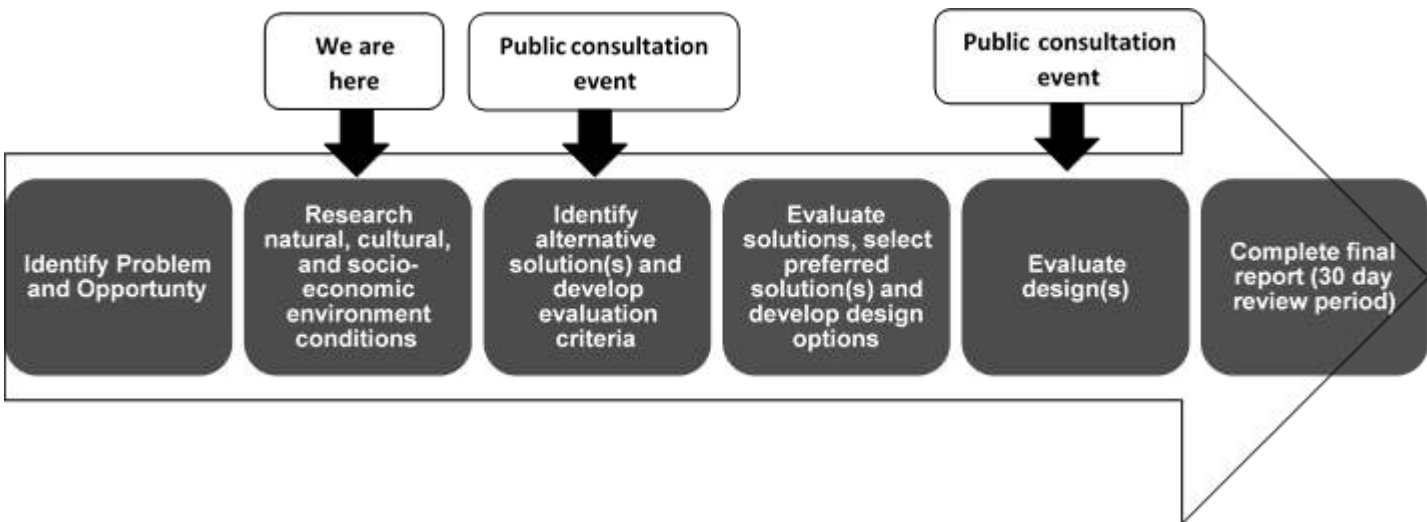
## How will the potential solutions be evaluated?

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:

Stephanie Gris Bringas  
 Sr. Consultation Coordinator, City of Toronto  
 55 John Street, 19<sup>th</sup> floor  
 Toronto, ON M5V 3C6  
 Tel.: 416-392-3643      Fax: 416-392-2974  
 E-mail: [Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)

**[toronto.ca/ConnectingSWAgincourt](http://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.*

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。

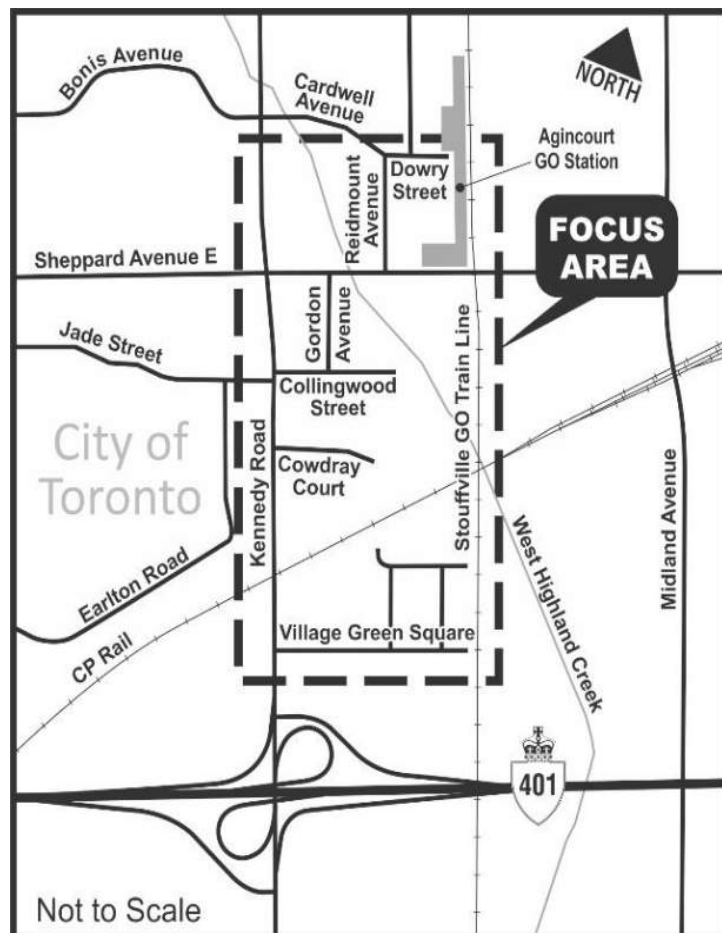
重点研究区域的边界是西面到 Kennedy Road，北面到 Dowry Street，东面到 Stouffville GO 火车线，南面到 Village Green Square。

### 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。

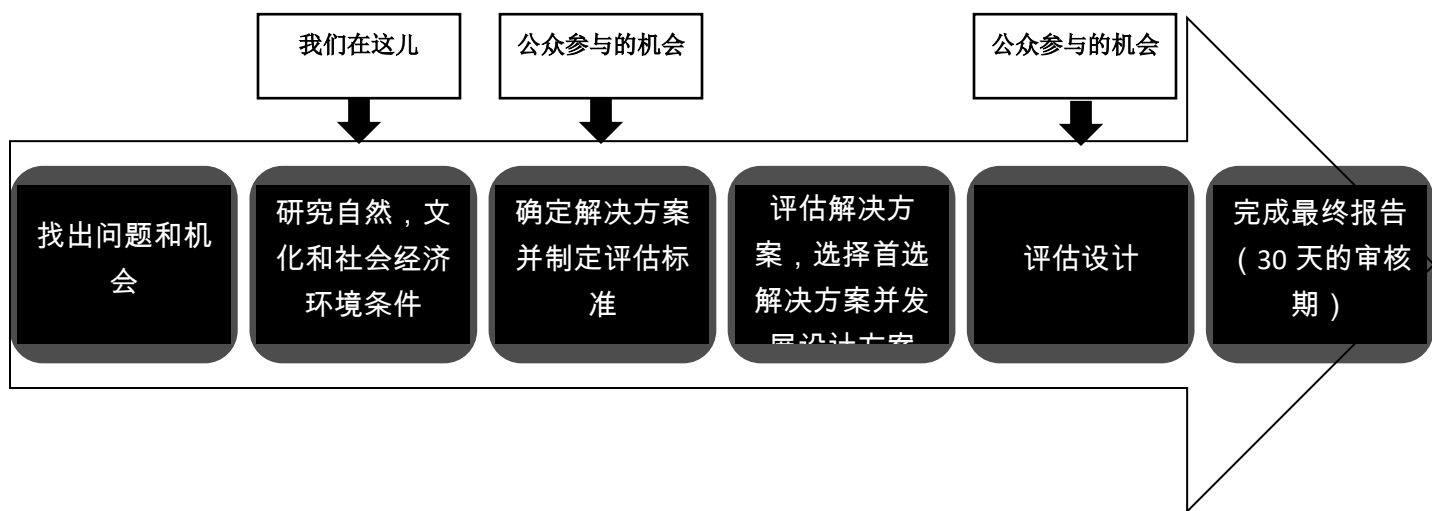
## 如何评估潜在的解决方案?

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

55 John Street, 19th Floor

Toronto, ON M5V 3C6

电话: 416-392-3643

传真: 416-392-2974

电子邮件: [Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)

**网站: [toronto.ca/ConnectingSWAginccourt](http://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。



**Tracy Manolakis**  
Manager, Public  
Consultation

**Policy, Planning, Finance & Administration**

**Program Support**  
55 John Street  
Metro Hall, 19<sup>th</sup> Floor  
Toronto, Ontario M5V 3C6

**Tel:** 416-392-2990  
**Email:** [tracy.manolakis@toronto.ca](mailto:tracy.manolakis@toronto.ca)

April 24, 2020

Chunmei Lui  
Ministry of Environment, Conservation & Parks  
5775 Yonge Street  
Toronto, ON M2M 4J1  
Email: [chunmei.liu@ontario.ca](mailto:chunmei.liu@ontario.ca)

Dear Chunmei,

The City of Toronto is initiating the *Southwest Agincourt Transportation Connections Study*. The study will be carried out according to the requirements for Schedule C projects under the Municipal Class Environmental Assessment.

The purpose of the study is to develop and evaluate options for improving transportation connections in the area east of Kennedy Road, between Village Green Square and Sheppard Avenue East. Alternatives that will be considered include a new north-south street and a new separate multi-use trail between Village Green Square and Sheppard Avenue East. The new north-south street would have facilities for vehicles, cyclists and pedestrians, and could include grade separations at the CP Rail corridor and at Highland Creek, south of Sheppard Avenue East. As part of the study, the City will also examine and evaluate potential improvements to existing roads located within the study area. Attached is a map showing the study Focus Area.

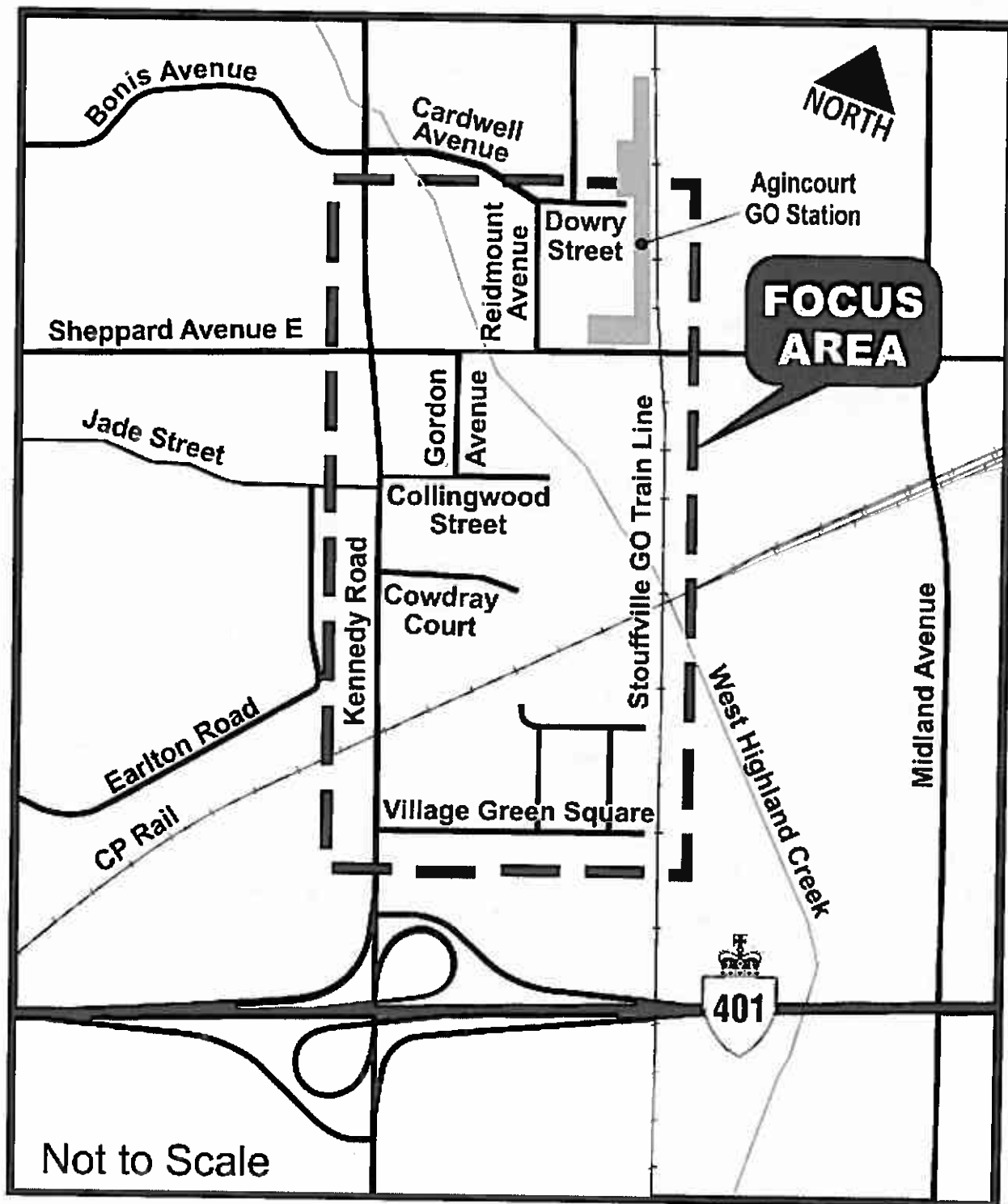
A Notice of Study Commencement is expected to be issued in late May. In advance of the notice being issued, the City would appreciate the MECP's comments on the undertaking and a list of Indigenous communities to be engaged. If you require further information or have any questions, please contact:

**Stephanie Gris Bringas**  
**Tel.:** 416-392-3643  
**Email:** [Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)

Sincerely,

Tracy Manolakis  
Manager, Public Consultation Unit  
City of Toronto

c. Niki Siabanis, Transportation Services  
Matt Davis, Transportation Services



Ministry of the Environment,  
Conservation and Parks

Ministère de l'Environnement, de la  
Protection de la nature et des Parcs

*Environmental Assessment Branch*

*Direction des évaluations  
environnementales*



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Fax.: 416 314-8452

Rez-de-chaussée  
135, avenue St. Clair Ouest  
Toronto ON M4V 1P5  
Tél. : 416 314-8001  
Téléc. : 416 314-8452

May 27, 2020

File No.: EA 01-06-05

Tracy Manolakakis  
Manager, Public Consultation Unit  
City of Toronto  
55 John Street  
Metro Hall, 19<sup>th</sup> Floor  
Toronto, Ontario M5V 3C6

Re: **Southwest Agincourt Transportation Connections Study**  
**City of Toronto**  
**Municipal Class Environmental Assessment**  
**Notice of Study Commencement**

Dear Ms. Manolakakis;

This letter is in response to the Notice of Commencement for the above noted project. The Ministry of the Environment, Conservation and Parks (MECP) acknowledges that the City of Toronto has indicated that the study is following the approved environmental planning process for a Schedule C project under the Municipal Engineers Association's Municipal Class Environmental Assessment (Class EA).

The attached "Areas of Interest" document provides guidance regarding the ministry's interests with respect to the Class EA process. Please identify the areas of interest which are applicable to the project and ensure they are addressed. Proponents who address all of the applicable areas of interest can minimize potential delays to the project schedule.

Considering that the proposed activities from this project will have potential impacts on the nearby sensitive receptors, an Air Quality Impact Assessment (AQIA) is required as part of the decision-making process for the preferred alternative to address all potential air quality impacts to sensitive receptors. This AQIA should include at a minimum the predicted traffic flows and the current and future emissions estimates, as well as any required mitigation measures. General guidance regarding the scope of AQIA requirements for Schedule C road improvement Municipal Class EA is attached to this letter for your reference.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge, real or constructive, of the existence or potential existence of an Aboriginal or treaty right and contemplates conduct that may adversely impact that right. Before authorizing this project, the Crown must ensure that its duty to consult has been fulfilled, where such a duty is triggered. Although the duty to consult with Aboriginal peoples is a duty of the Crown, the Crown may delegate procedural aspects of this duty to project proponents while retaining oversight of the consultation process.

The proposed project may have the potential to affect Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982. Where the Crown's duty to consult is triggered in relation to the proposed project, **the MECP is delegating the procedural aspects of rights-based**

**consultation to the proponent through this letter.** The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit.

Based on information provided to date and the Crown's preliminary assessment the proponent is required to consult with the following communities who have been identified as potentially affected by the proposed project.

- Mississaugas of the Credit FN

The following Williams Treaties Communities (with a copy to the Williams Treaties Coordinator Karry Sandy-Mackenzie):

- Hiawatha First Nation
- Curve Lake First Nation
- Alderville First Nation
- Mississauga's of Scugog Island First Nation
- Chippewas of Georgina Island
- Chippewas of Rama First Nation (Chippewas of Mnjikaning)
- Beausoleil First Nation

If there are potential archeological impacts:

- Huron-Wendat Nation

Steps that the proponent may need to take in relation to Aboriginal consultation for the proposed project are outlined in the "[Code of Practice for Consultation in Ontario's Environmental Assessment Process](#)". Additional information related to Ontario's *Environmental Assessment Act* is available online at: [www.ontario.ca/environmentalassessments](http://www.ontario.ca/environmentalassessments)

Please also refer to the attached document "A Proponent's Introduction to the Delegation of Procedural Aspects of consultation with Aboriginal Communities" for further information.

The proponent must contact the Director of Environmental Assessment Branch under the following circumstances subsequent to initial discussions with the communities identified by MECP:

- Aboriginal or treaty rights impacts are identified to the proponent by the communities
- The proponent has reason to believe that the proposed project may adversely affect an Aboriginal or treaty right
- Consultation has reached an impasse
- A Part II Order request or elevation request is expected

The Director of the Environmental Assessment Branch can be notified either by email with the subject line "Potential Duty to Consult" to [enviropemissions@ontario.ca](mailto:enviropemissions@ontario.ca) or by mail or fax at the address provided below:

**Email:** [enviropemissions@ontario.ca](mailto:enviropemissions@ontario.ca)  
**Subject:** Potential Duty to Consult  
**Fax:** 416-314-8452  
**Address:** Environmental Assessment and Permissions Branch  
 135 St. Clair Avenue West, 1<sup>st</sup> Floor  
 Toronto, ON, M4V 1P5

The MECP will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role the proponent will be asked to play in them.

A Part II Order Request Form must be used to request a Part II Order. The Part II Order Request Form is available online on the [Forms Repository website \(http://www.forms.ssb.gov.on.ca\)](http://www.forms.ssb.gov.on.ca) by searching "Part II Order" or "012-2206E" (the form ID number). Please include reference to this in the Notice of Completion for this project.

A draft copy of the ESR should be sent to this office prior to the filing of the final report, allowing a minimum of 30 days for the ministry's technical reviewers to provide comments. Please also forward the Notice of Completion and final ESR to us when completed.

Should you or your project team members have any questions regarding the material above, please contact me at Chunmei.liu@ontario.ca or 416-326-4886.

Yours truly,



Chunmei Liu  
Regional Environmental Assessment Coordinator

cc: Solange Desautels, Supervisor, Project Review Unit, MECP  
Jimena Caicedo, Manager, Toronto District Office, MECP

Attachments: Areas of Interest  
Air Quality Impact Assessment Guidance for Schedule C Municipal Road Class EAs  
A Proponent's Introduction to the Delegation of Procedural Aspects of consultation  
with Aboriginal Communities

## AREAS OF INTEREST

*It is suggested that you check off each applicable area after you have considered / addressed it.*

### ☐ Species at Risk

- The Ministry of the Environment, Conservation and Parks has now assumed responsibility of Ontario's Species at Risk program. For any questions related to subsequent permit requirements, please contact [SAROntario@ontario.ca](mailto:SAROntario@ontario.ca).

### ☐ Planning and Policy

- Ontario has released "A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)" which replaces the "Growth Plan for the Greater Golden Horseshoe (2017)". More information, including the Plan, is found here: <https://www.placestogrow.ca>.
- Parts of the study area may be subject to the [A Place to Grow: Growth Plan for the Greater Golden Horseshoe](#) (2019), [Oak Ridges Moraine Conservation Plan](#) (2017), [Niagara Escarpment Plan](#) (2017), [Greenbelt Plan](#) (2017) or [Lake Simcoe Protection Plan](#) (2014). Applicable policies should be referenced in the report, and the proponent should describe how the proposed project adheres to the relevant policies in these plans.
- The [Provincial Policy Statement](#) (2020) contains policies that protect Ontario's natural heritage and water resources. Applicable policies should be referenced in the report, and the proponent should describe how the proposed project is consistent with these policies.

### ☐ Source Water Protection (all projects)

The *Clean Water Act*, 2006 (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas have been delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs) and surface water Intake Protection Zones (IPZs). Other vulnerable areas that have been delineated under the CWA include Highly Vulnerable Aquifers (HVAs), Significant Groundwater Recharge Areas (SGRAs), Event-based modelling areas (EBAs), and Issues Contributing Areas (ICAs). Source protection plans have been developed that include policies to address existing and future risks to sources of municipal drinking water within these vulnerable areas.

Projects that are subject to the Environmental Assessment Act that fall under a Class EA, or one of the Regulations, have the potential to impact sources of drinking water if they occur in designated vulnerable areas or in the vicinity of other at-risk drinking water systems (i.e. systems that are not municipal residential systems). MEA Class EA projects may include activities that, if located in a vulnerable area, could be a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and the activity could therefore be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities. Municipal Official Plans, planning decisions, Class EA projects (where the project includes an activity that is a threat to drinking water) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.

- In October 2015, the MEA Parent Class EA document was amended to include reference to the Clean Water Act (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring with a vulnerable area. **Given this requirement, please include a section in the Project File/ESR on source water protection.**
  - The proponent should identify the source protection area and should clearly document how the proximity of the project to sources of drinking water (municipal or other) and any delineated vulnerable areas was considered and assessed. Specifically, the report should discuss whether the project is in a vulnerable area and provide applicable details about the area. If located in a

vulnerable area, proponents should document whether any project activities are prescribed drinking water threats and thus pose a risk to drinking water (this should be consulted on with the appropriate Source Protection Authority). Where an activity poses a risk to drinking water, the proponent must document and discuss in the project file or ESR how the project adheres to or has regard to applicable policies in the local source protection plan. This section should then be used to inform and be reflected in other sections of the report, such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives etc.

- While most source protection plans focused on including policies for significant drinking water threats in the WHPAs and IPZs it should be noted that even though source protection plan policies may not apply in HVAs, these are areas where aquifers are sensitive and at risk to impacts and within these areas, activities may impact the quality of sources of drinking water for systems other than municipal residential systems.
- In order to determine if this project is occurring within a vulnerable area, proponents can use this mapping tool: <http://www.applications.ene.gov.on.ca/swp/en/index.php>. The mapping tool will also provide a link to the appropriate source protection plan in order to identify what policies may be applicable in the vulnerable area.
- For further information on the maps or source protection plan policies which may relate to their project, proponents must contact the appropriate source protection authority. **Please consult with the local source protection authority to discuss potential impacts on drinking water. Please document the results of that consultation within the Report and include all communication documents/correspondence.**

#### More Information

For more information on the *Clean Water Act*, source protection areas and plans, including specific information on the vulnerable areas and drinking water threats, please refer to Conservation Ontario's website where you will also find links to the local source protection plan/assessment report.

A list of the prescribed drinking water threats can be found in section 1.1 of Ontario Regulation 287/07 made under the *Clean Water Act*. In addition to prescribed drinking water threats, some source protection plans may include policies to address additional "local" threat activities, as approved by the MECP.

#### ☐ **Climate Change**

Ontario is leading the fight against climate change through the [Climate Change Action Plan](#). Recently released, the plan lays out the specific actions Ontario will take in the next five years to meet its 2020 greenhouse gas reduction targets and establishes the framework necessary to meet its long-term targets. As a commitment of the action plan, **the province has now finalized a guide, "[Considering Climate Change in the Environmental Assessment Process](#)" (Guide).**

The Guide is now a part of the Environmental Assessment program's Guides and Codes of Practice. The Guide sets out the MECP's expectation for considering climate change in the preparation, execution and documentation of environmental assessment studies and processes. The guide provides examples, approaches, resources, and references to assist proponents with consideration of climate change in EA. **Proponents should review this Guide in detail.**

- The MECP expects proponents to:
  1. Take into account during the assessment of alternative solutions and alternative designs, the following:
    - a. the project's expected production of greenhouse gas emissions and impacts on carbon sinks (climate change mitigation); and
    - b. resilience or vulnerability of the undertaking to changing climatic conditions (climate change adaptation).
  2. Include a discrete section in the Project File/ESR detailing how climate change was considered in the EA.

How climate change is considered can be qualitative or quantitative in nature and should be scaled to the project's level of environmental effect. In all instances, both a project's impacts on climate change

(mitigation) and impacts of climate change on a project (adaptation) should be considered.

- The MECP has also prepared another guide to support provincial land use planning direction related to the completion of energy and emission plans. The "[Community Emissions Reduction Planning: A Guide for Municipalities](#)" document is designed to educate stakeholders on the municipal opportunities to reduce energy and greenhouse gas emissions, and to provide guidance on methods and techniques to incorporate consideration of energy and greenhouse gas emissions into municipal activities of all types. We encourage you to review the Guide for information.

#### □ **Air Quality, Dust and Noise**

- If there are sensitive receptors in the surrounding area of this project, an air quality/odour impact assessment will be useful to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment can be determined based on the potential effects of the proposed alternatives, and typically includes source and receptor characterization and a quantification of local air quality impacts on the sensitive receptors and the environment in the study area. The assessment will compare to all applicable standards or guidelines for all contaminants of concern. **Please contact this office for further consultation on the level of Air Quality Impact Assessment required for this project if not already advised.**
- **If a full Air Quality Impact Assessment is not required for the project, the Project File/ESR should still contain:**
  - A discussion of local air quality including existing activities/sources that significantly impact local air quality and how the project may impact existing conditions;
  - A discussion of the nearby sensitive receptors and the project's potential air quality impacts on present and future sensitive receptors;
  - A discussion of local air quality impacts that could arise from this project during both construction and operation; and
  - A discussion of potential mitigation measures.
- As a common practice, "air quality" should be used as an evaluation criterion for all road projects.
- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the study area are not adversely affected during construction activities.
- The MECP recommends that non-chloride dust-suppressants be applied. For a comprehensive list of fugitive dust prevention and control measures that could be applied, refer to [Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities](#). Report prepared for Environment Canada. March 2005.
- The Project File/ESR should consider the potential impacts of increased noise levels during the operation of the completed project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

#### □ **Ecosystem Protection and Restoration**

- Any impacts to ecosystem form and function must be avoided where possible. The Project File/ESR should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.
- All natural heritage features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. The following sensitive environmental features may be located within or adjacent to the study area:
  - Areas of Natural and Scientific Interest (ANSIs)
  - Rare Species of flora or fauna
  - Watercourses
  - Wetlands and woodlots

We recommend consulting with the Ministry of Natural Resources and Forestry (MNRF), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional studies will be necessary to preserve and protect these sensitive features. In addition, you may consider the provisions of the Rouge Park Management Plan if applicable.

#### □ **Surface Water**

- The Project File/ESR must include a sufficient level of information to demonstrate that there will be no negative impacts on the natural features or ecological functions of any watercourses within the study area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities (e.g. spills, erosion, pollution) are mitigated as part of the proposed undertaking.
- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. The ministry's [Stormwater Management Planning and Design Manual \(2003\)](#) should be referenced in the Project File/ESR and utilized when designing stormwater control methods. **A Stormwater Management Plan should be prepared as part of the Class EA process** that includes:
  - Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained
  - Watershed information, drainage conditions, and other relevant background information
  - Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
  - Information on maintenance and monitoring commitments.
- Ontario Regulation 60/08 under the *Ontario Water Resources Act* (OWRA) applies to the Lake Simcoe Basin, which encompasses Lake Simcoe and the lands from which surface water drains into Lake Simcoe. If the proposed sewage treatment plant is listed in Table 1 of the regulation, the Project File/ESR should describe how the proposed project and its mitigation measures are consistent with the requirements of this regulation and the OWRA.
- Any potential approval requirements for surface water taking or discharge should be identified in the Project File/ESR. In particular, a Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, with the exception of certain water taking activities that have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the [Water Taking User Guide for EASR](#) for more information. Additionally, an Environmental Compliance Approval under the OWRA is required for municipal stormwater management works.

#### □ **Groundwater**

- The status of, and potential impacts to any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the Project File/ESR.
- If the potential construction or decommissioning of water wells is identified as an issue, the Project File/ESR should refer to Ontario Regulation 903, Wells, under the OWRA.
- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater

to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.

- Any potential approval requirements for groundwater taking or discharge should be identified in the Project File/ESR. In particular, a Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, with the exception of certain water taking activities that have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the [Water Taking User Guide for EASR](#) for more information.

#### ☐ **Contaminated Soils**

- Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act* (EPA) and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. Please contact the ministry's District Offices for further consultation if contaminated sites are present.
- Any current or historical waste disposal sites should be identified in the Project File/ESR. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the EPA may be required for land uses on former disposal sites.
- The location of any underground storage tanks should be investigated in the Project File/ESR. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.
- The Project File/ESR should identify any underground transmission lines in the study area. The owners should be consulted to avoid impacts to this infrastructure, including potential spills.

#### ☐ **Excess Materials Management**

- Activities involving the management of excess soil should be completed in accordance with the MECP's current guidance document titled "[Management of Excess Soil – A Guide for Best Management Practices](#)" (2014).
- All waste generated during construction must be disposed of in accordance with ministry requirements

#### ☐ **Servicing and Facilities**

- Any facility that releases emissions to the atmosphere, discharges contaminants to ground or surface water, provides potable water supplies, or stores, transports or disposes of waste must have an Environmental Compliance Approval (ECA) before it can operate lawfully. Please consult with the Environmental Approvals Access and Service Integration Branch (EAASIB) to determine whether a new or amended ECA will be required for any proposed infrastructure.
- We recommend referring to the ministry's [environmental land use planning guides](#) to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.

#### ☐ **Mitigation and Monitoring**

- Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the Project File/ESR and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly.

- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- The proponent's construction and post-construction monitoring plans must be documented in the Project File/ESR, as outlined in Section A.2.5 and A.4.1 of the MEA Class EA parent document.

#### □ **Class EA Process**

- The Project File/ESR should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making.
- If this project is a Master Plan: there are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. The Master Plan should clearly indicate the selected approach for conducting the plan, in particular by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule B or C projects. Please note that any Schedule B or C projects identified in the plan would be subject to Part II Order Requests under the *Environmental Assessment Act*, although the plan itself would not be.
- The Project File/ESR must demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all stakeholder consultation efforts undertaken during the planning process. This includes a discussion in the Project File/ESR that identifies concerns that were raised and **describes how they have been addressed by the proponent** throughout the planning process. The Class EA also directs proponents to include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment. The Project File/ESR should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments) such that all potential impacts can be identified, and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the Project File/ESR.
- Please include in the Project File/ESR a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including but not limited to, MECP's PTTW, EASR Registrations and ECAs, conservation authority permits, species at risk permits, and approvals under the *Canadian Environmental Assessment Act*, 2012.
- Ministry guidelines and other information related to the issues above are available at <http://www.ontario.ca/environment-and-energy/environment-and-energy>. We encourage you to review all the available guides and to reference any relevant information in the Project File/ESR.

## **AIR QUALITY IMPACT ASSESSMENT GUIDANCE FOR SCHEDULE C MUNICIPAL ROAD CLASS EAs**

### **1. Study Area**

The scope of the Air Quality Impact Assessment (AQIA) should be determined by the proponent and clearly outlined in the AQIA document based on the number and nature of scenarios/alternatives being considered, for example, the routes under consideration.

The focus should be on defining the “worst case scenario”, whether it is the length of roadway with the highest traffic volumes near sensitive receptors or sections of roadways with on and off ramps and overpasses. The result should be a defined study area.

### **2. List of Parameters**

The list of parameters should focus mainly on the key pollutants released from mobile sources such as, but not limited to, the following:

- CO
- NO<sub>x</sub> (with a focus on NO and NO<sub>2</sub>)
- TSP
- PM<sub>10</sub>
- PM<sub>2.5</sub>
- Selected VOCs (benzene, 1-3 Butadiene, formaldehyde, acetaldehyde and acrolein)
- Benzo(a)pyrene – as a surrogate for PAHs

All averaging periods for which there is a corresponding standard or guideline should be assessed.

### **3. Background Data**

Background data representative of the study area is generally summarized for the most recent 5 years from the nearest or most representative MECP AQHI and/or NAPS stations. The 90<sup>th</sup> percentile should be used when assessing combined air quality concentrations for comparison against applicable standards and guidelines.

### **4. Emission Estimates**

Emission estimates are based on current and proposed future traffic counts where MOVES is used to generate emission factors.

### **5. Traffic Data**

Traffic data including fleet distribution and characteristics, road type, traffic signals, idling conditions, or roundabouts/stop signs may be considered or incorporated into the assessment.

### **6. Dispersion Modelling and Meteorological Data**

Dispersion modelling, typically using CAL3QHCR or AERMOD, is conducted to determine maximum pollutant concentrations resulting from implementation of the project and the resulting air quality impacts at the most impacted sensitive receptors for the different scenarios. At a minimum, two modelling scenarios are to be conducted to determine the incremental difference between the current conditions (base case) and future scenario. The timing of the future scenario should be defined and take into consideration projected population growth and traffic/emissions impacts.

According to the Ministry of Transportations' *Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (June, 2012)*, “...local air quality impacts are assumed to be limited to a distance of approximately 500 m from the transportation facility, in each direction.” Therefore, the Cartesian grid system used to easily model concentrations at each receptor typically has a grid limit of approximately 500 m from the edge of the subject road.

The five most recent years of meteorological data should be used for dispersion modelling. However, under certain conditions, one year of continuous data may be sufficient. Surface data can be obtained from facilities such as Pearson International Airport, Toronto Island, Buttonville or site-specific and upper air data obtained from Buffalo, New York.

All supporting documentation and assumptions that are inputted into the models should be summarized as appendices. A sample of the electronic dispersion model input and output files must be submitted for the ministry's review.

## **7. Sensitive Receptors**

All key and potentially sensitive receptors located in the surrounding area must be identified and included in the model. Sensitive receptors include but are not limited to residences, schools, health care facilities and daycare centers. Future sensitive receptors should also be included in the assessment.

## **8. Combined Effects**

In order to assess the combined effects at nearby sensitive receptors, the AQIA should sum the maximum modelled concentrations with the 90<sup>th</sup> percentile background concentrations for comparison against applicable standards and guidelines.

If exceedances or non-conformances are predicted, a discussion of possible mitigation measures should be included.

## **9. Applicable Guidelines**

Applicable standards and guidelines may include:

- MECP Ambient Air Quality Criteria (AAQCs)
- Canadian Ambient Air Quality Standards (CAAQs)

## **10. Results**

The predicted results obtained from the dispersion modelling exercise are to be presented in detail in the AQIA and summarized in the ESR. This should include an analysis and discussion of the results and potential air quality impacts of the project.

Results for each contaminant should be discussed separately and should depict predicted maximum concentrations at the most impacted sensitive receptor(s), the overall maximum predicted concentrations and the combined concentrations, for each averaging period assessed. It may also be relevant to discuss receptor specific results.

## **11. Climate Change and Regional Impacts**

The AQIA should consider climate change and regional air quality impacts when assessing the project's potential impacts and possible mitigation measures. This may include comparing impacts from the proposed undertaking with the provincial greenhouse gas totals reported by Environment Canada.

## **12. Summary and Mitigation Measures**

The AQIA and ESR should summarize the key conclusions of the study based on the results as provided. In addition, general mitigation measures should be discussed, including those mitigation measures that will be implemented during construction to minimize off-site impacts.

For example, best management practices should be applied to mitigate any air quality impacts caused by construction dust. Please note that the ministry recommends that non-chloride dust suppressants be applied.

For a comprehensive list of fugitive dust prevention and control measures, please refer to *Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities*.

### 13. Cumulative Impacts

The ministry is currently preparing draft guidance documents to address cumulative effects in EAs. In the interim, please use the following federal EA resources as references for addressing cumulative effects:

- Cumulative Effects Assessment Practitioners' Guide  
<https://www.ceaa-acee.gc.ca/default.asp?lang=En&n=43952694-%201&offset=&toc=hide>
- Reference Guide: Addressing Cumulative Environmental Effects  
<https://www.ceaa-acee.gc.ca/default.asp?lang=En&n=9742C481-%201&offset=&toc=hide>

### 14. Further Guidance

For further guidance, including additional references and information such as prediction of emissions from re-entrained road dust and silt loading factors, please refer to the Ministry of Transportations' *Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (June, 2012)* or any subsequent version.

<http://www.raqsb.mto.gov.on.ca/techpubs/eps.nsf/0/24FE4BB174A2AF7085257AA9006558F4?opendocument>

## A PROPONENT'S INTRODUCTION TO THE DELEGATION OF PROCEDURAL ASPECTS OF CONSULTATION WITH ABORIGINAL COMMUNITIES

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### Definitions

The following definitions are specific to this document and may not apply in other contexts:

**Aboriginal communities** – the First Nation or Métis communities identified by the Crown for the purpose of consultation.

**Consultation** – the Crown's legal obligation to consult when the Crown has knowledge of an established or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. This is the type of consultation required pursuant to s. 35 of the *Constitution Act, 1982*. Note that this definition does not include consultation with Aboriginal communities for other reasons, such as regulatory requirements.

**Crown** – the Ontario Crown, acting through a particular ministry or ministries.

**Procedural aspects of consultation** – those portions of consultation related to the process of consultation, such as notifying an Aboriginal community about a project, providing information about the potential impacts of a project, responding to concerns raised by an Aboriginal community and proposing changes to the project to avoid negative impacts.

**Proponent** – the person or entity that wants to undertake a project and requires an Ontario Crown decision or approval for the project.

### I. Purpose

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that may adversely impact that right. In outlining a framework for the duty to consult, the Supreme Court of Canada has stated that the Crown may delegate procedural aspects of consultation to third parties. This document provides general information about the Ontario Crown's approach to delegation of the procedural aspects of consultation to proponents.

This document is not intended to instruct a proponent about an individual project, and it does not constitute legal advice.

### II. Why is it Necessary to Consult with Aboriginal Communities?

The objective of the modern law of Aboriginal and treaty rights is the *reconciliation* of Aboriginal peoples and non-Aboriginal peoples and their respective rights, claims and interests. Consultation is an important component of the reconciliation process.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. For example, the Crown's duty to consult is triggered when it considers issuing a permit, authorization or approval for a project which has the potential to adversely impact an Aboriginal right, such as the right to hunt, fish, or trap in a particular area.

The scope of consultation required in particular circumstances ranges across a spectrum depending on both the nature of the asserted or established right and the seriousness of the potential adverse impacts on that right.

Depending on the particular circumstances, the Crown may also need to take steps to accommodate the potentially impacted Aboriginal or treaty right. For example, the Crown may be required to avoid or minimize the potential adverse impacts of the project.

### **III. The Crown's Role and Responsibilities in the Delegated Consultation Process**

The Crown has the responsibility for ensuring that the duty to consult, and accommodate where appropriate, is met. However, the Crown may delegate the procedural aspects of consultation to a proponent.

There are different ways in which the Crown may delegate the procedural aspects of consultation to a proponent, including through a letter, a memorandum of understanding, legislation, regulation, policy and codes of practice.

If the Crown decides to delegate procedural aspects of consultation, the Crown will generally:

- Ensure that the delegation of procedural aspects of consultation and the responsibilities of the proponent are clearly communicated to the proponent;
- Identify which Aboriginal communities must be consulted;
- Provide contact information for the Aboriginal communities;
- Revise, as necessary, the list of Aboriginal communities to be consulted as new information becomes available and is assessed by the Crown;
- Assess the scope of consultation owed to the Aboriginal communities;
- Maintain appropriate oversight of the actions taken by the proponent in fulfilling the procedural aspects of consultation;
- Assess the adequacy of consultation that is undertaken and any accommodation that may be required;
- Provide a contact within any responsible ministry in case issues arise that require direction from the Crown; and
- Participate in the consultation process as necessary and as determined by the Crown.

### **IV. The Proponent's Role and Responsibilities in the Delegated Consultation Process**

Where aspects of the consultation process have been delegated to a proponent, the Crown, in meeting its duty to consult, will rely on the proponent's consultation activities and documentation of those activities. The consultation process informs the Crown's decision of whether or not to approve a proposed project or activity.

A proponent's role and responsibilities will vary depending on a variety of factors including the extent of consultation required in the circumstance and the procedural aspects of consultation the Crown has delegated to it. Proponents are often in a better position than the Crown to discuss a project and its potential impacts with Aboriginal communities and to determine ways to avoid or minimize the adverse impacts of a project.

A proponent can raise issues or questions with the Crown at any time during the consultation process. If issues or concerns arise during the consultation that cannot be addressed by the proponent, the proponent should contact the Crown.

#### **a) What might a proponent be required to do in carrying out the procedural aspects of consultation?**

Where the Crown delegates procedural aspects of consultation, it is often the proponent's responsibility to provide notice of the proposed project to the identified Aboriginal communities. The notice should indicate that the Crown has delegated the procedural aspects of consultation to the proponent and should include the following information:

- a description of the proposed project or activity;
- mapping;
- proposed timelines;

- details regarding anticipated environmental and other impacts;
- details regarding opportunities to comment; and
- any changes to the proposed project that have been made for seasonal conditions or other factors, where relevant.

Proponents should provide enough information and time to allow Aboriginal communities to provide meaningful feedback regarding the potential impacts of the project. Depending on the nature of consultation required for a project, a proponent also may be required to:

- provide the Crown with copies of any consultation plans prepared and an opportunity to review and comment;
- ensure that any necessary follow-up discussions with Aboriginal communities take place in a timely manner, including to confirm receipt of information, share and update information and to address questions or concerns that may arise;
- as appropriate, discuss with Aboriginal communities potential mitigation measures and/or changes to the project in response to concerns raised by Aboriginal communities;
- use language that is accessible and not overly technical, and translate material into Aboriginal languages where requested or appropriate;
- bear the reasonable costs associated with the consultation process such as, but not limited to, meeting hall rental, meal costs, document translation(s), or to address technical & capacity issues;
- provide the Crown with all the details about potential impacts on established or asserted Aboriginal or treaty rights, how these concerns have been considered and addressed by the proponent and the Aboriginal communities and any steps taken to mitigate the potential impacts;
- provide the Crown with complete and accurate documentation from these meetings and communications; and
- notify the Crown immediately if an Aboriginal community not identified by the Crown approaches the proponent seeking consultation opportunities.

#### **b) What documentation and reporting does the Crown need from the proponent?**

Proponents should keep records of all communications with the Aboriginal communities involved in the consultation process and any information provided to these Aboriginal communities.

As the Crown is required to assess the adequacy of consultation, it needs documentation to satisfy itself that the proponent has fulfilled the procedural aspects of consultation delegated to it. The documentation required would typically include:

- the date of meetings, the agendas, any materials distributed, those in attendance and copies of any minutes prepared;
- the description of the proposed project that was shared at the meeting;
- any and all concerns or other feedback provided by the communities;
- any information that was shared by a community in relation to its asserted or established Aboriginal or treaty rights and any potential adverse impacts of the proposed activity, approval or disposition on such rights;
- any proposed project changes or mitigation measures that were discussed, and feedback from Aboriginal communities about the proposed changes and measures;
- any commitments made by the proponent in response to any concerns raised, and feedback from Aboriginal communities on those commitments;
- copies of correspondence to or from Aboriginal communities, and any materials distributed electronically or by mail;
- information regarding any financial assistance provided by the proponent to enable participation by Aboriginal communities in the consultation;
- periodic consultation progress reports or copies of meeting notes if requested by the Crown;
- a summary of how the delegated aspects of consultation were carried out and the results; and
- a summary of issues raised by the Aboriginal communities, how the issues were addressed and any

outstanding issues.

In certain circumstances, the Crown may share and discuss the proponent's consultation record with an Aboriginal community to ensure that it is an accurate reflection of the consultation process.

**c) Will the Crown require a proponent to provide information about its commercial arrangements with Aboriginal communities?**

The Crown may require a proponent to share information about aspects of commercial arrangements between the proponent and Aboriginal communities where the arrangements:

- include elements that are directed at mitigating or otherwise addressing impacts of the project;
- include securing an Aboriginal community's support for the project; or
- may potentially affect the obligations of the Crown to the Aboriginal communities.

The proponent should make every reasonable effort to exempt the Crown from confidentiality provisions in commercial arrangements with Aboriginal communities to the extent necessary to allow this information to be shared with the Crown.

The Crown cannot guarantee that information shared with the Crown will remain confidential. Confidential commercial information should not be provided to the Crown as part of the consultation record if it is not relevant to the duty to consult or otherwise required to be submitted to the Crown as part of the regulatory process.

**V. What are the Roles and Responsibilities of Aboriginal Communities' in the Consultation Process?**

Like the Crown, Aboriginal communities are expected to engage in consultation in good faith. This includes:

- responding to the consultation notice;
- engaging in the proposed consultation process;
- providing relevant documentation;
- clearly articulating the potential impacts of the proposed project on Aboriginal or treaty rights; and
- discussing ways to mitigate any adverse impacts.

Some Aboriginal communities have developed tools, such as consultation protocols, policies or processes that provide guidance on how they would prefer to be consulted. Although not legally binding, proponents are encouraged to respect these community processes where it is reasonable to do so. Please note that there is no obligation for a proponent to pay a fee to an Aboriginal community in order to enter into a consultation process.

To ensure that the Crown is aware of existing community consultation protocols, proponents should contact the relevant Crown ministry when presented with a consultation protocol by an Aboriginal community or anyone purporting to be a representative of an Aboriginal community.

**VI. What if More Than One Provincial Crown Ministry is Involved in Approving a Proponent's Project?**

Depending on the project and the required permits or approvals, one or more ministries may delegate procedural aspects of the Crown's duty to consult to the proponent. The proponent may contact individual ministries for guidance related to the delegation of procedural aspects of consultation for ministry-specific permits/approvals required for the project in question. Proponents are encouraged to seek input from all involved Crown ministries sooner rather than later.

**APPENDIX X**

**Consultation Record  
Part B - Phase 1  
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"> <li>View consultation materials on the project web page</li> <li>Request information by phone or e-mail</li> <li>Attend the virtual public meeting</li> </ul>	<ul style="list-style-type: none"> <li>Submit questions by e-mail or give us a call</li> <li>Ask questions during the virtual public meeting (online participants only)</li> </ul>	<ul style="list-style-type: none"> <li>Complete the web-based feedback form</li> <li>Submit a feedback form by mail</li> <li>Provide comments by phone or e-mail</li> </ul> <p><b>Comment deadline: October 7, 2020</b></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: <a href="https://toronto.ca/ConnectingSWAgincourt">toronto.ca/ConnectingSWAgincourt</a> 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?

- 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.
- 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.
- 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  
 Sr. Consultation Coordinator, City of Toronto  
 55 John Street, 19<sup>th</sup> floor  
 Toronto, ON M5V 3C6  
 Telephone: 416-392-3643 E-mail: [Stephanie.GrisBringas@toronto.ca](mailto: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.

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的人员数量已有增长，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"><li>在项目网站上查看咨询材料</li><li>通过电话或电子邮件获取信息</li><li>参加虚拟公开会议</li></ul>	<ul style="list-style-type: none"><li>通过电子邮件或打电话提交问题</li><li>在虚拟公开会议上提问（仅限在线参与者）</li></ul>	<ul style="list-style-type: none"><li>在网站上填写反馈意见表</li><li>通过邮件提交反馈意见表</li><li>通过电话或电子邮件提供意见</li></ul> <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。

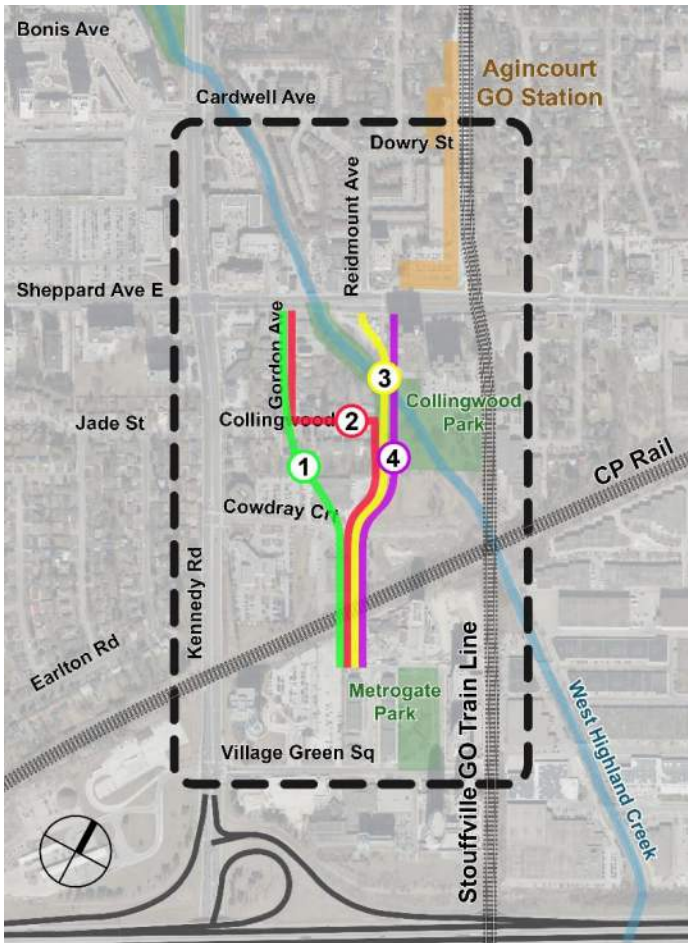
目前，往返 Cowdray Court 和 Village Green Square 的人们必须取道 Kennedy Road，该道路在繁忙时段交通繁忙，不能为步行者和骑行者提供舒适便利的交通环境。一个新的道路连接已经列在《多伦多市正式规划》和市议会批准的《Agincourt 二级规划》中，以支援该区域内预计的交通增长。

本项研究是依据《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

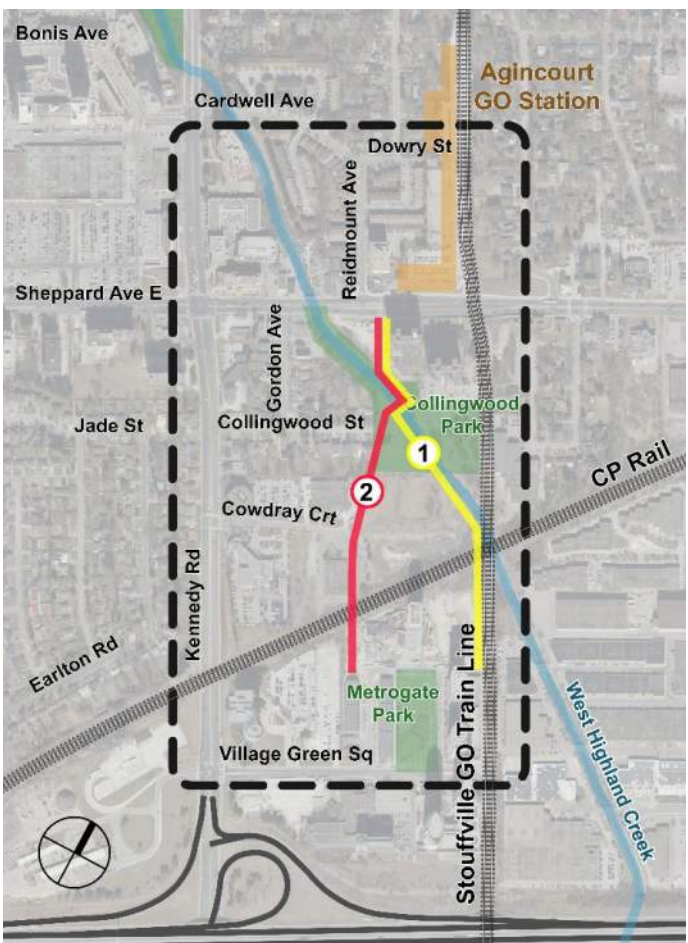
可能的完整街道路线



Legend

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

可能的多功能步道路线



Legend

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

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：

Stephanie Gris Bringas, 多伦多市高级咨询协调员  
55 John Street, 19<sup>th</sup> floor  
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。

The City of Toronto holds public consultations as one way to engage residents in the life of their city. We invite you to get involved.

## Southwest Agincourt Transportation Connections Study

### Virtual Public Meeting

The City is holding a virtual meeting to share information about potential transportation improvements considered as part of this study and provide an opportunity for the public to ask questions:



**September 23, 2020**

Presentation & Questions

6:30-8:30 p.m.



**Join by smart phone,  
computer or tablet:**

For details about how to join the online event and to view event materials, visit:

**toronto.ca/  
ConnectingSWAgincourt**



**Join by phone:**

Contact us in advance by e-mail or phone for call-in details and to receive consultation materials by mail or e-mail.



### Study Background

The City is studying ways to improve transportation connections between Village Green Square and Sheppard Avenue East in anticipation of planned development. Potential improvements that have been identified in the study Focus Area include:

- A new north-south street with facilities for driving, walking and cycling
- A new north-south multi-use trail
- Operational and design improvements of existing streets in the Focus Area

At this stage of the study, we invite the public to comment on alignment options for the new street and multi-use trail as well as criteria used to evaluate the options.

### We would like to hear from you.

To learn more about the study or the public meeting, contact:



**Telephone: 416-392-3643**

**Email:**



**Stephanie.GrisBringas@toronto.ca**

**Visit:**

**toronto.ca/ConnectingSWAgincourt**

**Stephanie Gris Bringas  
Sr. Public Consultation  
Coordinator**

City of Toronto  
Metro Hall, 19<sup>th</sup> Floor  
55 John Street  
Toronto, ON M5V 3C6

This study is being carried out under Schedule 'C' of the Municipal Class Environmental Assessment process.

*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.*

# **Southwest Agincourt Transportation Connections Study Stakeholder Meeting – Agincourt Village Community Association**

June 10, 2020

2:00 – 3:30 p.m.

Webex virtual meeting

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## **Summary of key feedback and discussion points:**

- Pedestrian safety and active transportation are priorities.
- Options that do not increase vehicle traffic through residential areas are preferred; maintaining the quality of neighbourhoods is a priority.
- Ensure that existing traffic conditions data is comprehensive.
- Key feedback on north-south street alternatives:
  - C-1: Addition of traffic signals at Gordon might slow traffic even more
  - C-2: Anticipate negative reactions from residents to connection through Collingwood and Gordon
  - C-3: A direct route is better for flow and safety
  - C-3: Support for additional street frontage and connection to Collingwood Park
  - C-4: Alternatives without a direct connection to Reidmount are preferred; a direct connection will bring additional traffic through residential streets.
- Recreational trail routing should ensure safe pedestrian and cycling connection at/over Sheppard Ave. East.
- A pedestrian bridge connection over Sheppard Ave. East would address concerns about pedestrian safety at the GO station entrance intersection and poor accessibility of the station.
- Milliken GO station redesign includes a pedestrian bridge over Steeles Ave. East.

## **Meeting Minutes**

Questions are noted with a “Q”, comments with “C”, and answers with “A”. Answers were provided by Stephanie Gris Bringas, Niki Siabanis, Katherine Kung, Peter Yu and Jim Gough unless noted otherwise.

### **Welcome & WebEx Introduction**

- The meeting was chaired by Stephanie Gris Bringas.

### **Problem & Opportunity Statement**

- Q: Pedestrian access is not mentioned in the Problem & Opportunity Statement. For pedestrians that need to access the Agincourt GO station, are you creating a possible entry street to Agincourt GO station? What are you doing for pedestrians in order avoid conflict with traffic on Sheppard or with traffic into the GO station?
- A: We will share some solutions when we get to the Alternatives section. There are some access points along Sheppard we are considering. Some of the pros and cons are how the pedestrian connection happens. We want to make it convenient to walk/bike there.
- C: (Niki) We will be looking into the conflict between people, cyclists and traffic.

## Existing Conditions

- Q: Have you tested noise levels?
- A: We have established the baseline conditions for noise to date. For the Ministry of Environment, it is the change/increase in noise generated by new infrastructure that is the point of interest. So we need to determine the existing baseline.

## Existing Vehicular Traffic Conditions

- Q: I live on Agincourt Drive, and on Saturday at midday, I can hardly turn right to get onto Sheppard Ave. to go westbound because of oncoming traffic. With the new road, if there is even more traffic, I won't be able to get out of the intersection.
- A: It's good for us to understand key trouble spots. These calculations in what we are showing are based on vehicles that are actually getting through the intersection. You are referring to queuing, which is something we will be taking into consideration (back up at these intersections as the new development is loaded onto the network).
- C: If there are any other key trouble spots in day to day travels, that would be helpful to let us know.
- Q: How often are the traffic level measurements taken - just once or several times? Also, what time of the year were these measurements taken?
- A: The information is based on the most recent counts that the City has available, which are fairly up to date. There are a number of data points available, and we use the most current based on one day of counts. We make sure it is a typical day, for example, we don't use Mondays because it's not a typical day, we use Tuesdays, Wednesdays and Thursdays. They were done pre-COVID. There are a variety of counts we are using, from multiple dates in 2018 and 2019, when the volumes are pretty stable and there isn't inclement weather. We look at volumes at the Kennedy and Sheppard intersection as a benchmark. We try to avoid the summer as well.
- C: Unique to this project is that there are a number of developments in the area that did their own counts. When multiple counts are available, we used the most appropriate and then looked at where additional information was needed.
- Q: On green, a number of cars may be able to make it through an intersection but what about cars that don't? You don't take into account queuing. Are you saying when there is a green light, cars are able to proceed but you might have to wait for 10 lights?
- A: That is part of the complication of traffic operations analysis. We are taking queuing into consideration. This figure shows just one of the performance measures we are taking into account. We are aware of extensive queuing that goes along on Sheppard/ Kennedy. This study is to provide more diverse options for transportation. Your concern will be reflected in the documentation.
- C: (Jim) Queuing was not reflected in the green dot here. These dots are only based on vehicles that get through the intersection during that time period. We will be documenting conditions more fully later in the study.

## Existing Active Transportation

- C: This is fabulous.
- C: We applaud the project team for walking the area.

## Village Green Square Network

- Q: A new GO Station was originally to be located at the east side of Village Green Square. Could this be used as the location for crossing the CP rail corridor?
- A: That location is getting very close to the Creek, which will complicate things. When you cross at that location, you will end up in the middle of Collingwood Park. The cul-de-sac on the west side is more accessible to people and the anticipated development at Village Green Square and Coudray Court.

#### Potential Improvement C-1: North-South Street

- C: Based on the congestion we already have at Kennedy/Sheppard, if you add another traffic light at Gordon/ Sheppard, we will be virtually stopped. We already have seven intersections between Midland & Birchmount.
- Q: Will you have a bridge over Sheppard for pedestrians and/or cyclists?
- A: It will take up lots of room on Sheppard. If it's possible to do it in a safe and secure way at grade, we would much rather do that. The comfort and safety of pedestrians at Sheppard is a priority.
- C: Steeles Ave. is getting a pedestrian bridge. Right now it's very unsafe at the entrance to the Agincourt GO station with people in cars rushing to catch their train. A pedestrian bridge connection to the railway overpass should be considered.

#### Potential Improvement: C-2 North-South Street

- C: You may have some very upset residents.

#### Potential Improvement C-3: North-South Street

- C: This one has a better traffic flow
- C: It's a lot safer for people, and it would be good to improve access to beautiful Collingwood Park

#### Potential Improvement C-4: North-South Street

- C: This option would prevent traffic from using Reidmount. The AVCA has worked hard to keep traffic out of our neighbourhoods. If you can make arrangements with the apartment building on the south side, then this one is a better fit for the community.

#### Potential Improvement D-1: North-South Recreational Trail

- Q: The trail will pass under the CP rail using the GO rail corridor? Is there enough room? It looks very tight.
- A: We have done a site visit, and there was enough space
- C: Consideration of the floodplain is not just a safety concern. To fit facilities through regulated floodplain requires a fair bit of coordination with the Toronto Region Conservation Authority (TRCA). The specific standards are slightly lower for active transportation, but projected flood levels are slightly higher than they used to be. These are important considerations.

#### Potential Improvement D-2: North-South Recreational Trail

- C: (Niki) To clarify, I see point #2 not necessarily as a disadvantage. The multiuse trail and bike lane would be a joined item through the underpass – likely a wider underpass on one side of the trail that would split off. It's more of a consideration, not a disadvantage.

#### Potential Improvement D-3: Active Transportation Connection on Dowry St.

- Q: You have the yellow lines going to Sheppard. Will there be lights at Reidmount?
- A: No there aren't any planned. We have to figure out connections. The overlap between the road and new trail is complicated. Wherever the traffic signal is, that is where the trail crossing will be.
- Q: There is a piece of property currently used as a used truck dealer that abuts the creek and apartment building. Could you move the trail a bit more west?
- A: It could be an option too, have to look into costs and benefits.

## Discussion

C: Regarding transportation hotspots, Kennedy/ Sheppard is very, very bad, especially the west side of it. I will purposely take longer route to avoid it.

C: There is a high accident rate at Kennedy and Sheppard.

C: Many cultures and groups in this area cycle, and mostly on the sidewalk because it's so uncomfortable on the road. The Agincourt GO station is getting huge facility for storing bicycles but there is no access to get there.

C: If you move the TTC bus stop at the entry of Agincourt GO station further east, then it would be wheelchair accessible. Right now we have to hike up a hill to access the station and it's not wheelchair accessible.

C: There is limited parking at Agincourt GO station already. If you're anticipating more people will use the station for pick-up/drop-off this means more vehicles. Even more reason that you should really be considering a pedestrian bridge, like at Milliken station.

C: (Niki) We know that pedestrian bridges can lead to jaywalking because crossing via the bridge involves a longer travel distance. However, the project team will review the example at Milliken station.

C: (Peter) The project team will look into the reason why Metrolinx did not pursue pedestrian walkway over Sheppard as part of their EA for the station, and examine the feasibility of considering it in the SW Agincourt Transportation Connections Study.

Q: What about rapid transit along Sheppard?

A: This was originally in the scope of this study but was taken out because there currently aren't any plans for the LRT within the 'horizon year' for the project. Future rapid transit studies will integrate the current EA findings/improvements.

Q: Can a copy of the presentation can be circulated? We recognize that it is preliminary.

A: Yes, but first the City wants to send out a formal Notice of Commencement and launch the study website. The presentation can be emailed to the AVCA afterwards.

C: Even if a fraction of this goes ahead, it will be a huge safety improvement. During the public discussions about the Agincourt Mall redevelopment, congestion and traffic were the top issues. We need to keep our neighbourhoods intact.

C: A direct roadway, going straight into the GO Station is most desirable (safety issue is key – avoiding jaywalking). Also, it keeps traffic away from Collingwood and Gordon. If people are using the street as a cut through to avoid Kennedy and Sheppard, then accidents are likely. Scarborough cycling is nerve wracking, especially Kennedy/ Sheppard for congestion and safety. We also often see motorized bikes on sidewalks.

## **Attendees**

### **AVCA**

- Rhoda Potter, President, Agincourt Village Community Association
- Randy MacDougall, Vice President, Agincourt Village Community Association
- Richard Yang, Treasurer, Agincourt Village Community Association
- Sarah Martin, Secretary, Agincourt Village Community Association

### **Project Team**

- Jim Gough, Project Manager, WSP
- Katherine Kung, Environmental Lead, WSP
- Peter Yu, Deputy Project Manager WSP
- Stephanie Gris Bringas, Senior Public Consultation Coordinator, City of Toronto
- Niki Siabanis, Project Manager – Transportation Services, City of Toronto
- Andrew Au, Senior Transportation Planner – City Planning, City of Toronto
- Jonathan Lam, Public Consultation Coordinator, City of Toronto

# Southwest Agincourt Transportation Connections Study

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

Virtual Public Meeting #1

September 23, 2020



# Welcome! Purpose of this online event

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 provide feedback



# Land Acknowledgement

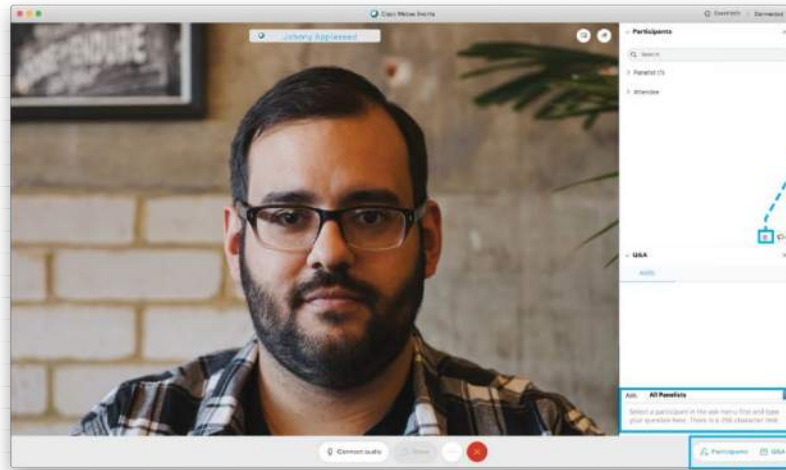
*The land I am standing on today is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples, and is now home to many diverse First Nations, Inuit and Métis peoples.*

*We also acknowledge that Toronto is covered by Treaty 13, signed with the Mississaugas of the Credit, and the Williams Treaties, signed with multiple Mississaugas and Chippewa bands.*

# Meeting Agenda

1. Webex Basics & Code of Conduct
2. Introductions / Project Team
3. Presentation 6:45 p.m.
  - Study Overview
  - Project Background
  - Environmental Assessment (EA) Process
  - Existing Conditions
  - Questions*
  - Alternative Planning Solutions
  - Potential Transportation Improvements
  - Questions*
  - Draft Evaluation Criteria
4. Question & Answer Period 8:00 p.m.
5. Ways to Submit Feedback & Next Steps 8:25 p.m.

# Webex Basics: Laptop/Desktop Participants



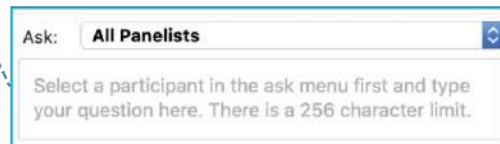
## Raise your Hand: Submit a Verbal Question

- Press the icon to raise your hand.
- If selected, the Facilitator will say your name and unmute you.
- After your question is asked, the Facilitator will put you back on mute.
- Press the icon again to put down your hand.



## Open the Participants and Q&A Panels

- Press to toggle between opening and closing Participants and Q&A Panels
- Opened
- Closed



## Q & A Box: Submit a Typed Question

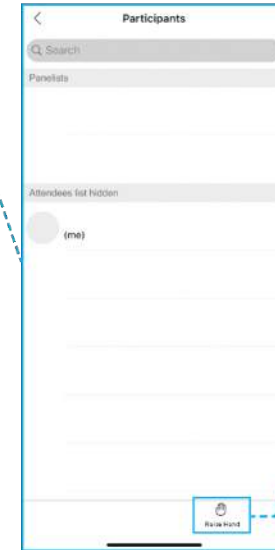
- Only staff will be able to see submitted questions.
- Ask questions to All Panelists.
- Your question will be redirected to a Panelist to answer verbally.

# Webex Basics: Smart Phone/Tablet Participants

Ask a Question >

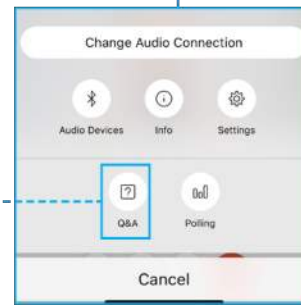
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- If selected, the Facilitator will say your name and unmute you.
- After your question is asked, the Facilitator will put you back on mute.
- Press the icon again to put down your hand.



# Meeting Code of Conduct

- **Be patient:** Virtual meetings don't always run as smoothly as planned.
- **Be brief:** Limit yourself to one question or comment when you are called on to speak.
- **Be respectful:** The City of Toronto is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated and you will be removed from the meeting.

We want to hear from you – please don't be shy!

# Introductions / Project Team

## City of Toronto

- Stephanie Gris Bringas, Senior Public Consultation Coordinator
- Niki Siabanis, Project Manager, Transportation Services
- Andrew Au, Senior Transportation Planner

## WSP Consulting Team

- Jim Gough, Project Manager
- Peter Yu, Deputy Project Manager
- Katherine Kung, Environmental Lead



# 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.

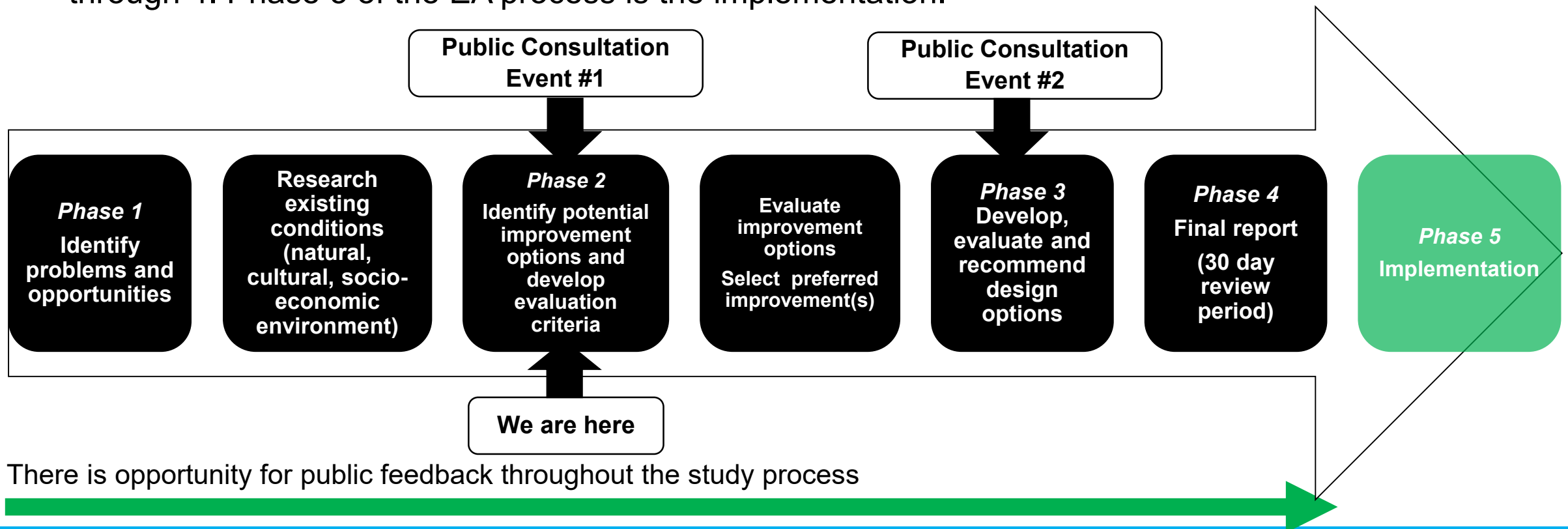
In anticipation of future growth resulting from development, this study seeks to improve transportation connectivity, safety and comfort for all modes of transportation within the study Focus Area.



# 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




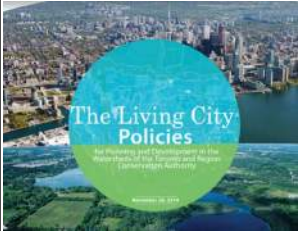


# Key Policies / Studies Considered

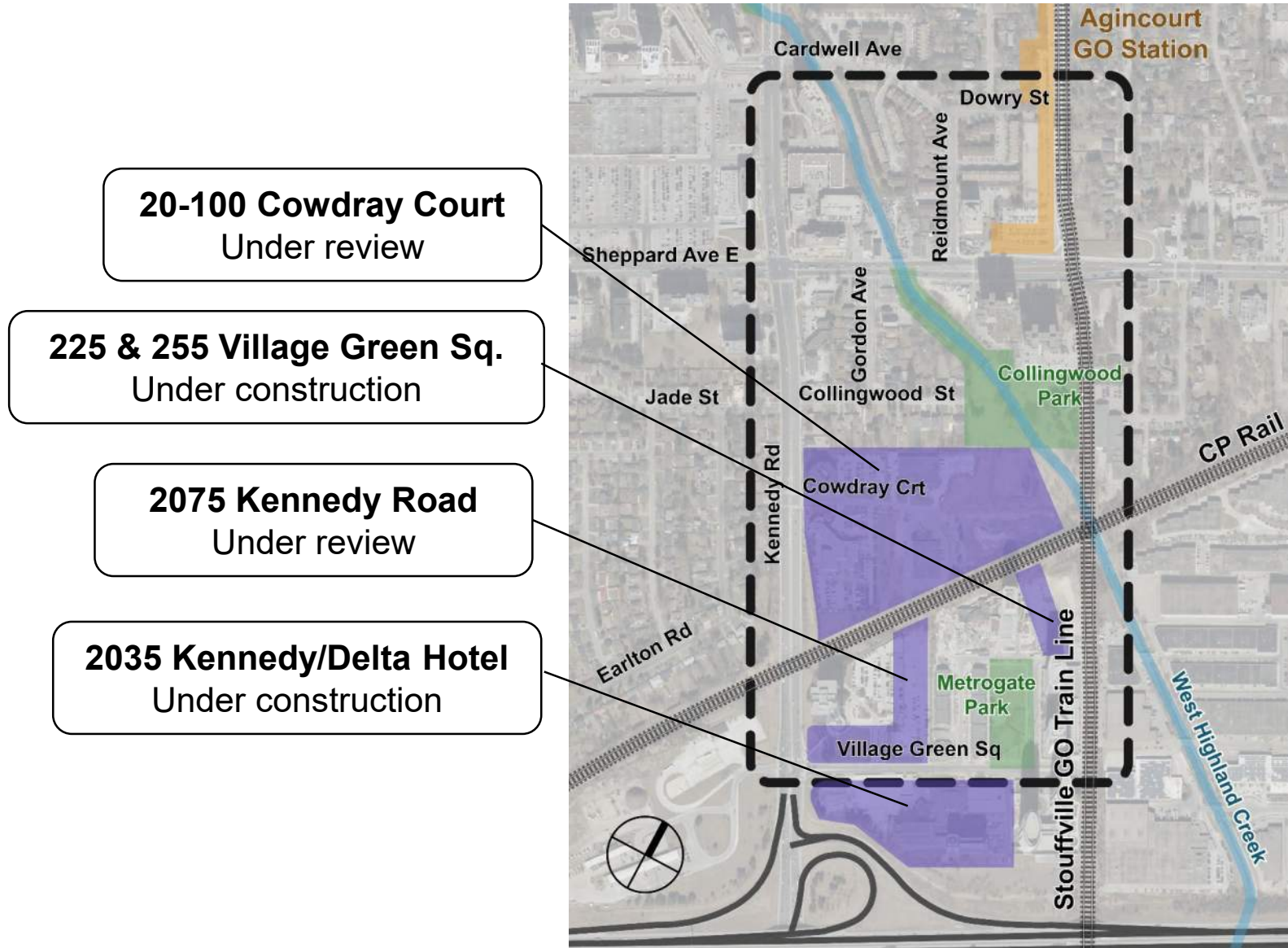
A number of existing studies and plans inform this study. The following list includes key policies and is not exhaustive of all of the ones considered in the study.

	<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>2016-2021 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 Greater 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:

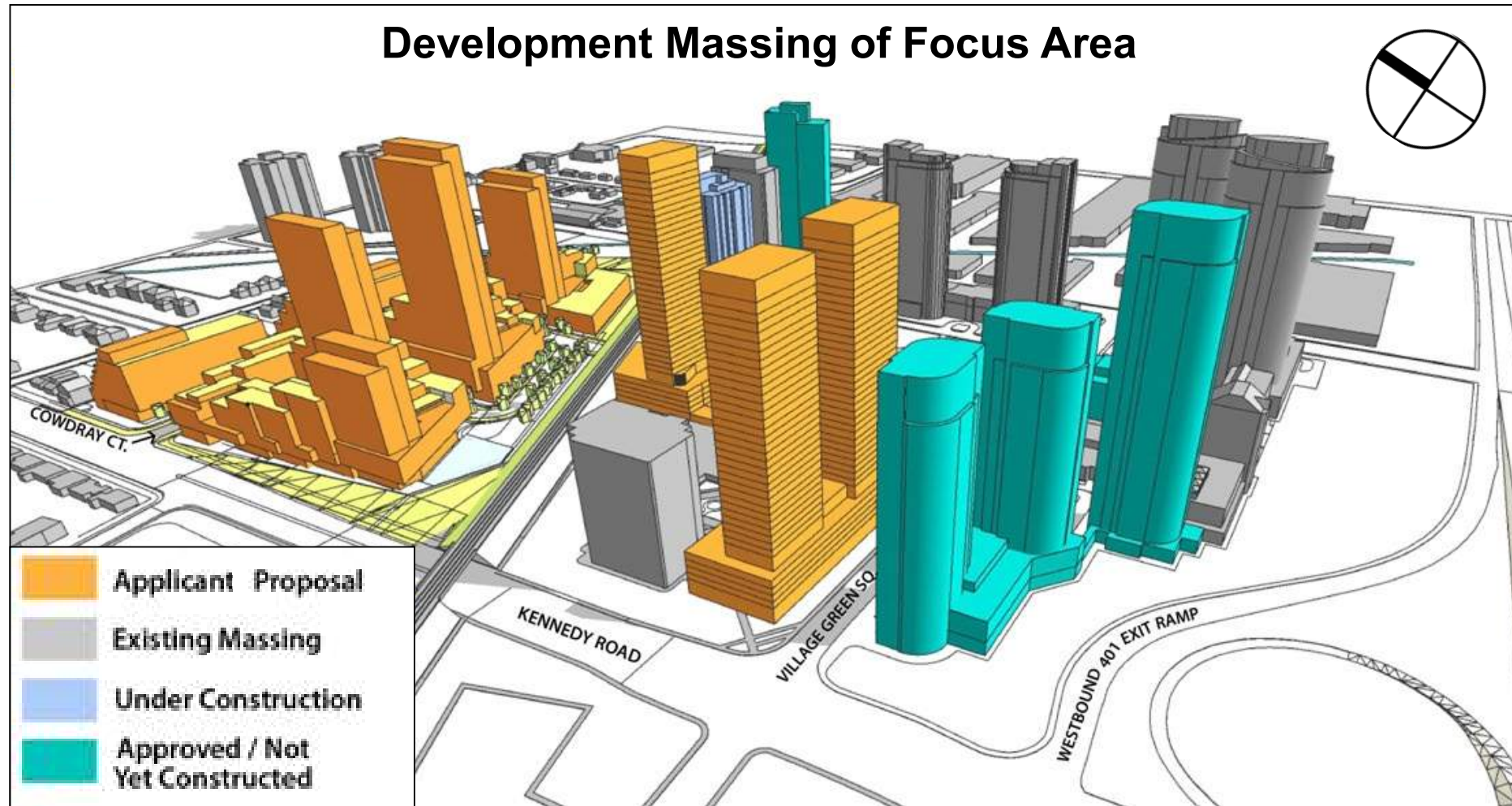
- Approximately 4,960 residential units
- New office buildings, retail and commercial spaces
- Hotel expansion

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 EA.



*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

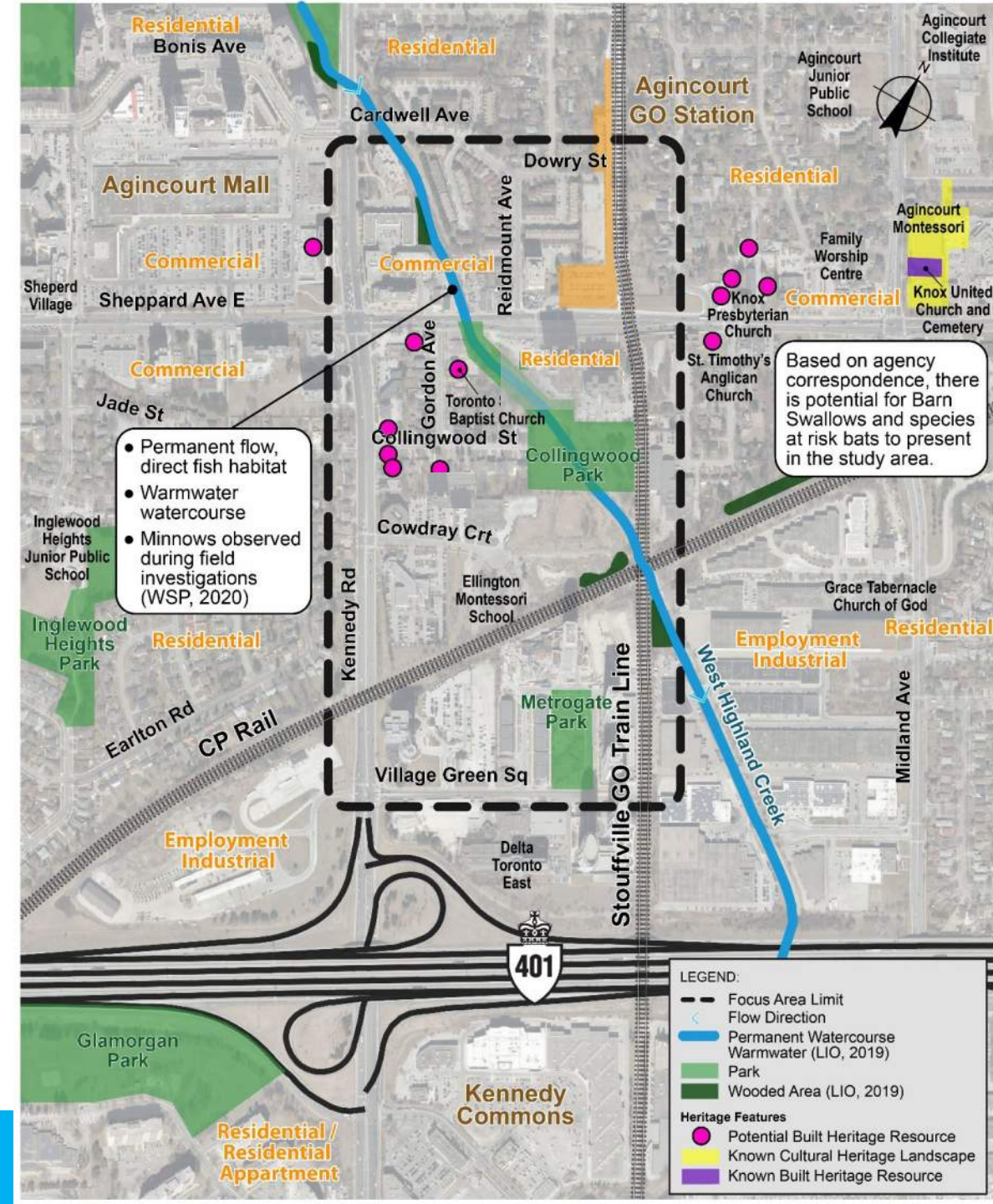
- 6 buildings with potential cultural heritage significance exist within the Focus Area
- If a building of potential cultural heritage significance is impacted by the project, further studies will be completed to determine if the building is of cultural heritage value

## 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

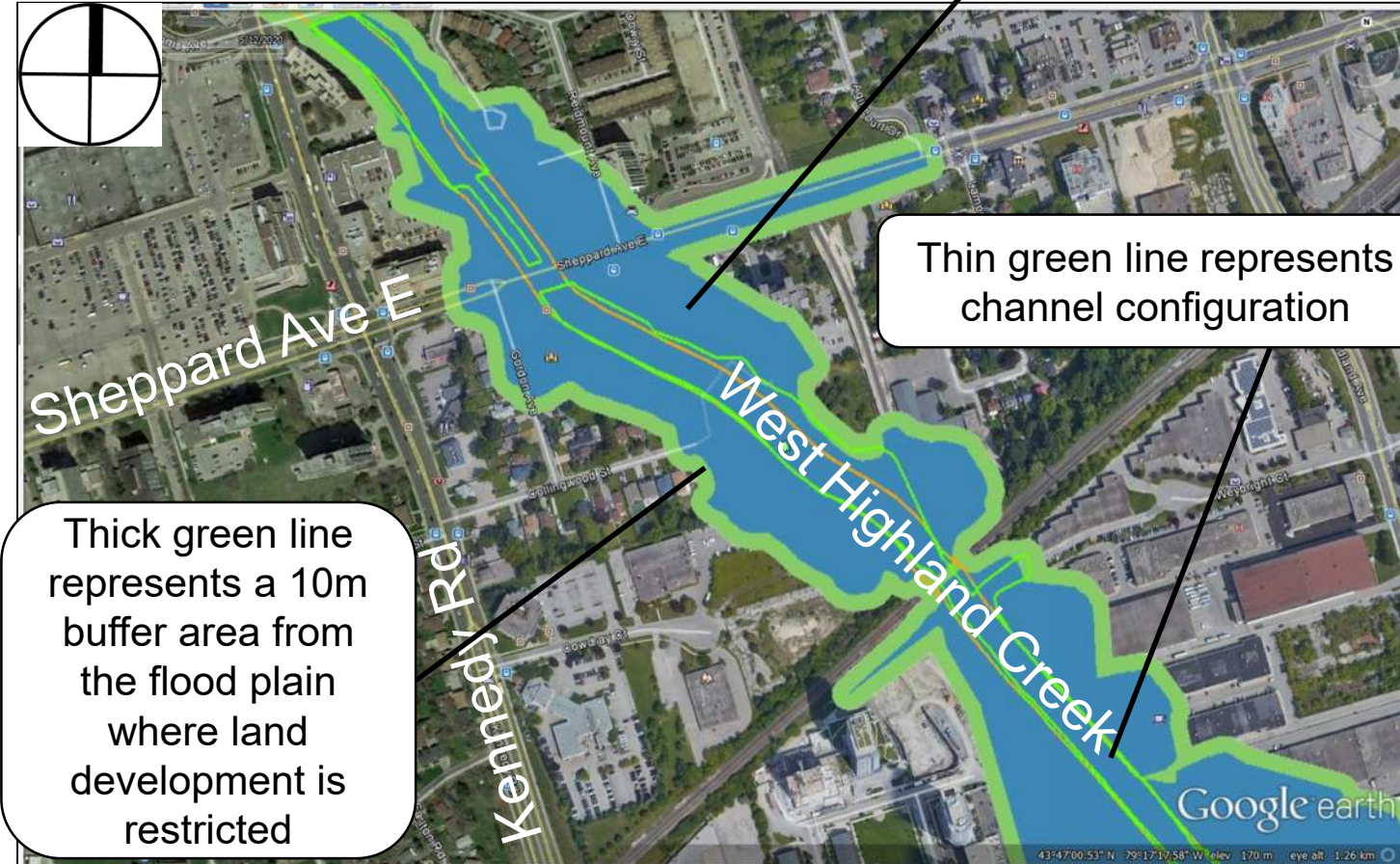
## Other Environmental Investigations

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



# Existing Conditions – Flood Plain

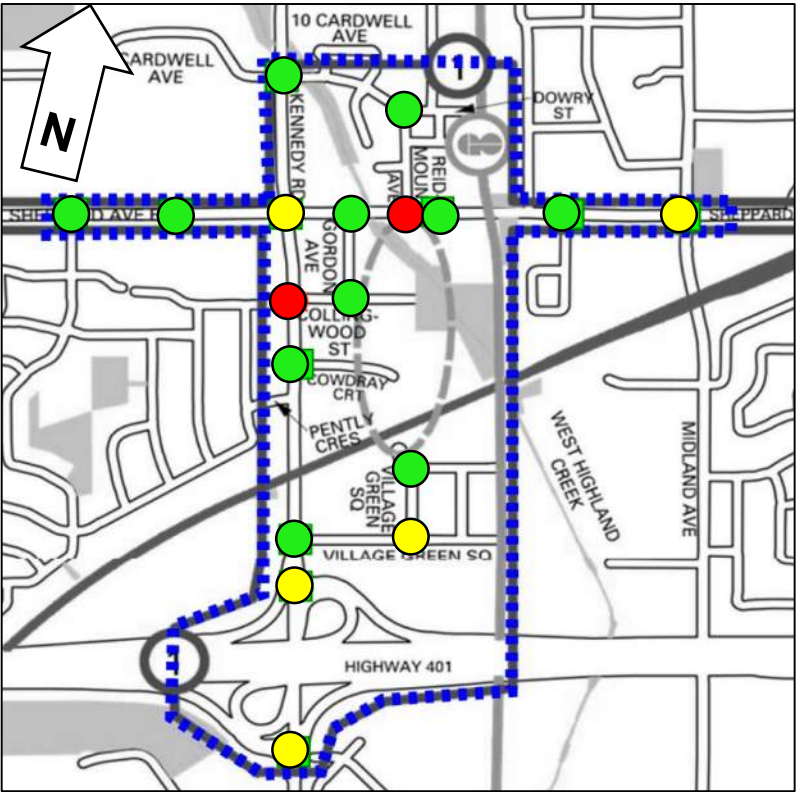
- A notable portion of the Focus Area is within the flood plain, and therefore regulated by Toronto Regional Conservation Authority (TRCA).
- The potential risk of future floods is an important consideration in this study. The flood plain impacts of each improvement option will be evaluated.
- Any new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



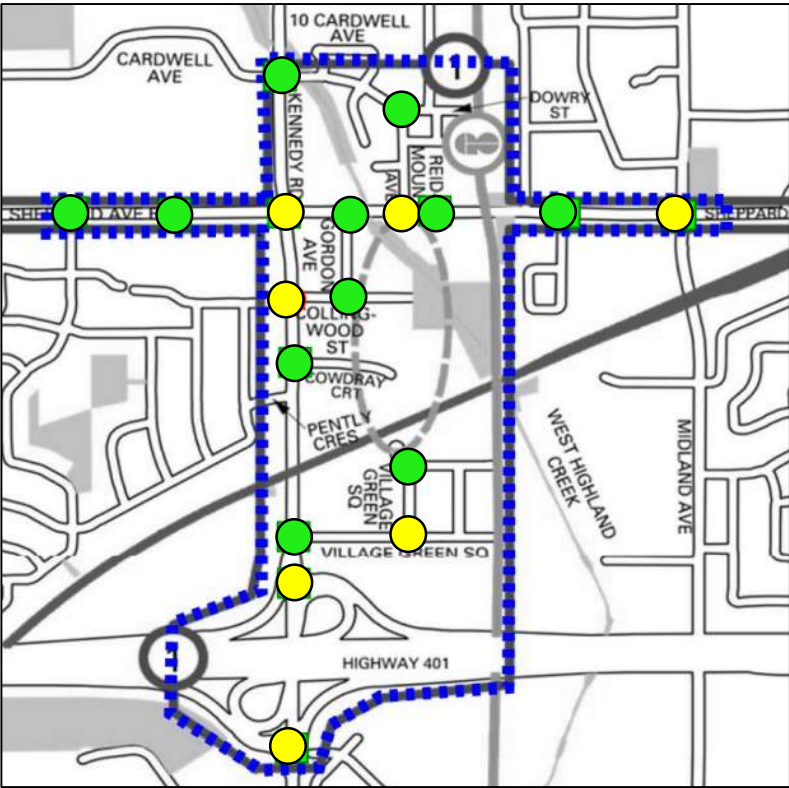
# Existing Motor Vehicle Traffic Conditions

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

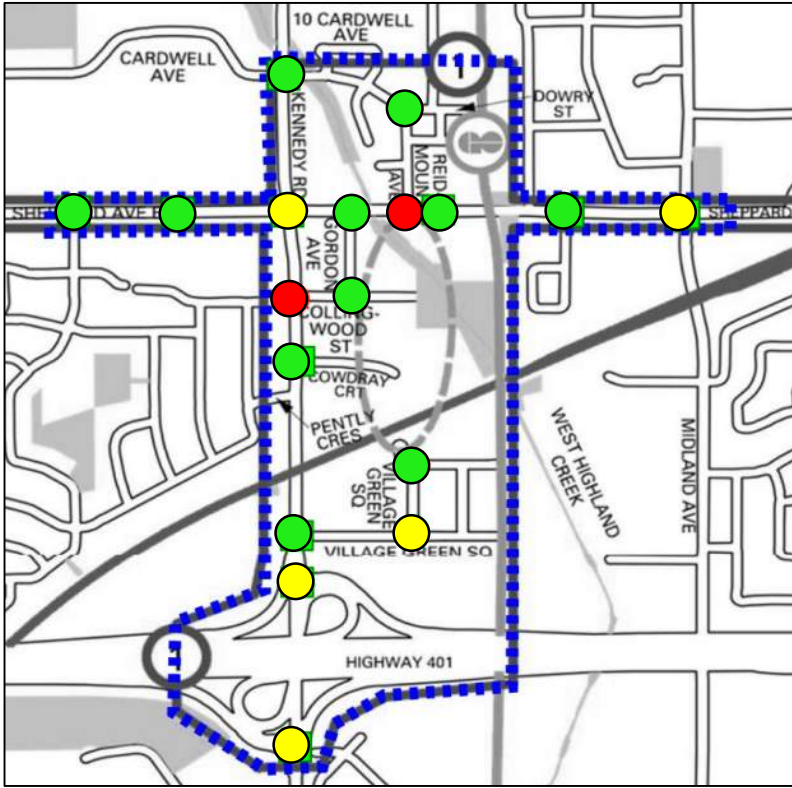
Weekday AM peak hour



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 & cycling demands are expected to grow to & 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.*

# Q/A Opportunity

- Based on the material presented so far, please let us know if you have any questions
- Due to time constraints, we may not be able to respond to all questions during this event
- Questions that include derogatory comments or offensive language will not be addressed

# 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 an initial evaluation of the potential alternative solutions. The optimization of existing streets & intersections and the transit improvement categories will be evaluated as supplementary aspects of the new complete street & 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*



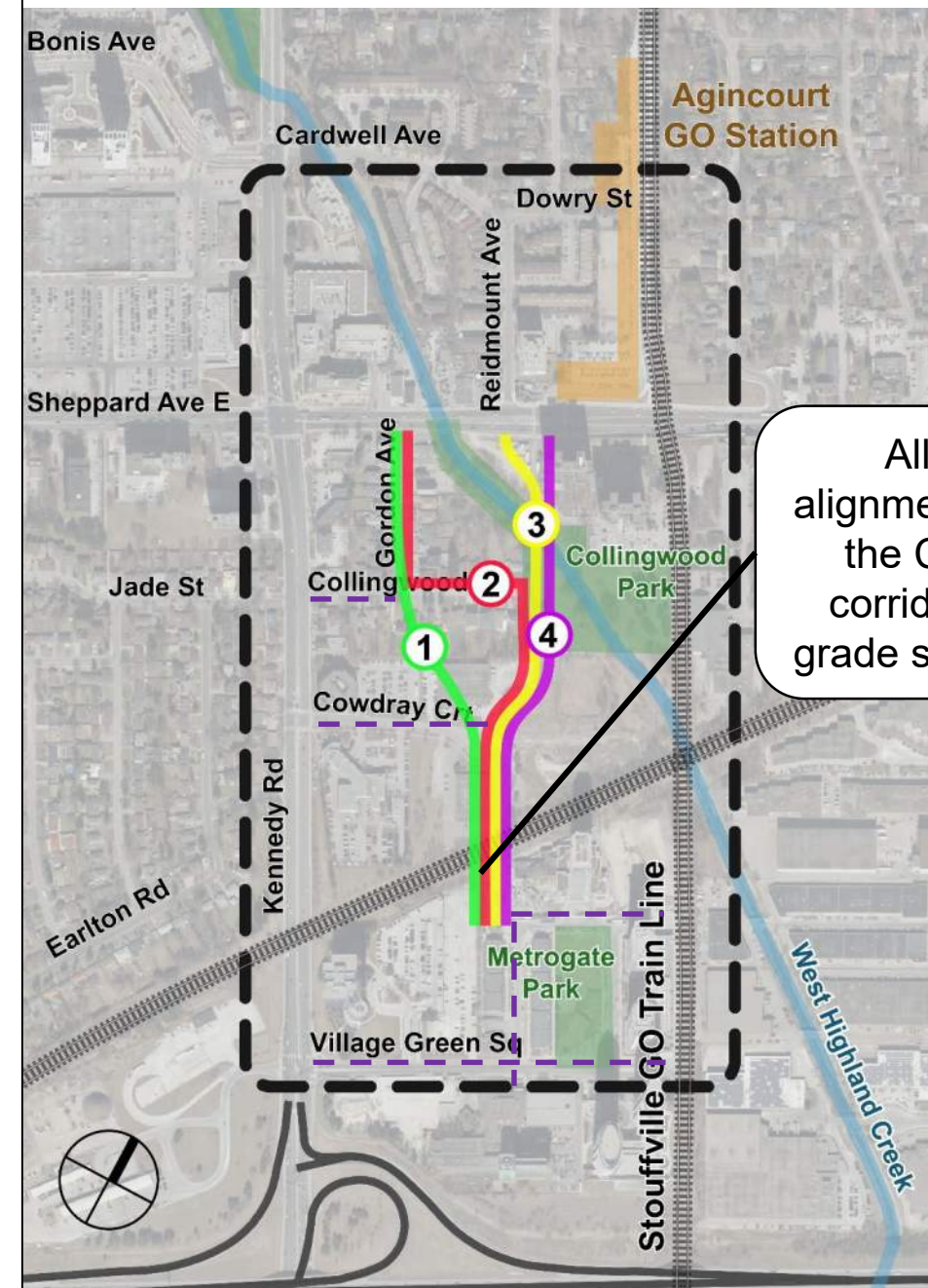
# 1. New Complete Street

- 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

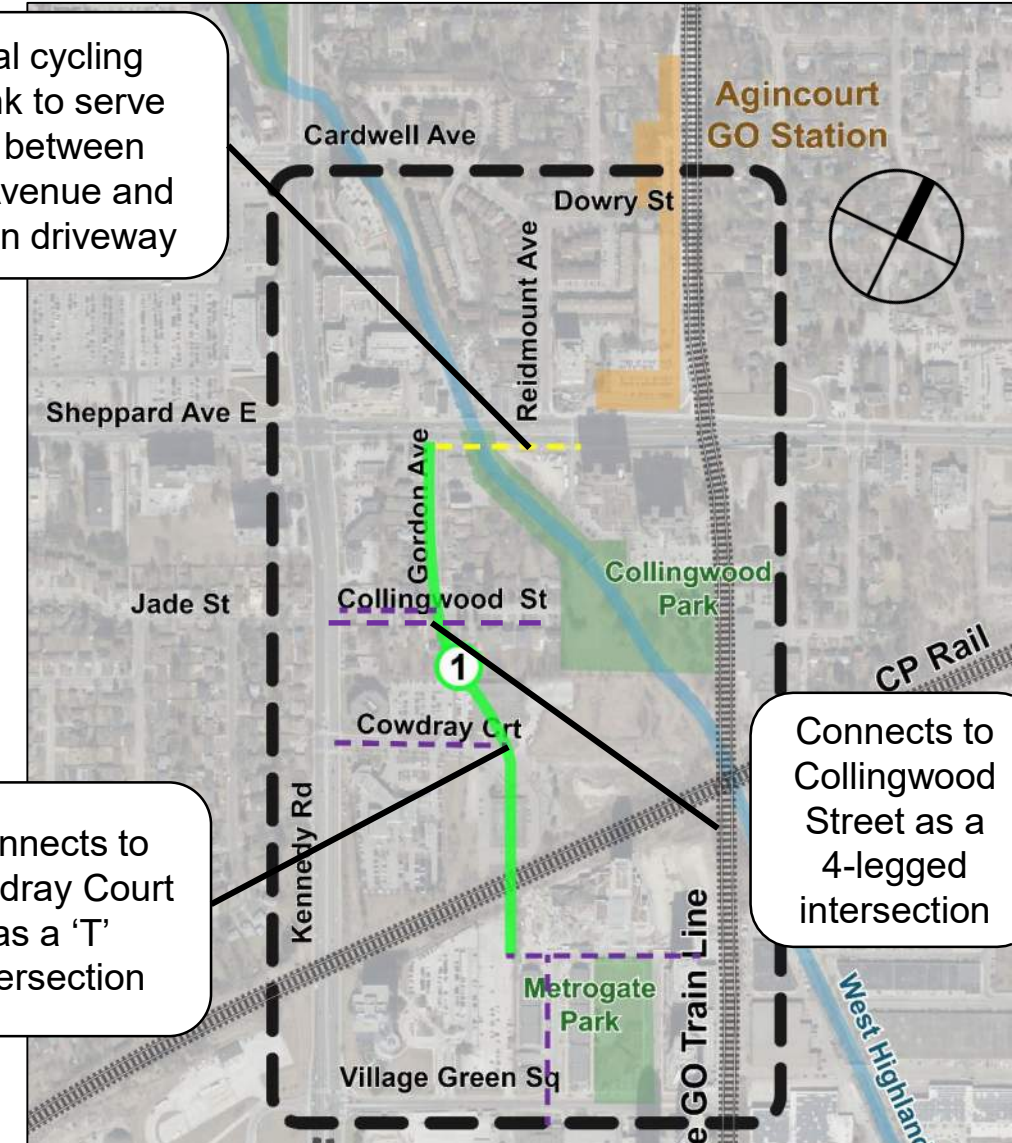
Potential cycling facility link to serve cyclists between Gordon Avenue and GO station driveway

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

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

Connects to Cowdray Court as a 'T' intersection



## Legend

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

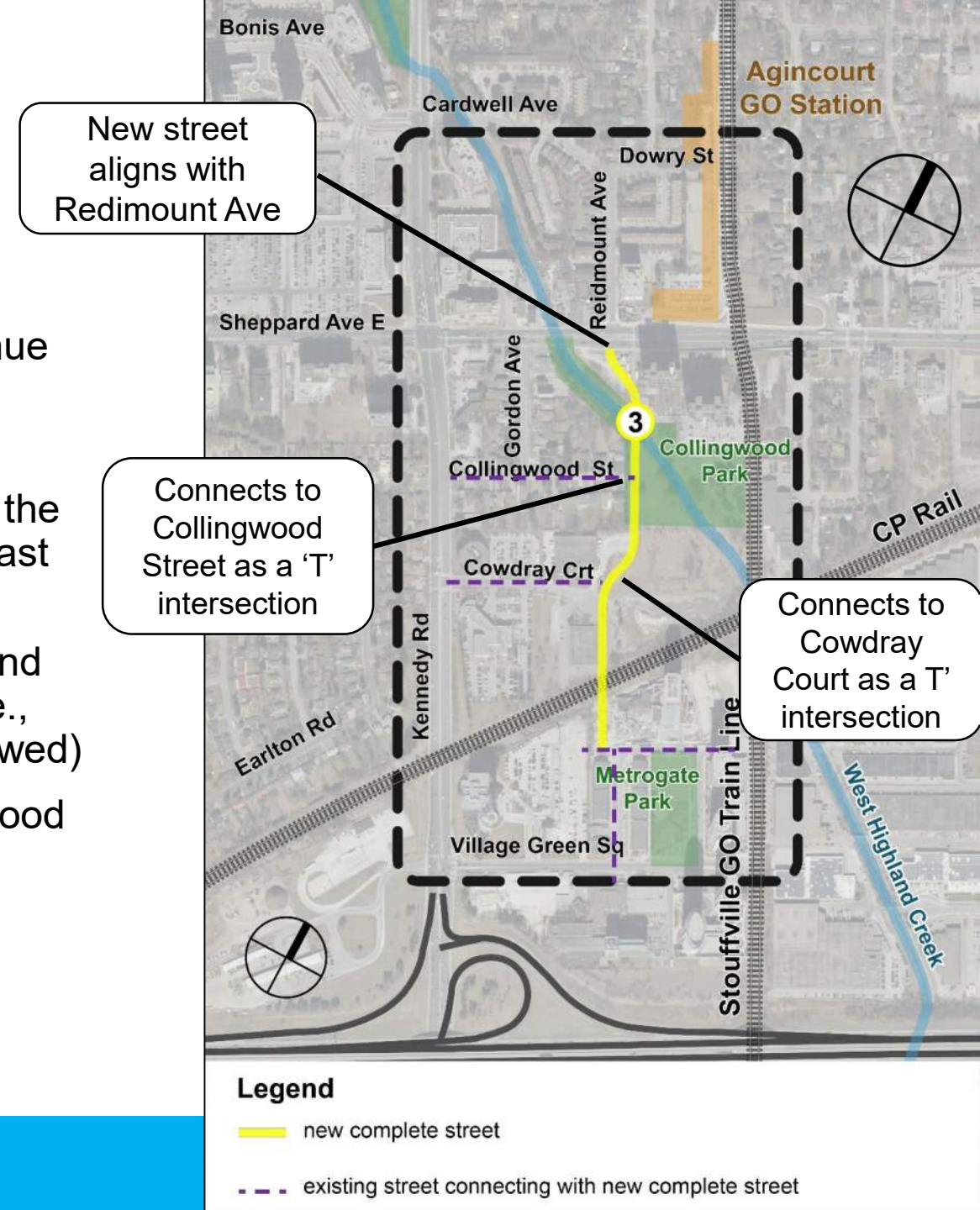
# Street Alignment Option C-3

## 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

- 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



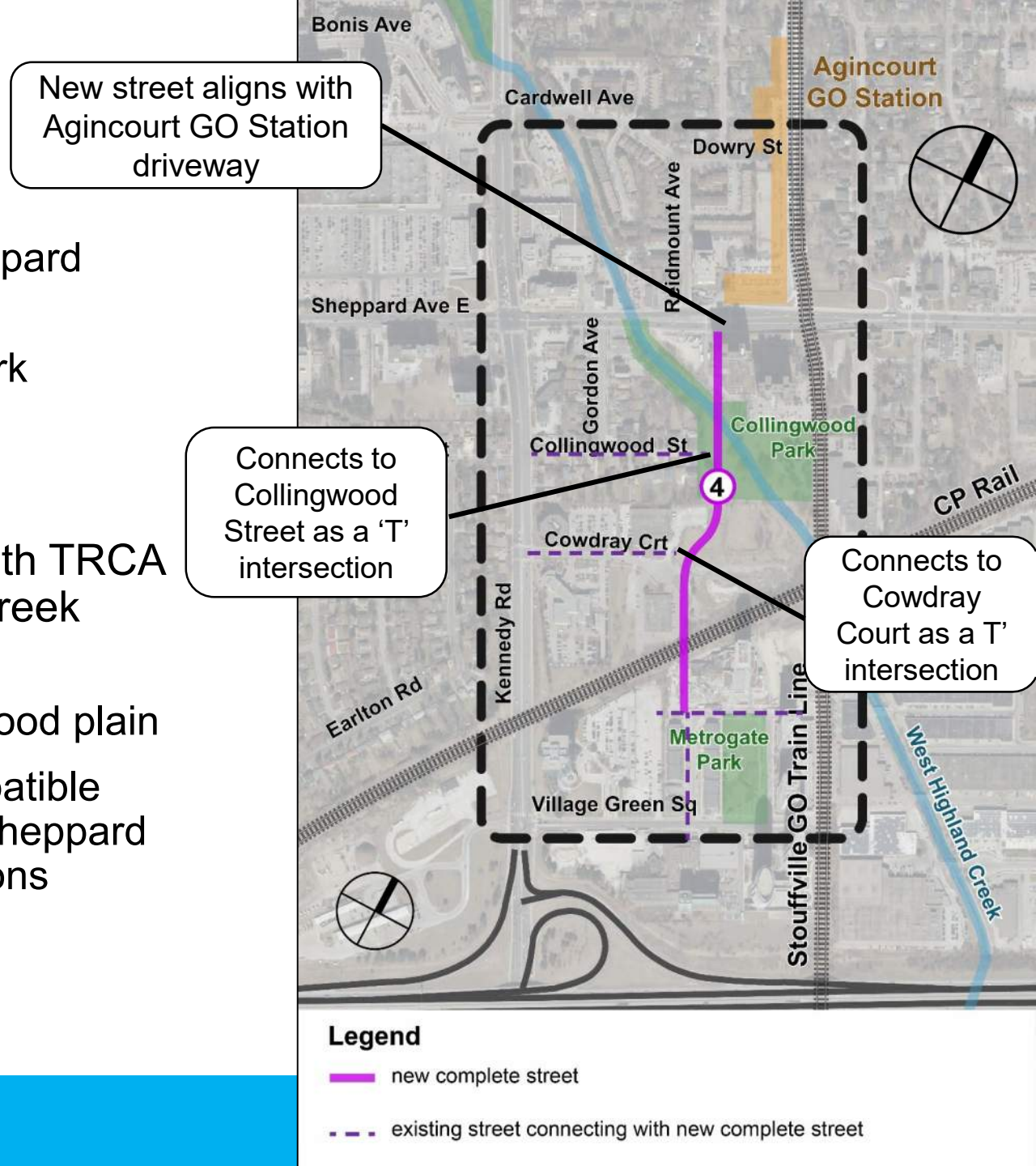
# Street Alignment Option C-4

## 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.



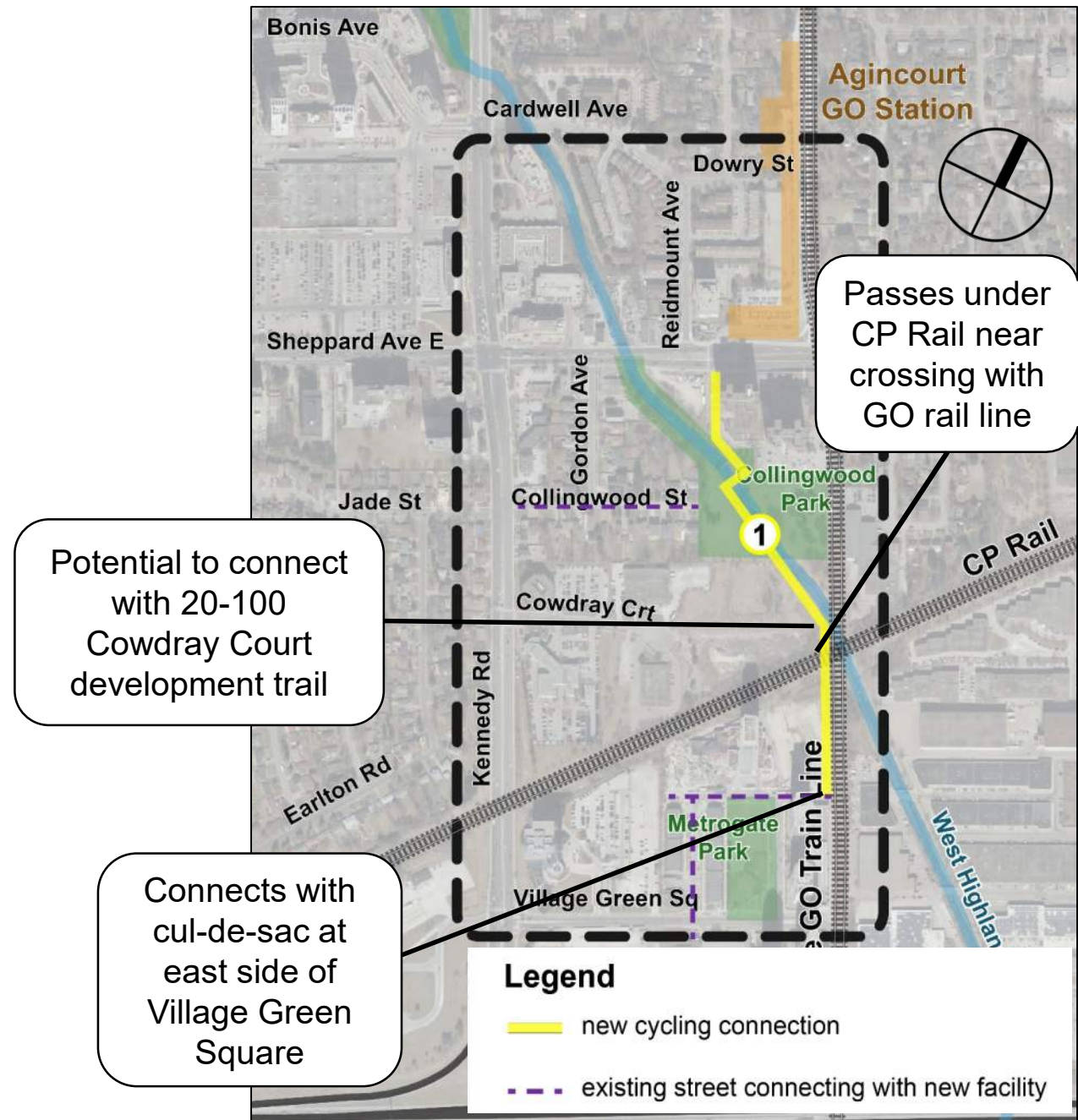
# Multi-Use Trail Option D-1

## 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



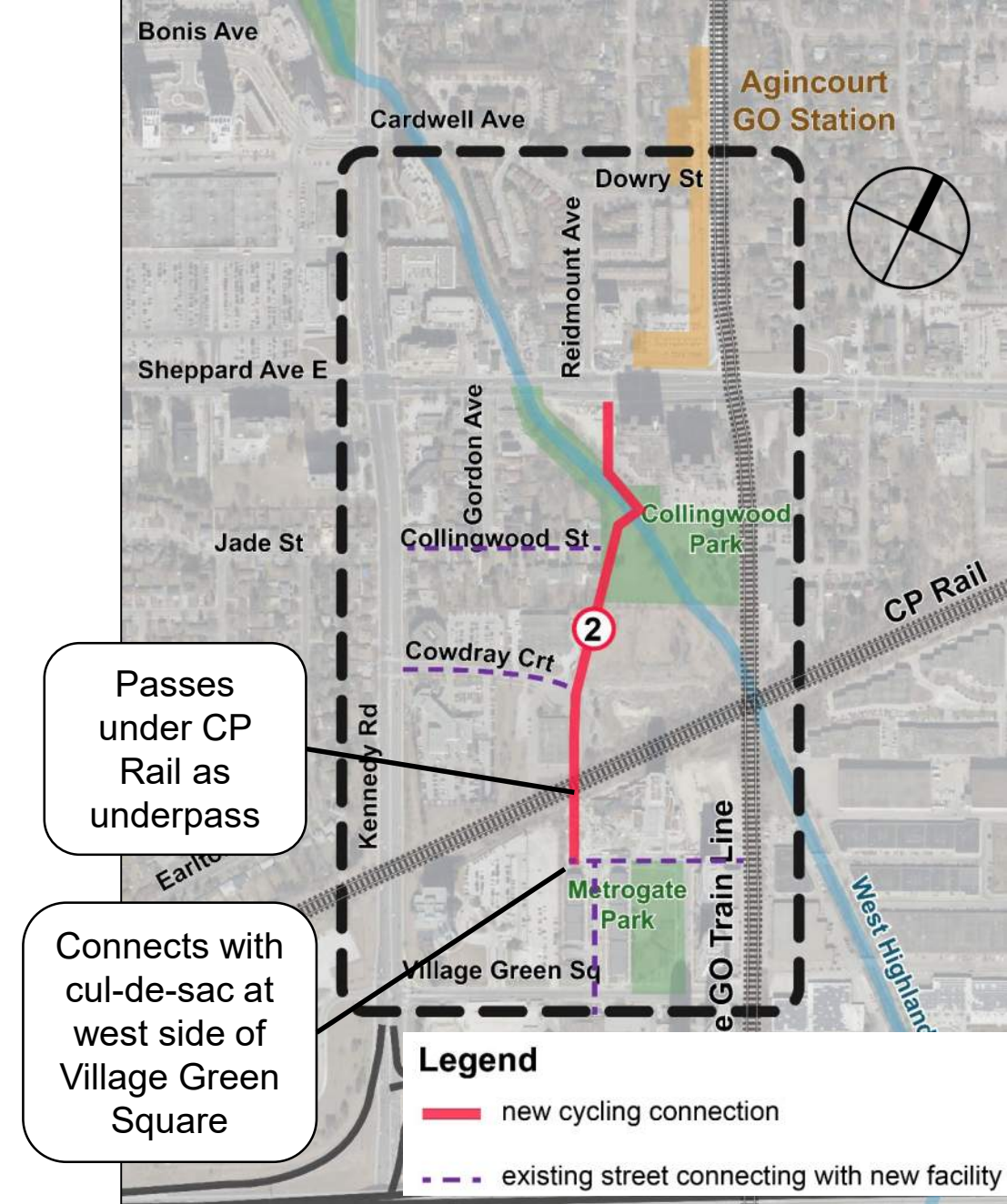
# Multi-Use Trail Option D-2

## 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



# Q/A Opportunity

- Based on the material presented so far, please let us know if you have any questions
- Due to time constraints, we may not be able to respond to all questions during this event
- Questions that include derogatory comments or offensive language will not be addressed

# 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



Looking east along Sheppard near Agincourt GO Station

# 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 alternative 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)

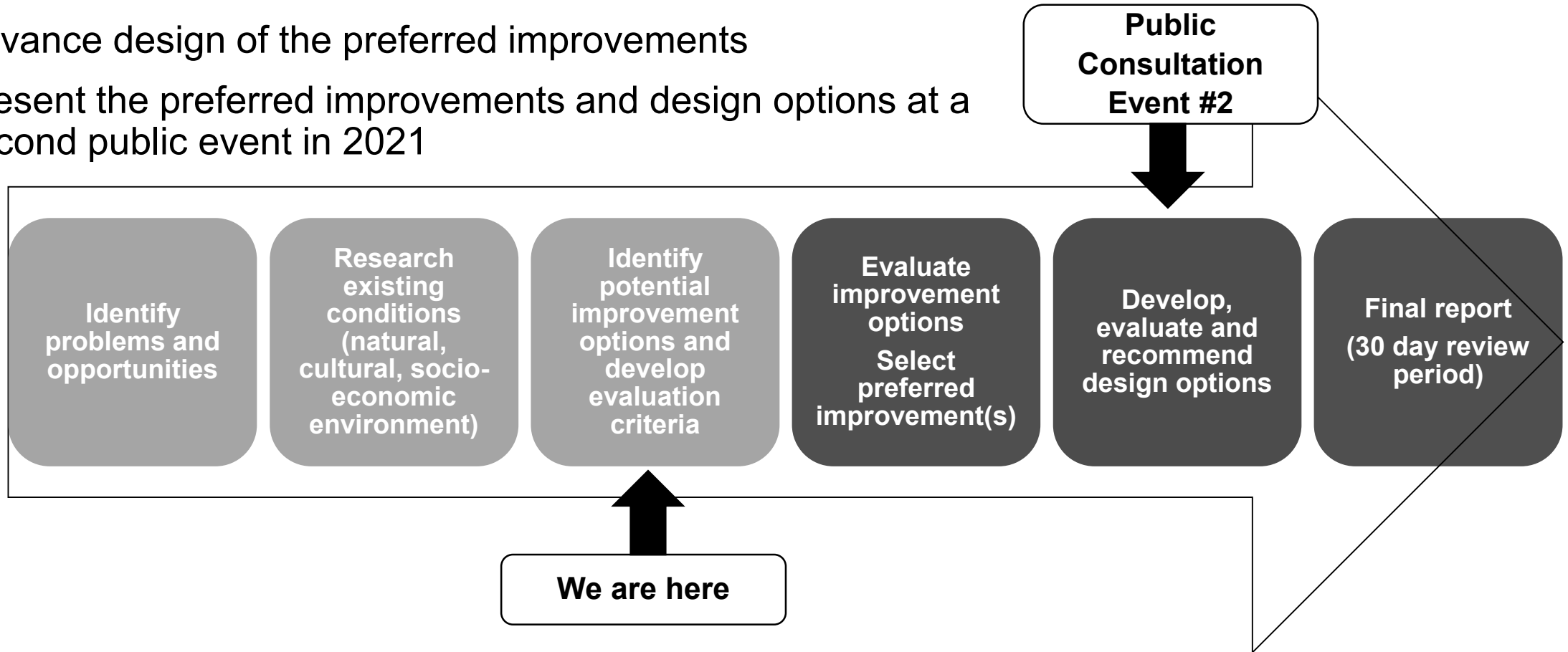


## Cultural Heritage

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

# Next Steps

- 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
- Advance design of the preferred improvements
- Present the preferred improvements and design options at a second public event in 2021



# We Want to Hear From You

We would like to know what you think about the transportation improvements that are being considered and the criteria used to evaluate them.

There are two ways to provide feedback:

1. Complete the online feedback survey (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.**



# Stay Connected

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

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City of Toronto  
**Tel:** 416-392-3643  
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Please continue visiting the study website for project updates  
[toronto.ca/ConnectingSWAgincourt](https://toronto.ca/ConnectingSWAgincourt)

## Future Planned Infrastructure Improvements in the Focus Area

Various improvements are being planned in the Focus Area vicinity by different proponents. These will be considered in the evaluation of the improvement options to check for compatibility and opportunities.

Agincourt GO Station Improvements (Metrolinx)

Sheppard Avenue (between Kennedy Road and Warden Avenue) planned to be resurfaced in 2023 (City of Toronto)

The City's 2019 Cycling Network Plan identifies Sheppard Avenue as a future study corridor (City of Toronto)

Cowdray Court is planned to be improved in alignment and cross-section as part of the 20-100 Cowdray Court development (developer)

Village Green Square and Kennedy Road intersection will be improved by as part of 2035 Kennedy Road development (developer)

Agincourt GO Station

Cardwell Ave

Dowry St

Reidmount Ave

Gordon Ave

Collingwood St

Cowdray Crt

Kennedy Rd

Village Green Sq

Stouffville GO Train

West Highland Creek

Collingwood Park

CP Rail

Collingwood Street & Gordon Avenue planned to be resurfaced in 2022

# Supplementary Pictures





## **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](https://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.

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](http://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/](https://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.

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](https://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.



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# **Southwest Agincourt Transportation Connections Study**

## **Public Consultation Report December 2020**

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Prepared by:

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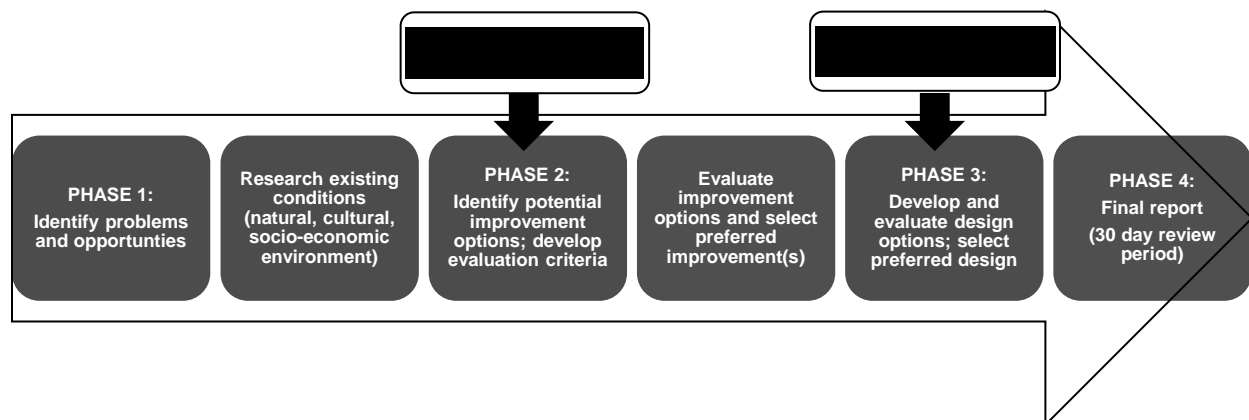
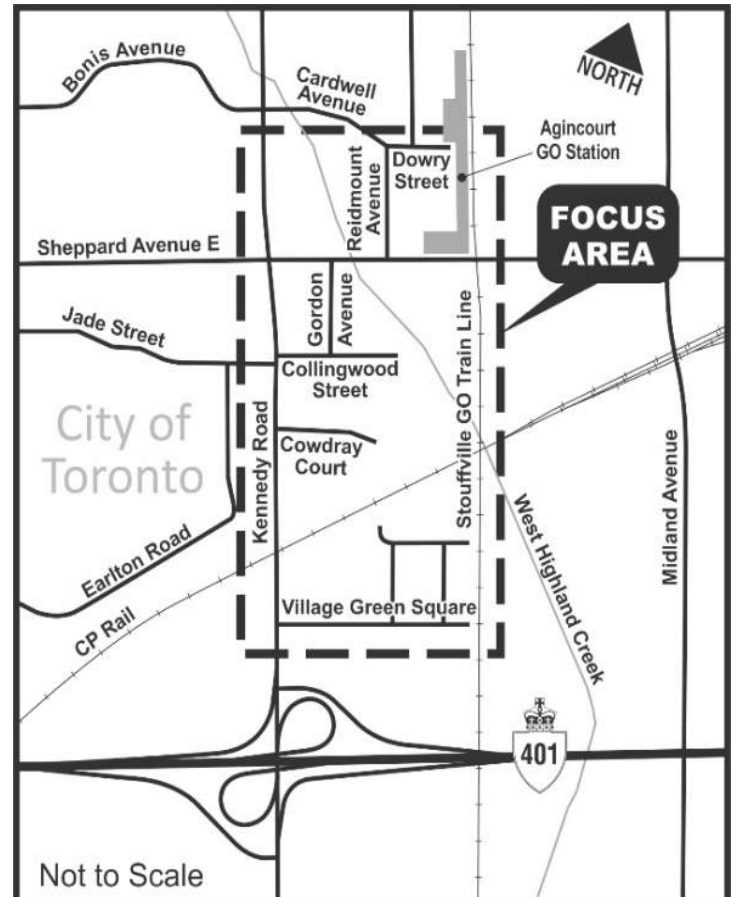
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# 1.0 Introduction

## 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](http://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 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.

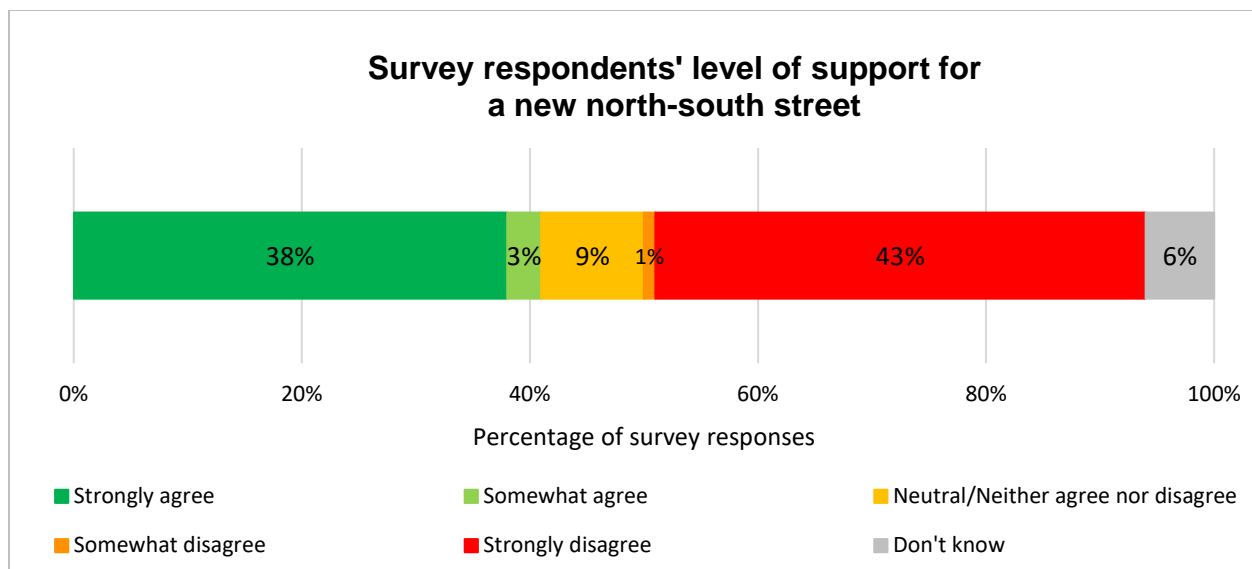
#### 4.5 Feedback from the Public

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

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.

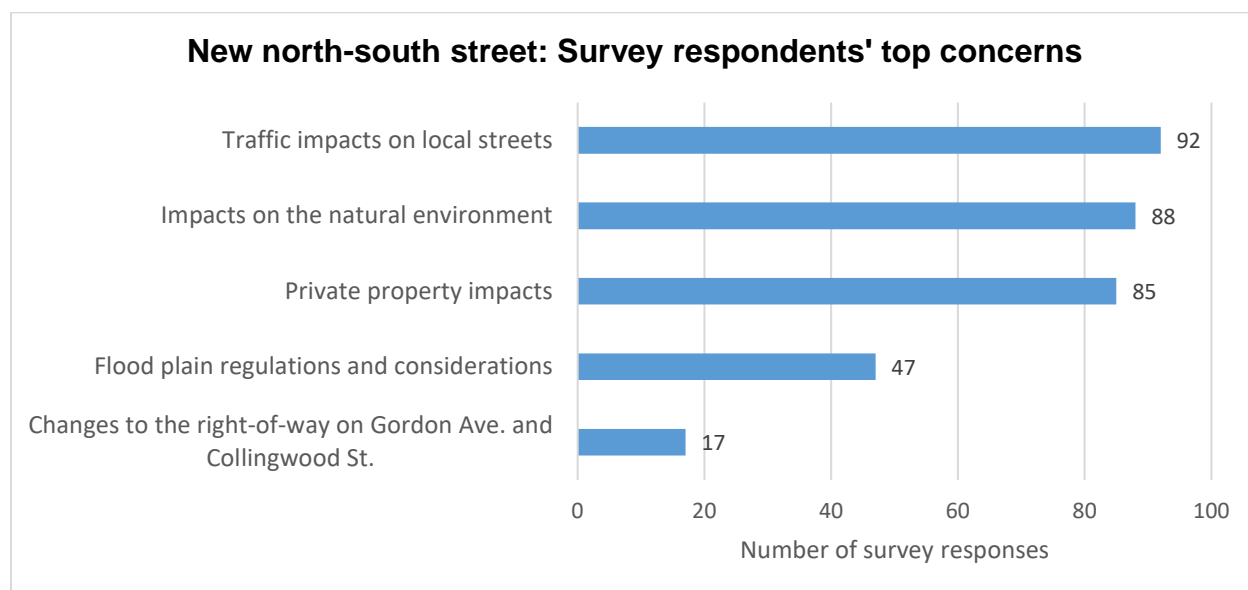
One respondent noted: *"An easy, walkable connection to the GO station will help immensely with ridership and discourage driving to park at the station."*

### 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.

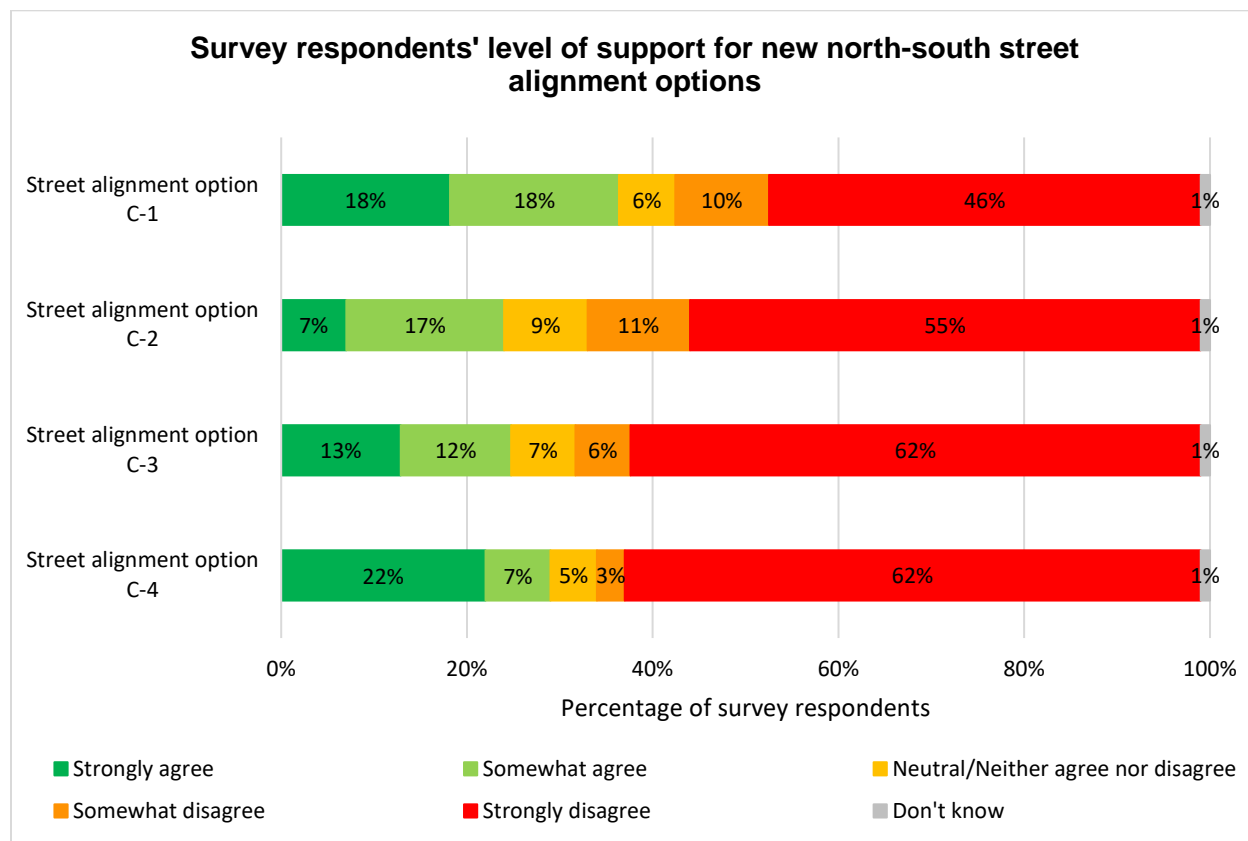
## Other concerns

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

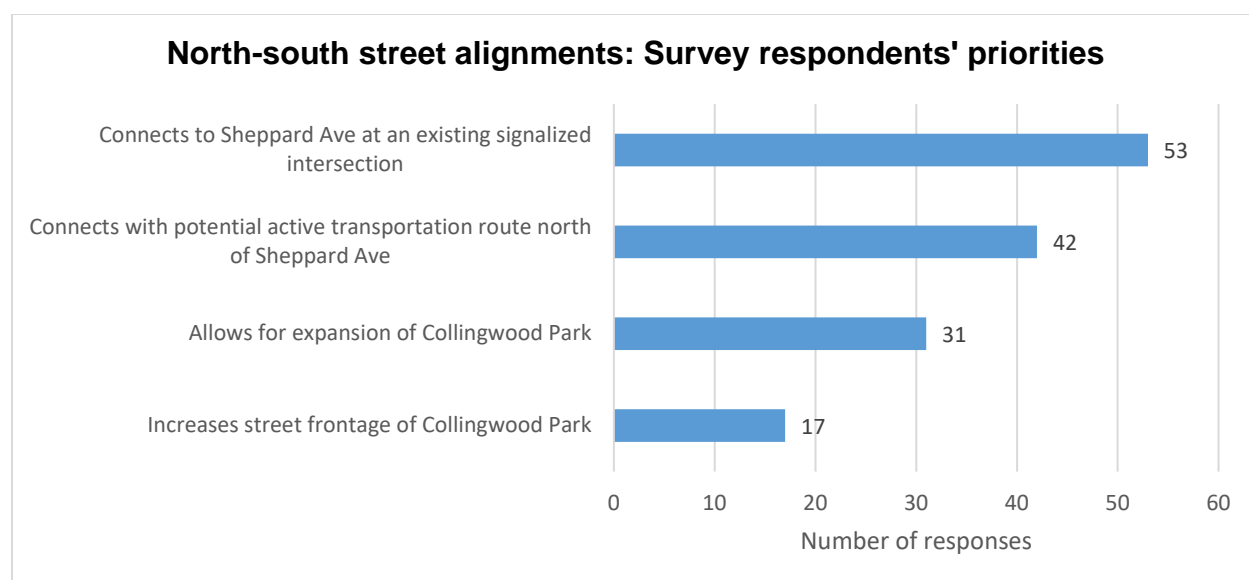
- This is a top priority for 53 survey respondents.
- Several people noted the benefits of a direct connection to the Agincourt GO Station driveway with alignment option C-4 or commented that the addition of a new set traffic signals on Sheppard Avenue East could increase traffic congestion.

#### 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.



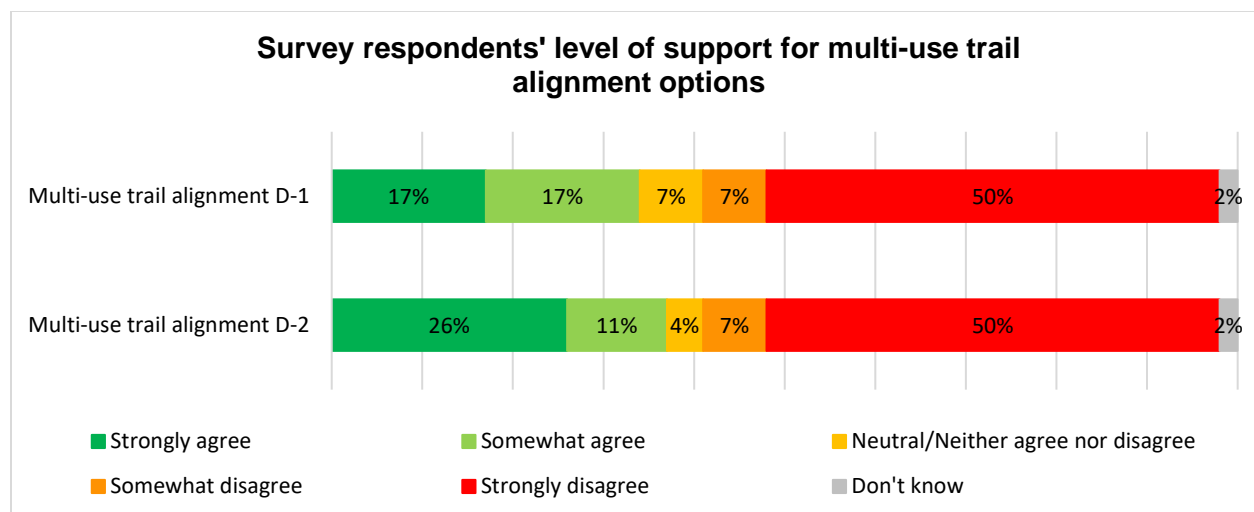
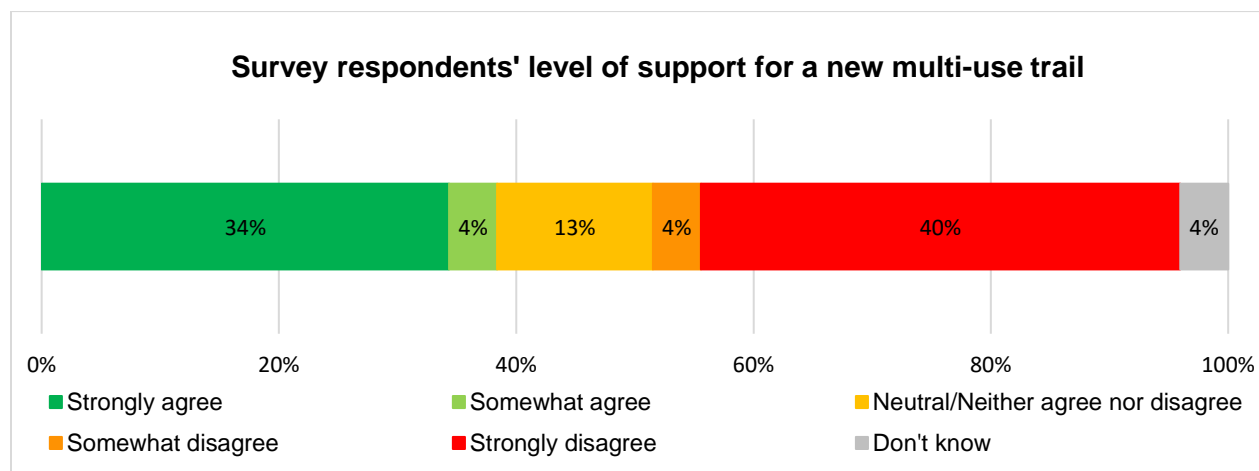
## New North-South Street: Design Recommendations and Other Options

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

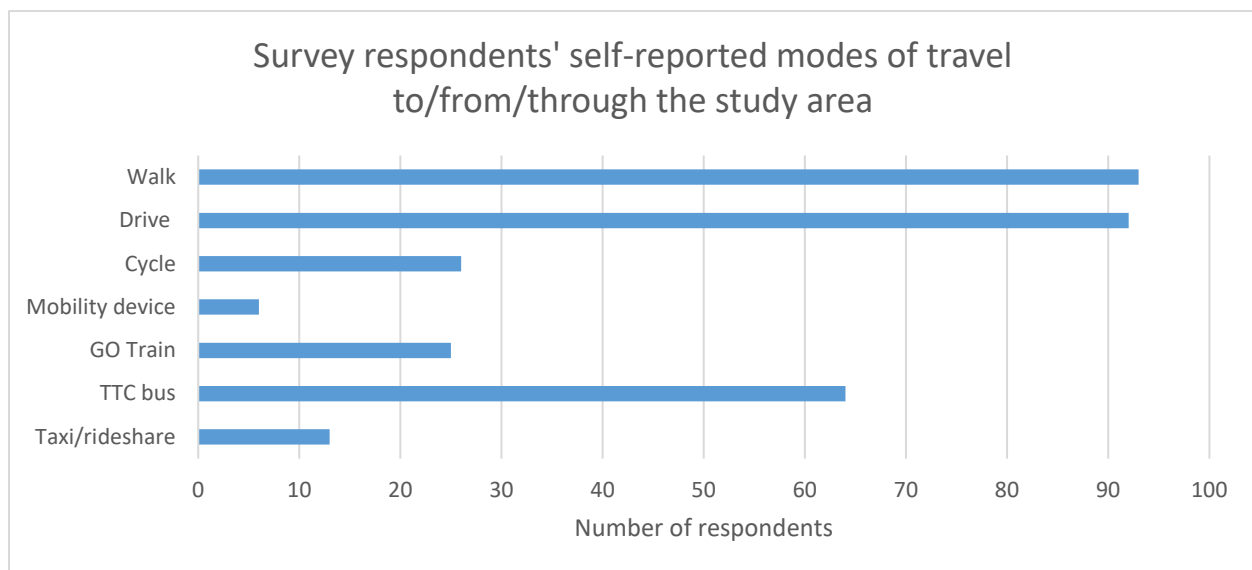
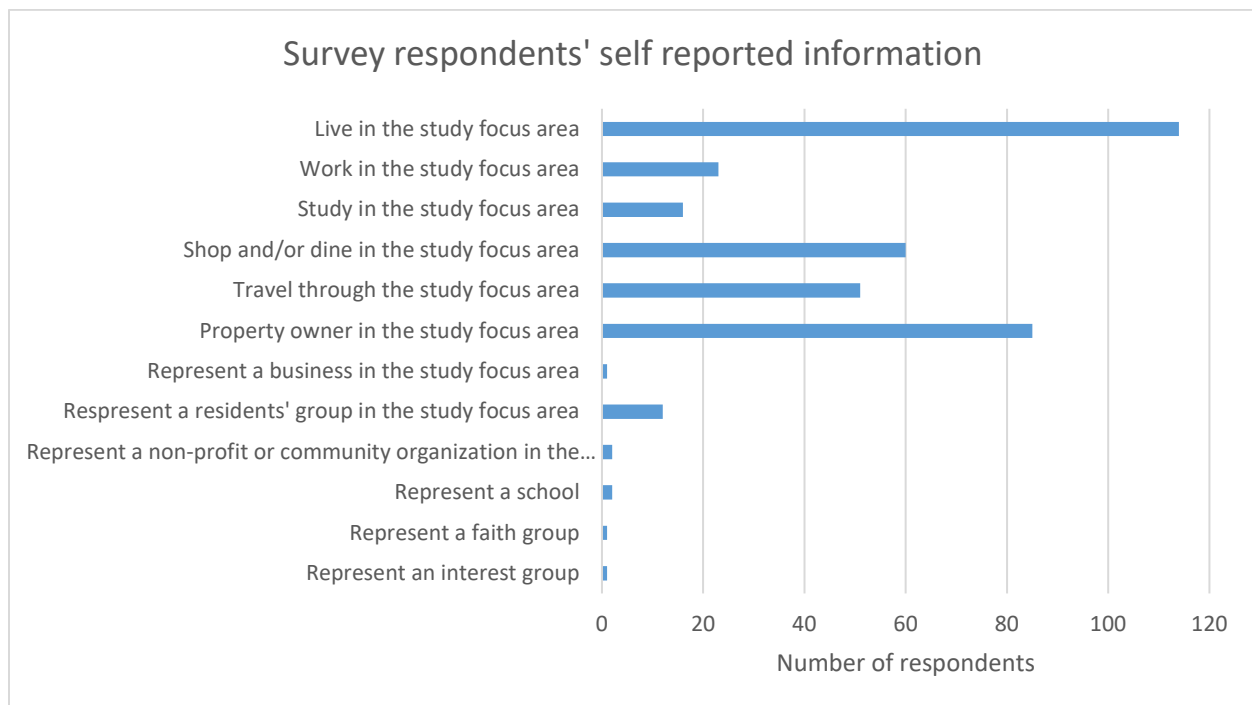
- *"Environmental impact should be top of mind."*
- The area is home to eagles and rare birds that should be considered.

#### **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.

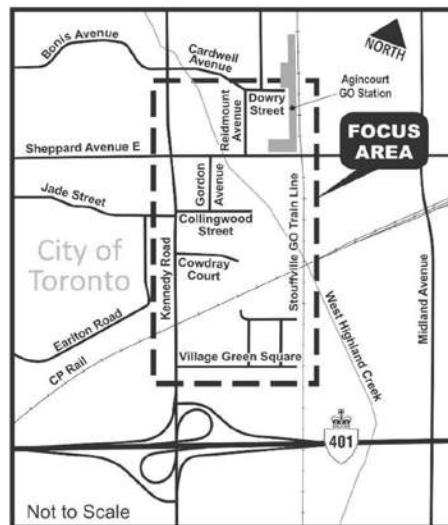
The study Focus Area is bound by Kennedy Road to the west, Dowry Street to the north, the Stouffville GO Train Line to the east, and Village Green Square to the south.

### 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.

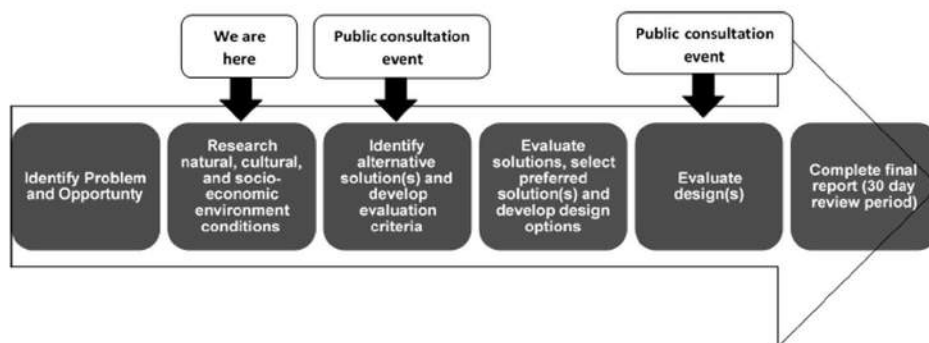
## How will the potential solutions be evaluated?

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:

Stephanie Gris Bringas  
Sr. Consultation Coordinator, City of Toronto  
55 John Street, 19<sup>th</sup> floor  
Toronto, ON M5V 3C6  
Tel.: 416-392-3643 Fax: 416-392-2974  
E-mail: [Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)

**[toronto.ca/ConnectingSWAgincourt](http://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。

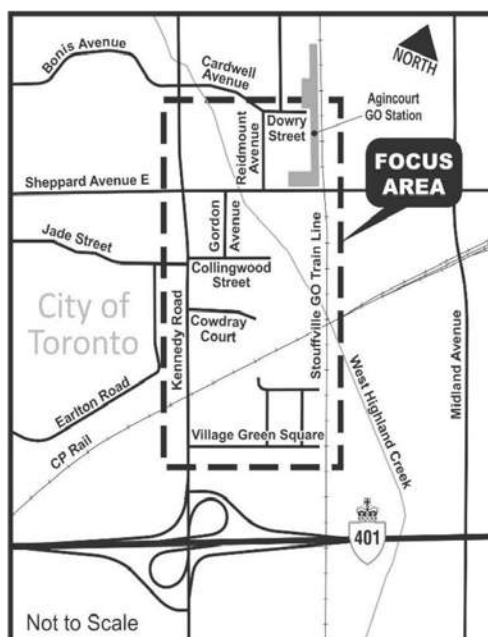
重点研究区域的边界是西面到 Kennedy Road，北面到 Dowry Street，东面到 Stouffville GO 火车线，南面到 Village Green Square。

### 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。

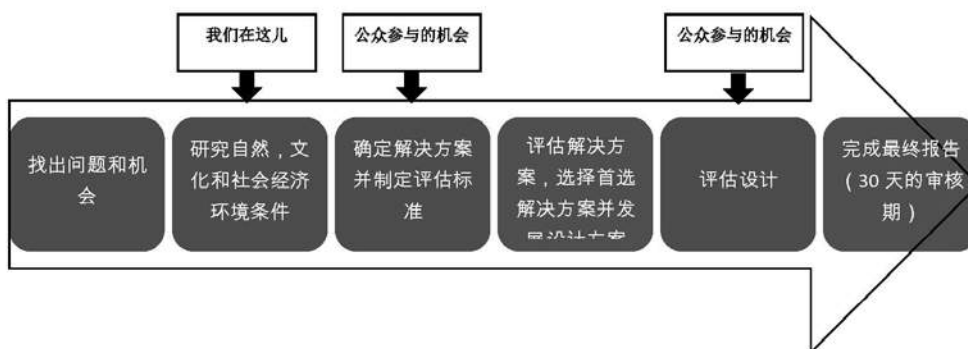
## 如何评估潜在的解决方案？

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  
55 John Street, 19th Floor  
Toronto, ON M5V 3C6  
电话: 416-392-3643  
传真: 416-392-2974  
电子邮件: [Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)

网站: [toronto.ca/ConnectingSWAginccourt](http://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"><li>View consultation materials on the project web page</li><li>Request information by phone or e-mail</li><li>Attend the virtual public meeting</li></ul>	<ul style="list-style-type: none"><li>Submit questions by e-mail or give us a call</li><li>Ask questions during the virtual public meeting (online participants only)</li></ul>	<ul style="list-style-type: none"><li>Complete the web-based feedback form</li><li>Submit a feedback form by mail</li><li>Provide comments by phone or e-mail</li></ul> <p><b>Comment deadline:</b> 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: <a href="https://toronto.ca/ConnectingSVAgincourt">toronto.ca/ConnectingSVAgincourt</a>. 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  
Sr. Consultation Coordinator, City of Toronto  
55 John Street, 19<sup>th</sup> floor  
Toronto, ON M5V 3C6  
Telephone: 416-392-3643 E-mail: [Stephanie.GrisBringas@toronto.ca](mailto: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](https://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"> <li>在项目网站上查看咨询材料</li> <li>通过电话或电子邮件获取信息</li> <li>参加虚拟公开会议</li> </ul>	<ul style="list-style-type: none"> <li>通过电子邮件或打电话提交问题</li> <li>在虚拟公开会议上提问（仅限在线参与者）</li> </ul>	<ul style="list-style-type: none"> <li>在网站上填写反馈意见表</li> <li>通过邮件提交反馈意见表</li> <li>通过电话或电子邮件提供意见</li> </ul> <p><b>意见征集截止日期：</b> <b>2020 年 10 月 7 日</b></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：

Stephanie Gris Bringas, 多伦多市高级咨询协调员  
 55 John Street, 19<sup>th</sup> floor  
 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](https://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](https://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](http://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/](https://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](https://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](https://toronto.ca/ConnectingSWAgincourt) ,  
e-mail [Stephanie.GrisBringas@toronto.ca](mailto: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.

<b>Street Alignment Option C-1</b> - 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
<b>Street Alignment Option C-2</b> - 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
<b>Street Alignment Option C-3</b> - 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
<b>Street Alignment Option C-4</b> - 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
<b>No new north-south street</b>	<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?**

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**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.

<b>Trail Alignment Option D-1</b> -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
<b>Trail Alignment Option D-2</b> -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
<b>No new multi-use trail</b>	<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?**

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

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

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

**Q7. Are there other solutions that should be considered?**

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**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?**

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**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?**

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## 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](mailto:Stephanie.GrisBringas@toronto.ca)

Mail: City of Toronto - Public Consultation Unit  
55 John Street, Metro Hall, 19<sup>th</sup> 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 Manolakakis: 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。

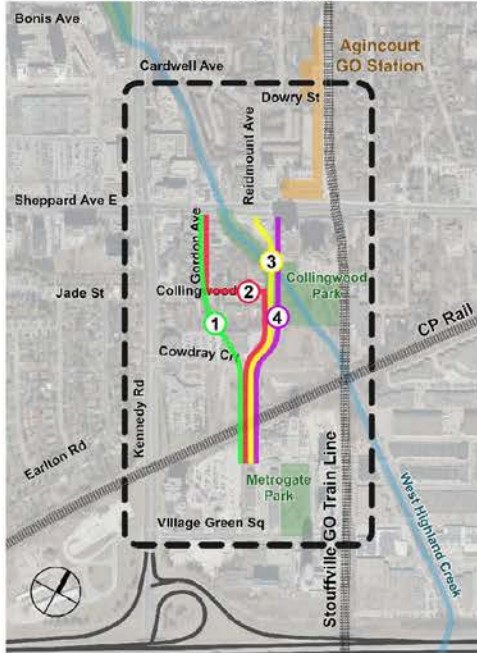
请访问：[toronto.ca/ConnectingSWAgincourt](https://toronto.ca/ConnectingSWAgincourt)，发送电邮至 [Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)，或致电 416-392-3643

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？

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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？

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问 7：您对拟议的多用途步道或备选路线还有 其他意见吗？

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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?

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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?

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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?

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## 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或社区组织 |
| <input type="checkbox"/> 我通行穿越研究区域     | <input type="checkbox"/> 我代表研究区域的一个企业         |
| <input type="checkbox"/> 我代表一所学校       | <input type="checkbox"/> 其他: _____            |
| <input type="checkbox"/> 我代表一个利益团体     |   |

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:

Stephanie Gris Bringas 电话: 416-392-3643 电邮: Stephanie.GrisBringas@toronto.ca	信件: City of Toronto - Public Consultation Unit 55 John Street, Metro Hall, 19 <sup>th</sup> Floor Toronto, ON M5V 3C6
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本表格中的个人信息系根据 City of Toronto Act, 2006, s. 136(c) 和 Municipal Freedom of Information and Protection of Privacy Act (市政信息自由和隐私保护法) 进行收集。除个人信息外, 所有评论意见都将被记入公共记录。有关该信息收集的问题, 请直接联系公众咨询部门经理 Tracy Manolakis, 电话: 416-392-2990。



**APPENDIX X**

**Consultation Record  
Part C - Phase 2  
Consultation**



June 22, 2022

Southwest Agincourt  
Transportation Connections Study

The City of Toronto is studying transportation connections from Village Green Square to Sheppard Avenue East and the Agincourt GO Station. Transportation infrastructure improvements are needed to ensure people can drive, walk, and cycle to destinations safely and efficiently, and support the growing number of people living and working in this area as well as planned developments. The City invites you to attend a public meeting to learn about the recommended improvements and provide feedback.

Map of Recommended Solutions

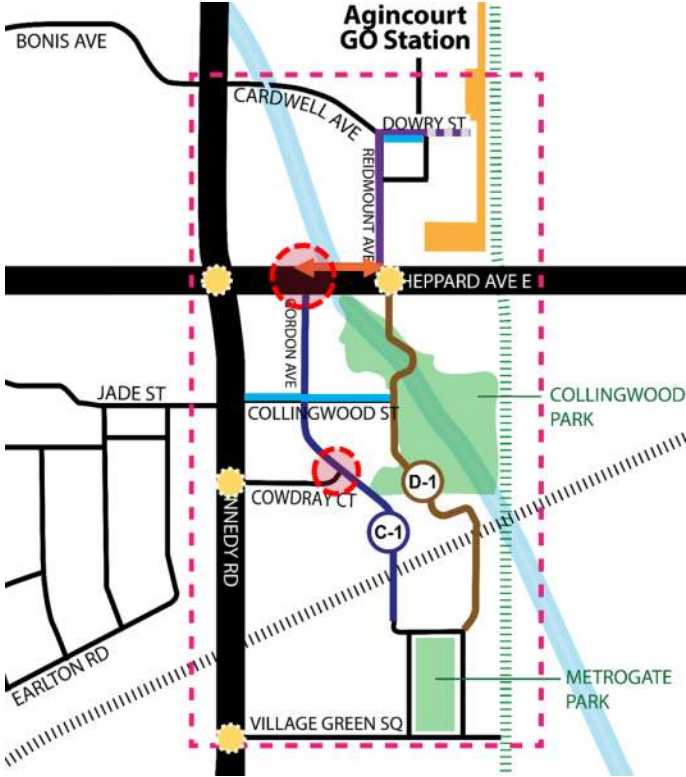
The study area is bounded by Cardwell Avenue to the north, the Stouffville GO train line to the east, Village Green Square to the south and Kennedy Road to the west. Several infrastructure improvements are being recommended within the study area.

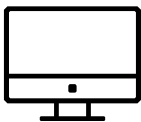

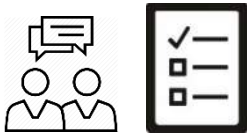
Infrastructure Improvements

- Complete Street Alignment C-1
- Multi-Use Trail Alignment D-1
- New sidewalks
- Interim bi-directional cycle track
- Advisory bike lanes
- Pedestrians and cyclists only segment
- New traffic signals
- Optimized traffic signal timing

Other Landmarks:

- Focus Area
- Stouffville GO Train Line
- Agincourt GO Station
- CP Rail
- West Highland Creek



<div>Learn More</div> <div></div> <div>View project information on the website, including the presentation slides and translated materials.</div> <div><a href="https://toronto.ca/ConnectingSWAgincourt">toronto.ca/ConnectingSWAgincourt</a></div>	<div>Attend the Event</div> <div></div> <div>Wednesday, July 13, 2022 6:30 p.m. to 8:30 p.m.</div> <div>Join online or by phone. <a href="#">See page 2 for details.</a></div>	<div>Provide Feedback</div> <div></div> <div>Complete an online survey or request a printed copy. Submit comments by email, mail or phone.</div> <div>Comment deadline: Wednesday, July 27, 2022</div>
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Recommended Solutions

Since the first virtual public consultation event held in September 2020, the project team has completed a detailed evaluation of the alternatives for a new 'complete street' and new multi-use trail, as well as other transportation improvements in the area. The recommendations include:

- A **new north-south 'complete street'** that would provide space for people walking, cycling and driving. The new street would follow alignment C1 and connect Village Green Square, Cowdray Court and Sheppard Avenue East
- A **new north-south multi-use trail** that would follow alignment D-1 and connect Village Green Square, Collingwood Park and Sheppard Avenue East
- **New sidewalks** on Collingwood Street and Dowry Street to improve pedestrian safety and accessibility
- **New cycling connections** along Sheppard Avenue East, Reidmount Avenue and Dowry Street that would connect people cycling between the new 'complete street' and the Agincourt GO station
- **Intersection safety improvements** at Sheppard Avenue East and Agincourt GO Station driveway

### Recommended Design Options

Design options for the new north-south 'complete street' have been evaluated. On Gordon Avenue, the recommended design includes:

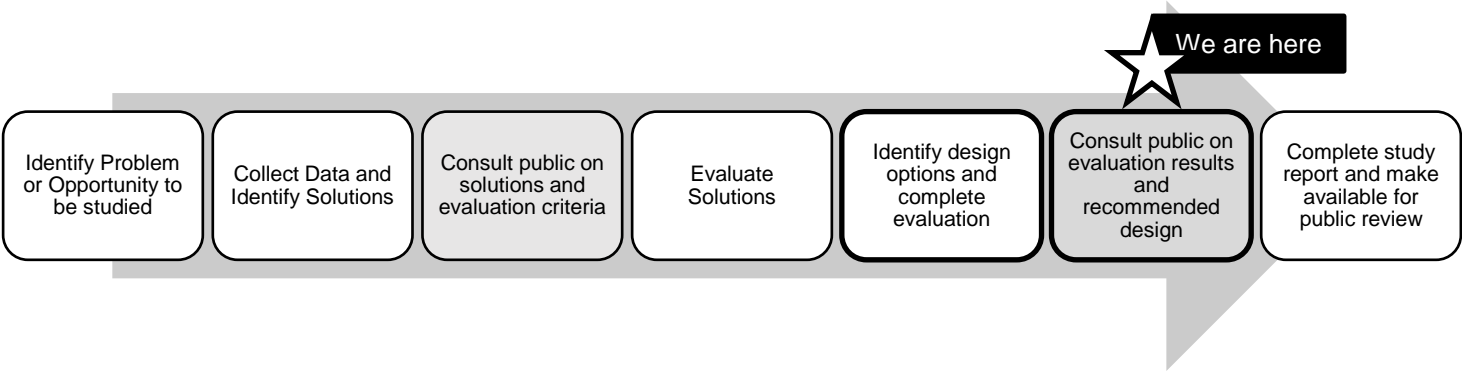
- 1 motor vehicle lane in each direction
- 1.6 m wide buffered bike lanes in each direction
- Standard boulevard planting (sod and trees) in current location; retention of mature trees where possible
- Relocation of utility poles to allow room for 2.1 m wide sidewalks on both sides of Gordon Avenue

On the new section of the 'complete street' south of Collingwood Street, the recommended design includes:

- 1 motor vehicle lane in each direction
- 2.1 m raised cycle track with a physical buffer
- Green gutters in cycle track buffer and green infrastructure integrated into planting areas
- New utilities underground with new street lights
- 2.1 m wide sidewalks on both sides of the street

### Process


This study follows Ontario’s [Environmental Assessment \(EA\) program](#) which promotes good environmental planning by determining and managing the potential effects of a project prior to implementation. The EA process includes identifying the problem or opportunity to be addressed, developing and evaluating a range of alternative solutions, providing opportunities for public input, and identifying preferred solutions.



### Next Steps

Following the second phase of public consultation, the project team will continue to refine the preferred plan designs and present a report with final recommendations to the City of Toronto's Infrastructure & Environment Committee. If endorsed by Committee, and subsequently by Toronto City Council, the study will be filed with the Ministry of the Environment, Conservation and Parks (MECP) for a 30-day public review period for comment.

### How to Join the Event

<div>Join by computer, smartphone or tablet</div> <div></div> <div>Visit the webpage and register: toronto.ca/ConnectingSWAgincourt</div>	<div>Join by phone (audio only)</div> <div></div> <div>Dial: 416-915-6530 Access Code: 2462 006 2756</div>
<div>Translated materials in Simplified Chinese are available on the project web page. Mandarin and Cantonese interpretation will be provided during the Questions and Answers period at the meeting. If you have a specific accessibility need or require accommodation, please contact us.</div>	

### More Information

Ryan Lo  
Sr. Consultation Coordinator, City of Toronto  
Metro Hall, 19th Floor, 55 John Street  
Toronto, ON. M5V 3C6

Email: [Ryan.Lo2@toronto.ca](mailto:Ryan.Lo2@toronto.ca)  
Tel: 416-395-7243

如果需要普通话协助, 请拨 311  
如果需要廣東話協助, 請致電 311

*\* 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. \*\* To help reduce the spread of COVID-19 consultation activities will be conducted online, by phone, email, and mail only.*

2022年6月22日

# Southwest Agincourt 交通连通研究

多伦多市政府正在研究从Village Green广场到Sheppard Avenue East和Agincourt GO火车站的交通连通措施。我们需要改善交通基础设施，以确保民众能够安全高效地驾车、步行和骑车以前往目的地，并因应该地区生活和工作人数的不断增加以及计划中的开发项目。市政府邀请您参加公众会议，了解建议的改善措施并提供意见反馈。

## 建议解决方案地图

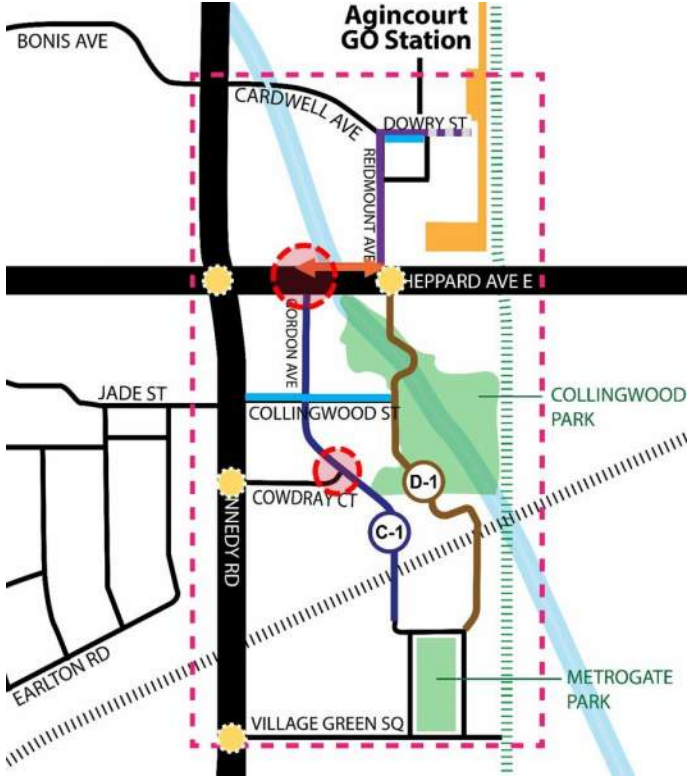
研究区域在Cardwell大道以南，Stouffville GO火车线以西，Village Green广场以北，Kennedy路以东。在研究区域内，市政府建议进行一些基础设施改善。

### Infrastructure Improvements

- Complete Street Alignment C-1
- Multi-Use Trail Alignment D-1
- New sidewalks
- Interim bi-directional cycle track
- Advisory bike lanes
- Pedestrians and cyclists only segment
- New traffic signals
- Optimized traffic signal timing

### Other Landmarks:

- Focus Area
- Agincourt GO Station
- West Highland Creek
- Stouffville GO Train Line
- CP Rail



了解更多	参加活动	提出意见
 <p>在网站上查看项目信息，包括幻灯片展示和翻译材料。</p> <p><a href="https://toronto.ca/ConnectingSWAgincourt">toronto.ca/ConnectingSWAgincourt</a></p>	 <p>2022年7月13日，星期三 晚上 6:30 — 8:30</p> <p>您可通过网络或电话参与活动。<a href="#">详情请见第二页内容。</a></p>	 <p>完成在线调查或索取纸质问卷。您可通过电子邮件、邮寄信件或电话提交意见。</p> <p>意见收集的截止日期：2022年7月27日，星期三</p>

## 建议解决方案

自2020年9月举行的第一次网络公众咨询活动以来，项目组已经完成了对新的"完整街道"和多用途步道替代方案以及该地区其他交通改善方案的详细评估。这些建议包括：

- 一条新的南北向"完整街道"，为民众提供步行、骑车和驾车的空间。新的街道将沿C1连接Village Green广场、Cowdray Court和Sheppard Avenue East
- 一条新的南北向多功能小径，沿D-1连接Village Green广场、Collingwood公园和Sheppard Avenue East
- 在Collingwood Street和Dowry Street新建人行道，以改善行人的安全和通行能力
- 沿着Sheppard Avenue East、Reidmount Avenue和Dowry Street新建自行车连接道，把新的"完整街道"和Agincourt GO火车站之间的自行车骑士连接起来。
- Sheppard Avenue East和Agincourt GO车站车道的交叉口安全改善措施

### 建议设计选项

新的南北向"完整街道"的设计方案已接受了评估。在Gordon Avenue，建议的设计要素包括：

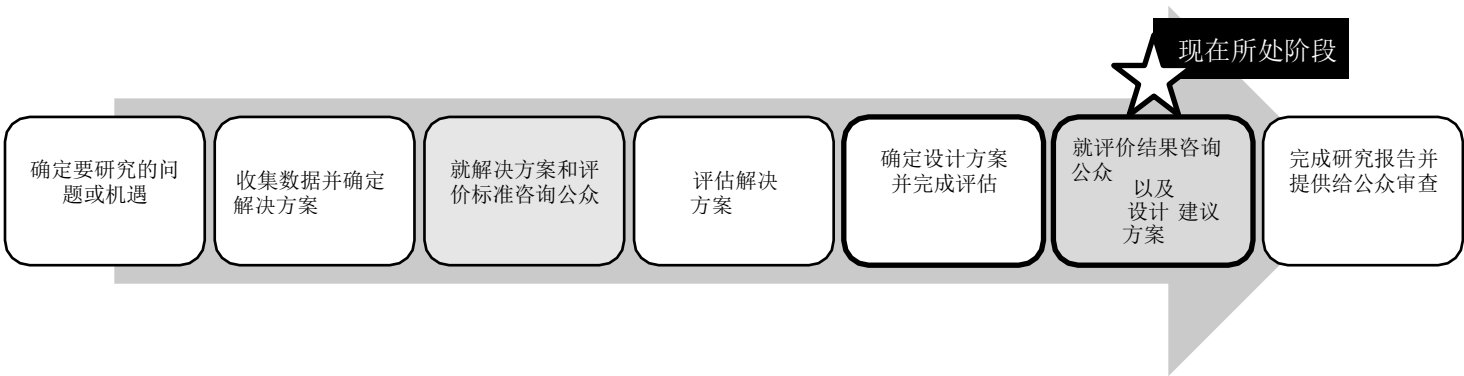
- 各方向有一条机动车道
- 各方向有1.6米宽的缓冲自行车道
- 在当前位置种植标准的林荫道（草皮和树木）；尽可能保留成熟的树木
- 迁移电线杆，以便在Gordon Avenue两侧留出2.1米宽人行道的空间

在Collingwood Street以南的"完整街道"新路段，建议的设计要素包括：

- 各方向有一条机动车道
- 2.1米宽的高沿自行车道，设置物理缓冲区
- 自行车道缓冲区的生态排水沟以及绿色生态基础设施与种植区相结合
- 新的公共设施管线埋设地下并建设新的路灯
- 街道两边有2.1米宽的人行道

### 过程



本研究遵循安大略省的环境评估 (EA) 计划，该计划通过在项目实施前确定和管理项目的潜在影响来推行良好的环境规划。环境评估程序包括确定要解决的问题或机会，制定和评估一系列替代解决方案，提供公众意见的机会，并确定首选解决方案。



### 下一步

在第二阶段的公众咨询之后，项目组将继续完善首选的计划设计，并向多伦多市基础设施和环境委员会提交一份包含最终建议的报告。如果得到委员会和多伦多市议会的认可，该研究报告将提交给环境、保育和公园厅（MECP），获得30天的公众审查期，征求意见。

### 如何参加活动

<div>通过电脑、智能手机或平板电脑参加</div> <div></div> <div>请访问网页并注册： toronto.ca/ConnectingSWAgincourt</div>	<div>通过电话参加（仅音频）</div> <div></div> <div>请致电：416-915-6530 电话连线代码：2462 006 2756</div>
<div>简体中文的翻译材料可在项目网页上找到。 在会议的问答阶段，将提供普通话和粤语翻译。 如果您有特殊的无障碍或便利的需求，请联系我们。</div>	

### 更多信息

Ryan Lo  
多伦多市政府，高级咨询协调员  
55 John Street, Metro Hall, 19th Floor  
Toronto, ON M5V 3C6

电子邮件：Ryan.Lo2@toronto.ca  
电话：416-395-7243

如果需要普通话协助, 请拨 311  
如果需要廣東話協助, 請致電 311

\* 信息将按照《市政信息自由和隐私保护法》的规定进行收集。除个人信息外，所有评论都将视为公共记录的一部分。 \*\*为了帮助减少COVID-19的传播，咨询活动将只在网上、通过电话、电子邮件和邮件进行。

The City of Toronto holds public consultations as one way to engage residents in the life of their city. We invite you to get involved.

## Southwest Agincourt Transportation Connections Study

### Virtual Public Meeting

The City is holding a virtual meeting to share information about the improvements and design options that are being recommended through this study and provide an opportunity for the public to ask questions:



**July 13, 2022**

Presentation & Questions  
6:30-8:30 p.m.



**Join by smart phone,  
computer or tablet:**

For details about how to join the online event and to view event materials, visit: [toronto.ca/ConnectingSWAgincourt](https://toronto.ca/ConnectingSWAgincourt)



**Join by phone:** Contact us in advance by e-mail or phone for call-in details and to receive consultation materials by mail or e-mail.



### Study Recommendations

Since the first virtual public consultation event held in September 2020, the project team has completed a detailed evaluation of the complete street and multi-use trail alternatives, as well as other transportation improvements in the area. The recommendations include:

- A **new north-south 'complete street'** that would provide space for people walking, cycling and driving. The new street would connect Village Green Square, Cowdray Court and Sheppard Avenue East
- A **new north-south multi-use trail** that would connect Village Green Square, Collingwood Park and Sheppard Avenue East
- **New sidewalks** on Collingwood Street and Dowry Street to improve pedestrian safety and accessibility
- **New cycling connections** along Sheppard Avenue East, Reidmount Avenue and Dowry Street that would connect people cycling between the new 'complete street' and the Agincourt GO station

At this stage of the study, we invite the public to comment on alignment options for the new street and multi-use trail as well as criteria used to evaluate the options.

**We would like to hear from you.**

To learn more about the study or the public meeting, contact:



**Telephone: 416-395-7243**  
**Email: [Ryan.Lo2@toronto.ca](mailto:Ryan.Lo2@toronto.ca)**



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

**Ryan Lo Sr. Public  
Consultation Coordinator**  
City of Toronto

Metro Hall, 19<sup>th</sup> Floor 55 John  
Street Toronto, ON M5V 3C6

This study is being carried out under Schedule 'C' of the Municipal Class Environmental Assessment process.

*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.*

多伦多市政府举办公众咨询是让居民参与城市生活的一种方式。我们邀请您参与其中。

## Southwest Agincourt 交通连接研究

### 网络公众会议

市政府正在举行一个网络会议，以分享通过这项研究提出的改进措施和设计方案，并为公众提供提问的机会。



**2022年7月13日**

展示与提问

晚上 6:30-8:30



**通过智能手机、电脑或平板电脑加入：**

关于如何参加在线活动以及查看活动材料的详情，请浏览：

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



**通过电话参加：**请提前通过电子邮件或电话与我们联系，了解活动详情，并通过邮寄信件或电子邮箱接收咨询材料。



### 研究建议

自2020年9月举行第一次网络公众咨询活动以来，项目组已经完成了对完整街道和多功能步道替代方案以及该地区其他交通改善方案的详细评估。这些建议包括：

- 一条新的南北向“完整街道”，为民众提供步行、骑车和驾车的空间。新的街道将连接 Village Green 广场、Cowdray Court 和 Sheppard Avenue East
- 一条新的南北向多功能小径，连接 Village Green 广场、Collingwood 公园和 Sheppard Avenue East
- 在 Collingwood Street 和 Dowry Street 新建人行道，以改善行人的安全和通行能力
- 沿着 Sheppard Avenue East、Reidmount Avenue 和 Dowry Street 新建自行车连接道，把新的“完整街道”和 Agincourt GO 车站之间的自行车骑士连接起来。

在研究的这个阶段，我们邀请公众对新街道和多功能步道的走线方案以及用于评估这些方案的标准提出意见。

**我们希望听取您的意见。**

要了解更多关于该研究或公众会议的信息，请联系：



电话：416-395-7243 电子邮件：[Ryan.Lo2@toronto.ca](mailto:Ryan.Lo2@toronto.ca)



浏览：

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

**Ryan Lo** 公众咨询高级协调员  
多伦多市政府

Metro Hall, 19th Floor 55 John Street Toronto, ON M5V 3C6

这项研究是根据市政类环境评估程序的附表C进行的。

信息的收集将遵循《市政信息自由和隐私保护法》的规定。除个人信息外，所有评论都将视为公共记录的一部分。

多伦多市政府举办公众咨询是让居民参与城市生活的一种方式。我们邀请您参与其中。

## Southwest Agincourt 交通连接研究

### 网络公众会议

市政府正在举行一个网络会议，以分享通过这项研究提出的改进措施和设计方案，并为公众提供提问的机会。



**2022年7月13日**

展示与提问  
晚上 6:30-8:30



**通过智能手机、电脑或平板电脑加入：**

关于如何参加在线活动以及查看活动材料的详情，请浏览：  
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- 在 Collingwood Street 和 Dowry Street 新建人行道，以改善行人的安全和通行能力
- 沿着 Sheppard Avenue East、Reidmount Avenue 和 Dowry Street 新建自行车连接道，把新的“完整街道”和 Agincourt GO 车站之间的自行车骑士连接起来。

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**Ryan Lo** 公众咨询高级协调员  
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# Metrogate Condominium Boards Stakeholder Meeting

**Date:** Tuesday, July 19, 2022

**Meeting Type:** WeBex

**Start time:** 6:00 pm **End Time:** 7:30 pm

## **Project Overview:**

The City of Toronto is studying transportation connections from Village Green Square to Sheppard Avenue East and the Agincourt GO Station. The project team has completed a detailed evaluation of the recommended alternatives, as well as other transportation improvements in the area.

## **Meeting Objectives:**

Receive feedback on recommended design options.

## **Meeting Overview:**

The meeting was facilitated by Stephanie Gris Bringas. A presentation was provided by Niki Siabanis, Senior Project Manager, Major Projects and Peter Yu, Project Manager, WSP Consulting, followed by the opportunity for stakeholders to ask questions and hear responses from City staff.

## **Discussion**

Following the presentation, there was an opportunity for comments and discussion. Below is a record of key points, concerns and follow up. The discussion captured is summarized below: **Q:** Question/ **A:** Answer/ **C:** Comment/ **Action:** Action items, along with the attendees initials.

**Q: JT:** What are the timelines for this study, and when will it be presented to City Council?

**A: NS:** The project team will review and refine the recommendations based on feedback from stakeholders and the public. A final report will be completed, which has a 30-review period, and report to IEC and City council in early 2023, finalizing the EA process; after which a new project will commence, which is a detailed design and construction project. The timing is not determined and is based on whether Council approves this project.

**Q:JT:** Can you be more detailed on how the synchronized signals will operate during peak times, especially at Kennedy and Gordon?

**A: PY:** When looking at space signals closely, we must look at future conditions travelling at peak hours during the week, including the weekend peak hours. We then compare travel times between the “do-nothing” option and the recommended alternatives to identify what option best reduces travel times.

## Metrogate Condominium Boards Stakeholder Meeting

**Q: VS:** Is there any objection to this proposal from community organizations in this area?

**A: NS:** In a large project such as this there are always challenges and concerns because of the diversity of stakeholders in the area. We have heard both challenges and positive feedback on this project which is a part of the process.

**Q: FF:** Will 290 and 295 Village Green Square be impacted? Will the buildings be demolished?

**A: NS:** There will be no impacts to the properties. The changes being made are within transportation services right-of-way. There will be some changes in the driveway alignment that currently serves the waste collection. Otherwise, no other impacts will affect the properties.

**Q: VS:** Has there been any consideration in making Village Green Square a one-way street?

**A: PY/NS:** We are connecting the community to where they want to go, and as a public street, it can't be restricted from public use. Typically the City does not consider limiting streets to one-way unless there are significant reasons. This public street connected to Sheppard Avenue is designed in a way that won't be faster for someone shortcutting from Kennedy over to Sheppard. The current challenge is there is only one way in and out of Village Green Square, creating challenges for emergency services access. We are designing the lane width as narrow as possible and adding curb extensions at Village Green Square at the three-way stop.

**Q: DM:** Regarding the walkway path, will lights be installed along the tracks for safety purposes?

**A: PY:** We plan to review the track crossing the CP rail to ensure lighting is installed. Once we pass the CP rail, there are City guidelines on how to design the rail. Certain crossing and under-paths require lighting, but parks have their own requirements for maintenance and lighting through parks. We are currently working with parks and refining the details to be included, which will be completed later in the project.

**Follow Up Required: (N/A)**

### Attendees

Carol McKiernan  
John Tong, Del Property Management  
Laney Choi  
Louisa  
Marianne  
Regina  
Derek McDonald



# **Metrogate Condominium Boards Stakeholder Meeting**

Virgil Sunga  
Fred Fernandes

City of Toronto:

Niki Siabanis, Transportation Services  
Peter Yu (project consultant)  
Stephanie Gris Bringas, Public Consultation Unit  
Nathalie Forde, Public Consultation Unit

# Southwest Agincourt Transportation Connections Study

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

Virtual Public Meeting #2  
July 13, 2022



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## Land Acknowledgement

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples, and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit, and the Williams Treaties, signed with multiple Mississaugas and Chippewa bands.



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## Welcome! Meeting Agenda

1. Introductions
2. Project Overview
3. What We Heard To Date
4. Evaluation & Recommended Design Options
  1. Complete Street
  2. Multi-Use Trail
  3. Other Transportation Improvements
5. Next Steps
6. Question & Answer Period



## Project Team Introductions

### City of Toronto

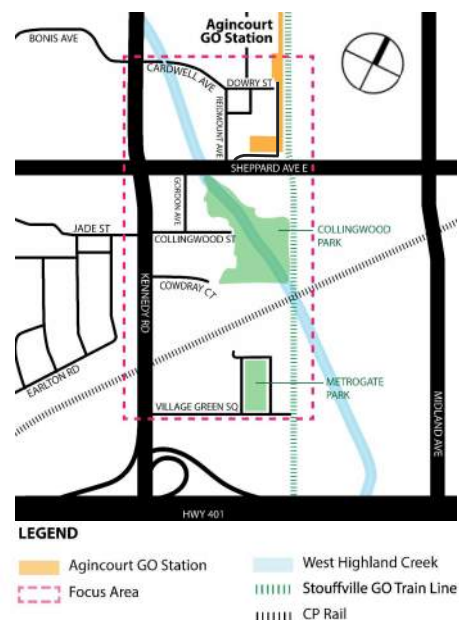
- Cassidy Ritz, Manager, Major Projects
- Niki Siabanis, Senior Project Manager, Major Projects
- Sonali Praharaj, Project Lead, Major Projects
- Ryan Lo, Senior Public Consultation Coordinator

### WSP Consulting Team

- Peter Yu, Project Manager
- John Mende, Project Director
- James Schofield, Active Transportation Lead
- Steven Vanharen, Water/Floodplain Lead

## Project Overview Background & Goals

- The Agincourt Secondary Plan in the City's Official Plan identifies the need for transportation improvements to accommodate growth in the area, including a new street and improved pedestrian access
- The two rail corridors and West Highland Creek create challenges in achieving a connected transportation network
- In anticipation of development growth, this study seeks to:
  1. Improve **transportation network connectivity, safety, and user comfort** for all modes of transportation
  2. Provide high quality transportation infrastructure that addresses the area's **current and future needs**
  3. Mitigate **traffic congestion**



## Problem and Opportunity Statement

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 Agincourt Secondary Plan provides 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.

## City Policies and Guidelines



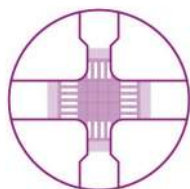
Official Plan Policies



Vision Zero Road Safety Plan



TransformTO: Climate Action Strategy



Intersection Design Best Practices and Guidelines



Complete Streets Guidelines



Green Street Technical Guidelines and Standards



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## Planned Improvements From Other Plans and Projects

- Agincourt GO Station improvements
- A planned bikeway along Sheppard Avenue East identified in the City's Cycling Network Plan
- Transportation improvements identified in the Agincourt Mall Official Plan Amendment (OPA 459) adopted in 2019
- Other development-related changes (i.e. Dual turn lane at Kennedy Road and Village Green Square)

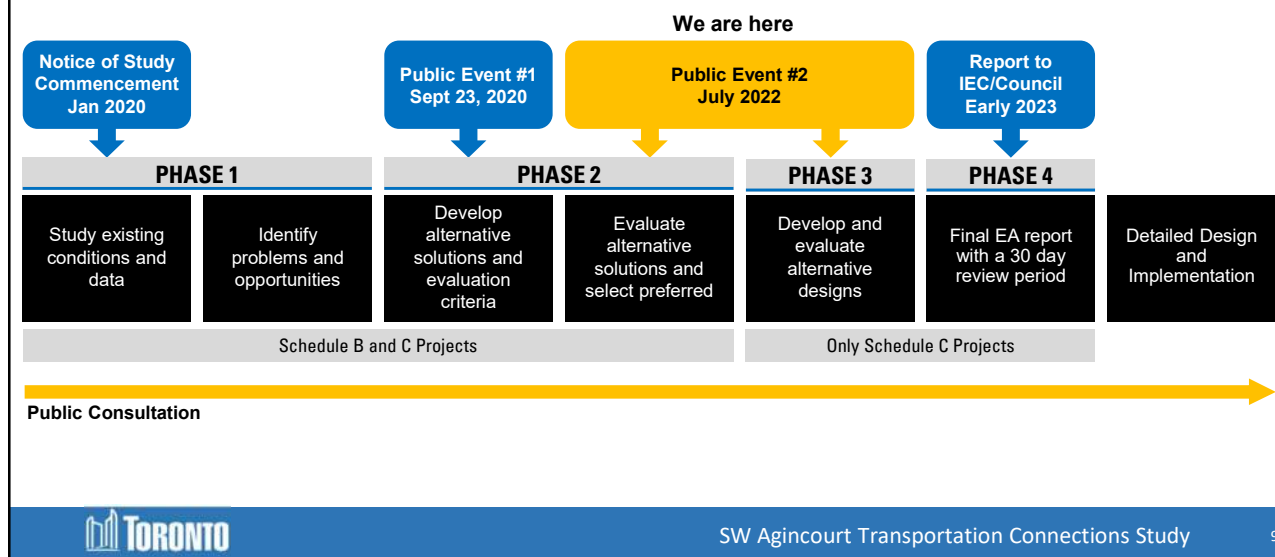
City's Cycling Network Plan



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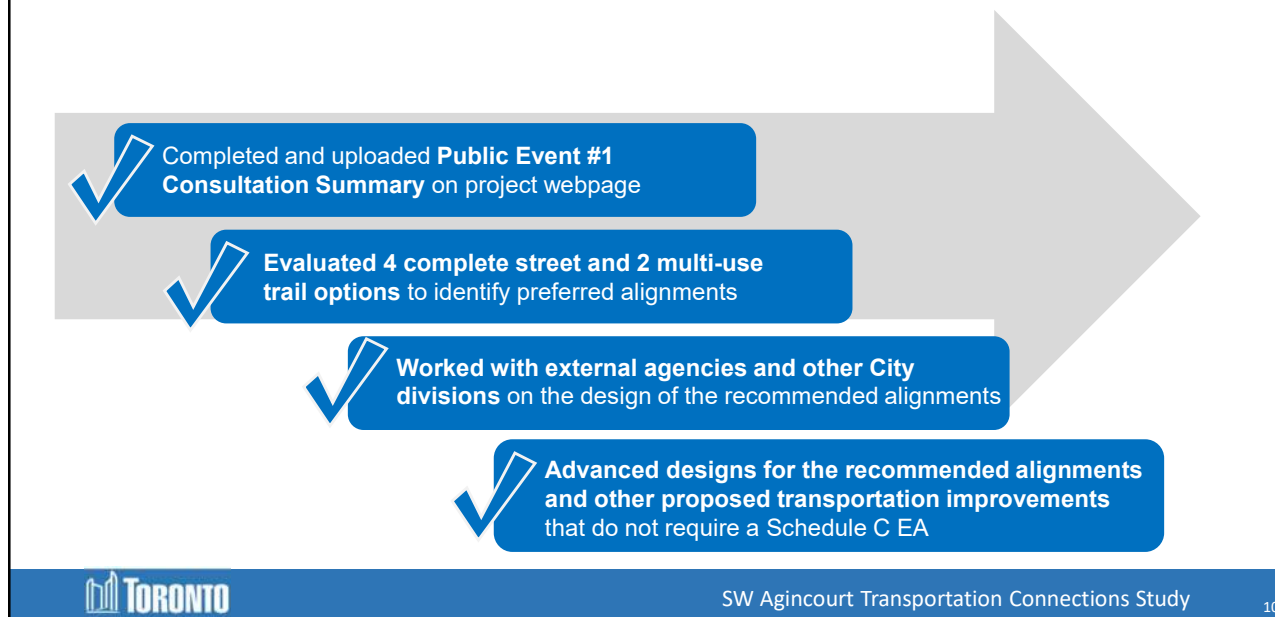
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## Project Status



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## What Has Been Done Since Public Event #1



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# Recap of Public Event #1

Problem and opportunity statement, alternatives presented and feedback received

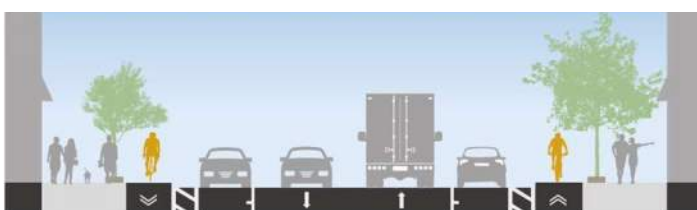


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## Terminology

### Complete Street



A complete street accommodates the needs of all street users, such as people walking, cycling and driving, taking the local context into account.

### Multi-Use Trail (MUT)



A multi-use trail is a facility generally dedicated and designed for recreational use and active transportation, such as people walking and cycling.



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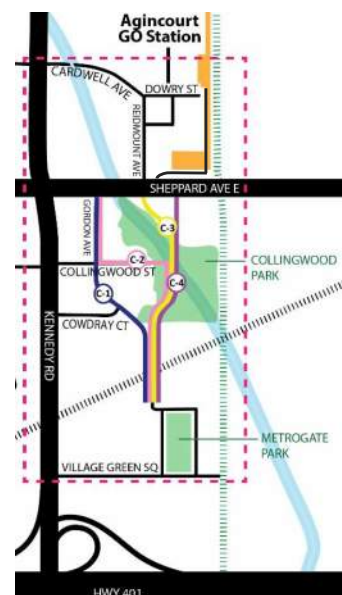
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## Complete Street Alignments Presented at Public Event #1

- The new north-south complete street would connect Village Green Square, Cowdray Court and Sheppard Avenue East via Gordon Avenue
- The project team presented **four alternative alignments**, and their advantages and disadvantages
- All four alignments would cross the CP Rail line via an underpass

### LEGEND

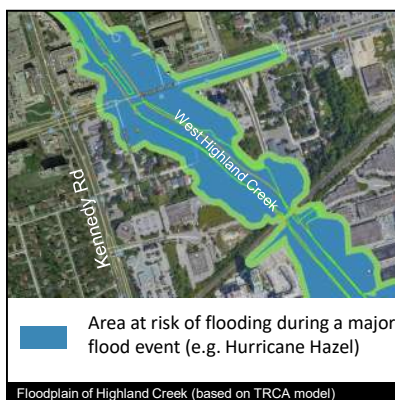
Agincourt GO Station	West Highland Creek	Complete Streets Alignment C-1
Focus Area	Stouffville GO Train Line	Complete Streets Alignment C-2
	CP Rail	Complete Streets Alignment C-3
		Complete Streets Alignment C-4



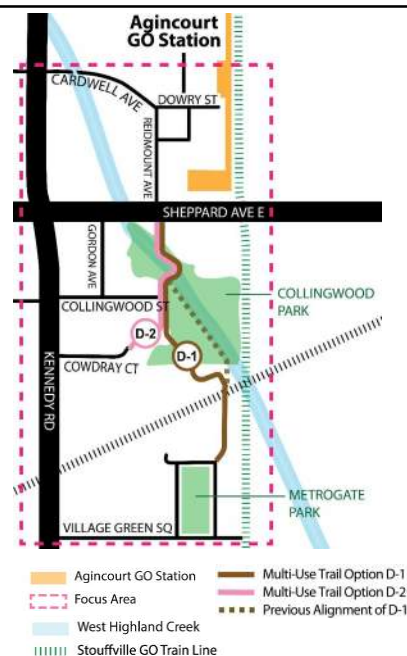
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## Multi-use Trail Alignments Presented at Public Event #1

- The multi-use trail **would connect to destinations** (Agincourt GO Station, transit stops on Sheppard Avenue, Collingwood Park and Metrogate Park)
- Two trail alignments** were presented at the first public event. Depending on the alignment of the complete street, the trail would be packaged together and/or overlap with the complete street in certain locations
- The project team has since **refined the alignment of Alternative D-1** based on floodplain challenges



Floodplain of Highland Creek (based on TRCA model)










Agincourt GO Station	Multi-Use Trail Option D-1
Focus Area	Multi-Use Trail Option D-2
West Highland Creek	Previous Alignment of D-1
Stouffville GO Train Line	



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## Evaluation Criteria

	<b>Constructability and Design</b>	<ul style="list-style-type: none"> <li>Construction and lifecycle costs</li> <li>Impact on floodplain</li> <li>Construction phasing</li> </ul>
	<b>Socio-Economic Environment</b>	<ul style="list-style-type: none"> <li>Property, noise and neighbourhood characteristics</li> <li>Impact to Collingwood Park</li> </ul>
	<b>Natural Environment</b>	<ul style="list-style-type: none"> <li>Impacts to vegetation, wildlife, species of concern</li> <li>Impact to groundwater quality or quantity, as well as flooding</li> </ul>
	<b>Cultural Environment</b>	<ul style="list-style-type: none"> <li>Impact to identified potential built heritage and cultural heritage landscapes</li> <li>Impact to archaeological resources</li> </ul>
	<b>Policy Framework</b>	<ul style="list-style-type: none"> <li>Policies and Guidelines</li> <li>Addressing Problem and Opportunity Statement</li> </ul>
	<b>Healthy Communities</b>	<ul style="list-style-type: none"> <li>Promotion of transportation choices through the provision of well-connected, continuous and comfortable cycling and walking routes</li> <li>Greenhouse gas emissions and air quality</li> </ul>
	<b>Equitable Mobility</b>	<ul style="list-style-type: none"> <li>Provide equitable, safe and reliable access to high quality, efficient transit, walking and cycling routes</li> <li>Traffic impacts to existing streets and residents</li> <li>Network resiliency for emergency services, and all modes of transportation</li> </ul>

## What We Have Heard So Far

### Complete Street

- Support for the new street was largely focused on the opportunity to enhance all modes of transportation in the area and reduce traffic congestion
- Concern for the new street is primarily focused on private property impact, impact to Collingwood Park, local street environments and flood plain considerations
- Complete street alignment **C-1** received more support compared to other complete street alignments

### Multi-use Trail

- Similar support for both trail alignments
- Support for new trail is focused on having safer pedestrian and cycling access to Agincourt GO Station and Collingwood Park. The trail would also be a safer and more comfortable route than Kennedy Road
- Concern about **D-1** focused on proximity to the West Highland Creek and rail corridor



# Evaluation and Recommended Design Options



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# Evaluation of Complete Street Alternatives



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## Evaluation: Complete Street Alignment Alternatives

Criteria	Do Nothing	C-1 (via Gordon Ave)	C-2 (via Gordon Ave & along Collingwood Park)	C-3 (creek crossing to Reidmount Ave)	C-4 (creek crossing to Agincourt GO Driveway)
Policy Framework					
Healthy Community					
Equitable Mobility					
Constructability & Design					
Socio-Economic Environment					
Natural Environment					
Cultural Environment					
Overall	Not Recommended	<b>Recommended</b>	Not Recommended	Not Recommended	Not Recommended

Legend: Least Benefits / Most Impacts Most Benefits / Least Impacts

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## Future Traffic Analysis

Future 2035 traffic volumes have been projected, accounting for planned developments and traffic growth in the study area.

- ✓ The new complete street will mitigate traffic on Kennedy Road and reduce congestion at the Kennedy Road and Sheppard Avenue intersection
- ✓ Traffic signals will be optimized along Kennedy Road at Sheppard Avenue, Cowdray Court and Village Green Square, and at the Agincourt GO Station driveway

Option	Morning Peak Hour Volume on Kennedy Road*	Volume to Capacity Ratio At Kennedy/Sheppard intersection** (Average of Weekday AM & PM and Saturday peak hours)	Travel time along Sheppard Avenue and Kennedy Road in study area (Average of Weekday AM & PM and Saturday peak hours)
Do nothing	4,195	140%	Baseline
C-1	345	39%	4%
C-2	345	38%	4%
C-3	152	11%	9%
C-4	345	38%	1%

\*Between Sheppard Avenue East and Collingwood Street

\*\*Volume to capacity is the measure of how much capacity is available at an intersection, with 100% being at-capacity. Anything higher represents congested conditions.



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## Recommended Complete Street Alignment: C-1 (via Gordon Ave)

- ✓ Least impact to TRCA regulated areas protected under O.Reg. 166/06, including the floodplain
- ✓ Greatest benefit for equitable mobility
- ✓ Lowest construction and maintenance cost
- ✓ Does not impact existing Collingwood Park and allows for an expansion of the park
- ✓ No anticipated impacts to fish and habitat
- ✓ Moderate property impacts

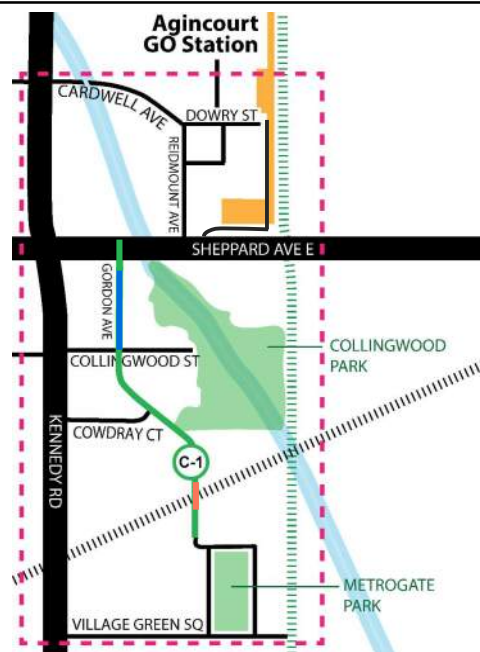


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## Complete Street C-1: Proposed Street Width


The proposed width of the street varies depending on the location:

- 23m Street Width:**
  - At Sheppard Avenue East to accommodate a northbound left-turn lane and protected intersection for pedestrians/cyclists
  - South of Collingwood Street to the underpass and south of the underpass
- 20m Street Width:**
  - South of Sheppard Avenue East to Collingwood Street to minimize impacts to existing residential properties
- 19m Street Width:**
  - At the underpass to accommodate vehicular lanes and elevated cycle track and sidewalk




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# Complete Street Design Options



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## Complete Street: Design Elements


There are two design options for the new complete street.  
Both options will have these common design elements below:

### Design Constants

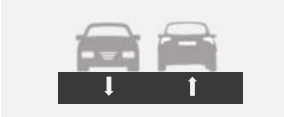
#### 19-23m Street Width\*




#### Protecting for Future Transit & Stops




#### 1 Vehicle Lane in Each Direction



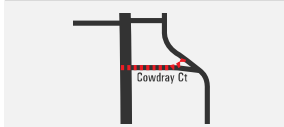
#### Sidewalks on both sides of the street




#### New Signals at Cowdray Crt & Sheppard Ave



#### Safe realignment of Cowdray Court



\*Street width depends on the segment and constraints



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## Complete Street: Design Elements

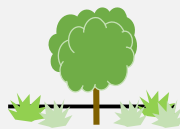
The two design options will vary in the design elements below:

### Design Variables

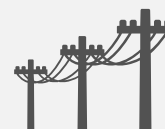
Bikeway Type & Width, & Intersection Treatments



Type & Width of Planting Area\*



Location of Utilities /Sidewalk Width



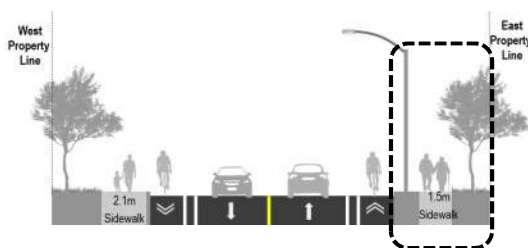
\*Street width depends on the segment and constraints



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## Complete Street Design Options for Gordon Avenue

Basic Option



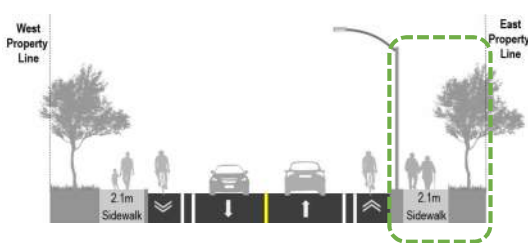
### Both Options:

- ✓ 20m right of way
- ✓ Standard boulevard planting (sod and trees) generally in current location; retention of mature trees where possible
- ✓ 1.6m wide buffered bike lanes in each direction

### Basic Option:

- ✓ Existing utility pole locations maintained along Gordon Avenue resulting in 1.5 m wide sidewalk on the east side of Gordon Avenue

Enhanced Option



### Enhanced Option:

- ✓ Relocation of utility poles to achieve 2.1m wide sidewalks on both sides of Gordon Avenue

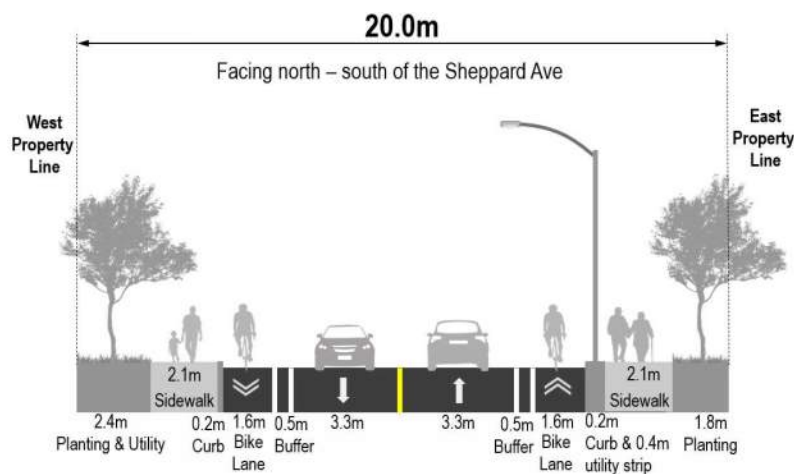
**Recommended**



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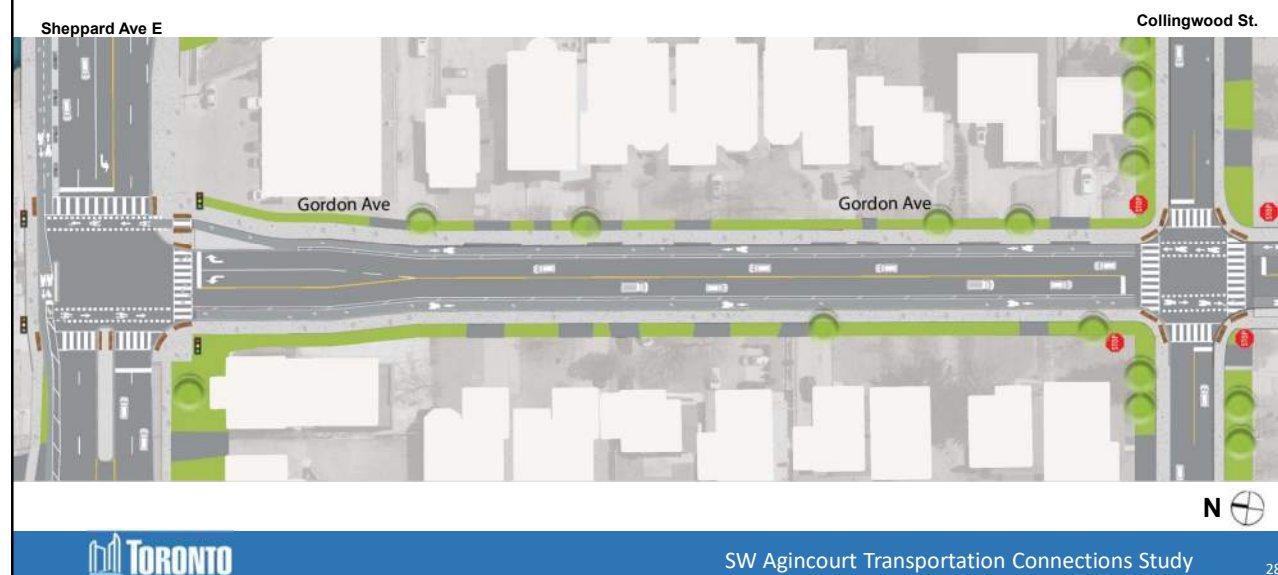
## Recommended Complete Street Design for Gordon Avenue



- ✓ Better addresses the Problem and Opportunity Statement than the Basic Option
- ✓ Improves the pedestrian environment and accessibility along Gordon Avenue
- ✓ Has moderate additional costs and no additional property impacts over the Basic Option

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## Recommended Complete Street Design for Gordon Avenue



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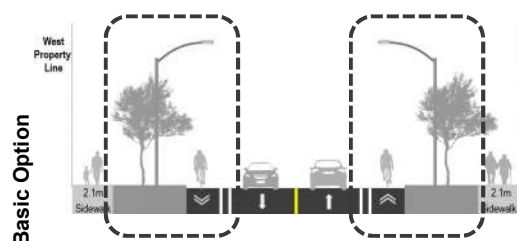
## Recommended Complete Street Design for Gordon Avenue



Artistic rendering looking north  
on Gordon Ave toward Sheppard Ave E

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## Complete Street Design Options for New Section



### Both Options:

- ✓ 23m right of way
- ✓ New utilities underground with new street lights
- ✓ 2.1m wide sidewalks on both sides of the street
- ✓ Potential for on-street parking opportunities

### Basic Option:

- ✓ 1.8m wide buffered bike lanes in each direction
- ✓ Standard boulevard planting (sod and trees)



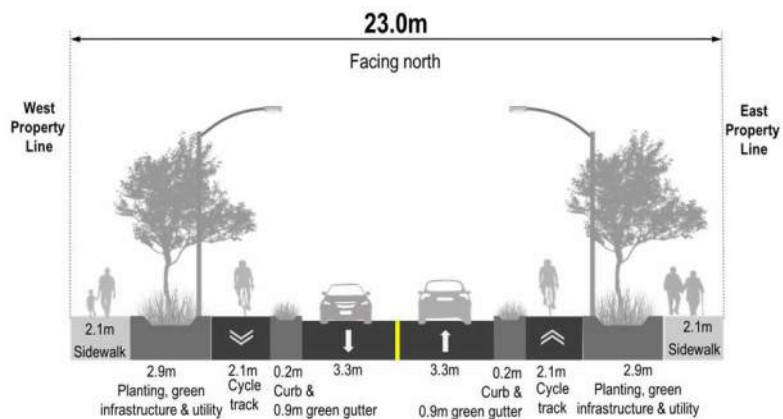
### Enhanced Option:

- ✓ 2.1m raised cycle track with a wider physical buffer
- ✓ Green gutters in cycle track buffer and green infrastructure integrated into planting areas
- ✓ Green infrastructure helps to reduce the volume of stormwater runoff that enters the City's sewer system from streets and other hard surfaces

**Recommended**

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## Recommended Complete Street Design for New Section



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

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## Recommended Complete Street Design for New Section Collingwood Street to Cowdray Court



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## Recommended Complete Street Design at Cowdray Court



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## Recommended Complete Street Design for New Section Cowdray Court to Village Green Square



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## Recommended Complete Street Design at Underpass



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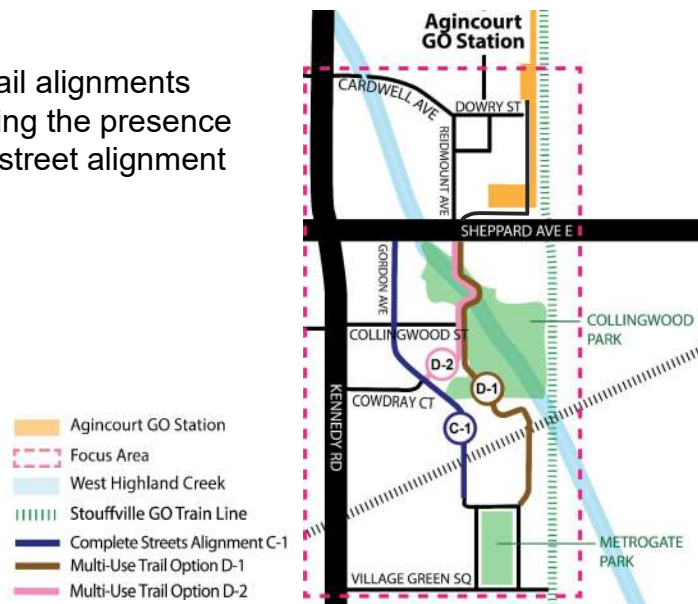
## Evaluation of Multi-Use Trail Alternatives

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## Multi-Use Trail

The two alternative multi-use trail alignments were evaluated, while considering the presence of the recommended complete street alignment (C-1).



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## Evaluation: Multi-Use Trail Alignment Alternatives

Evaluation Criteria	Complete Street C-1 (baseline)	D-1 (along Highland Creek & GO Rail Line)	D-2 (Connecting to C-1)
Policy Framework			
Healthy Community			
Equitable Mobility			
Constructability & Design			
Socio-Economic Environment			
Natural Environment			
Cultural Environment			
Overall		Recommended	Not Recommended

Legend:

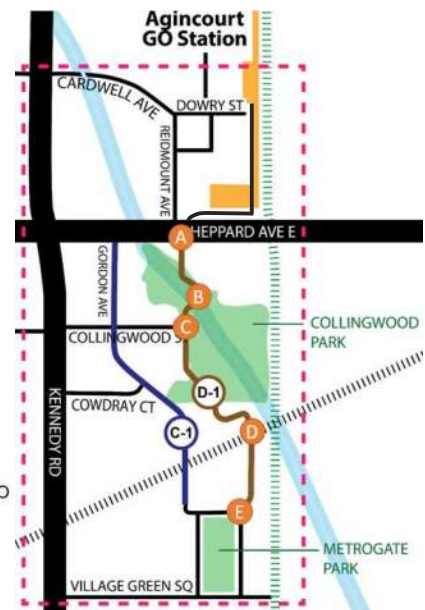
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## Recommended Multi-Use Trail Alignment: D-1

- ✓ Provides additional active transportation crossing of the rail corridor, improving network resiliency to and from Agincourt GO Station
- ✓ Shorter construction period, resulting in the potential for earlier improvements for pedestrians and cyclists
- ✓ Serves as a stand-alone recreational trail for all ages and abilities

- Complete Street Alignment C-1
- Multi-Use Trail Alignment D-1
- A Connection to traffic signal at Sheppard Ave E and Agincourt GO Station driveway
- B Existing pedestrian bridge over West Highland Creek
- C Connection to Collingwood St
- D CP Rail corridor crossing
- E Connection to Village Green Square



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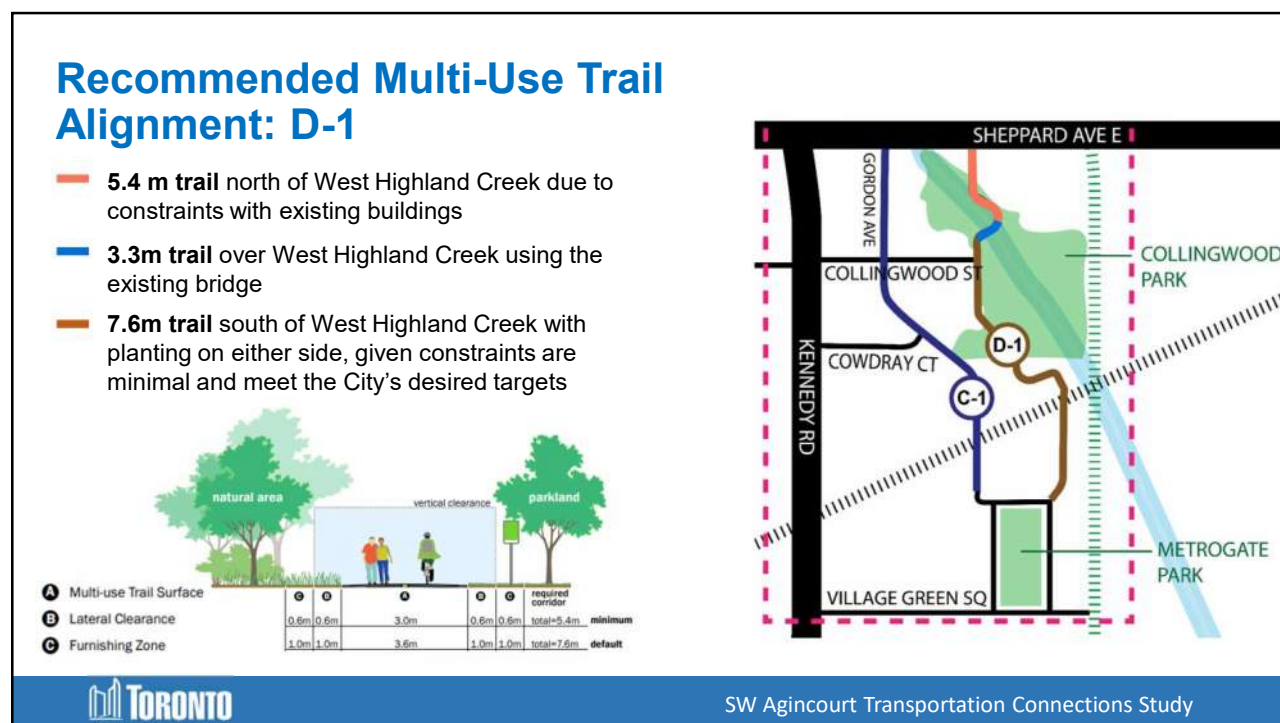
## Multi-Use Trail Design



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# Other Transportation Improvements



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## Improvements to Existing Network

Additional recommendations to improve safety for all modes of transportation in the Focus Area, as well as connect people to Agincourt GO Station include:

1. **New sidewalks** along Collingwood Street
2. **Interim two-way cycle track** along Sheppard Avenue East between Gordon Avenue and Agincourt GO Station driveway
3. **Advisory bike lanes** on Reidmount Avenue and western segment of Dowry Street, and new sidewalk on Dowry Street
4. **Dedicated pedestrian and cycling facilities** on Dowry Street
5. **Pedestrian and cycling safety enhancements** to Sheppard Avenue intersection at Agincourt GO driveway



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## 1. New Sidewalks on Collingwood Street

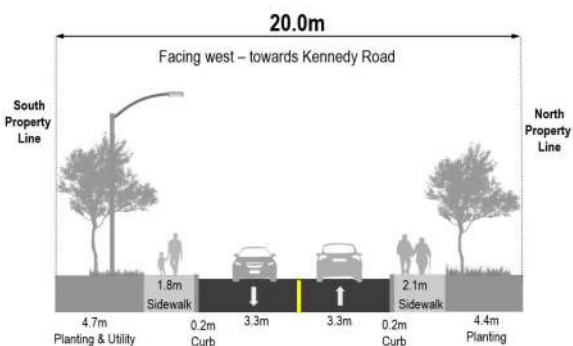
Collingwood Street and Dowry Street do not currently have sidewalks. Sidewalks on both sides of the street will improve for people walking to and from the new street, Collingwood Park and Agincourt GO Station.

### North side

- 2.1 m wide sidewalk proposed
- Shortened driveways within the City's right-of-way (no impact to portion of driveways on private property)
- No utility or tree conflicts
- Timing: near-term improvement

### South side

- 1.8 m wide sidewalk proposed
- Vehicle lanes reduced to the City's minimum widths to minimize utility and tree conflicts
- No impacts to private property
- Timing: longer-term initiative related to the next road resurfacing or reconstruction

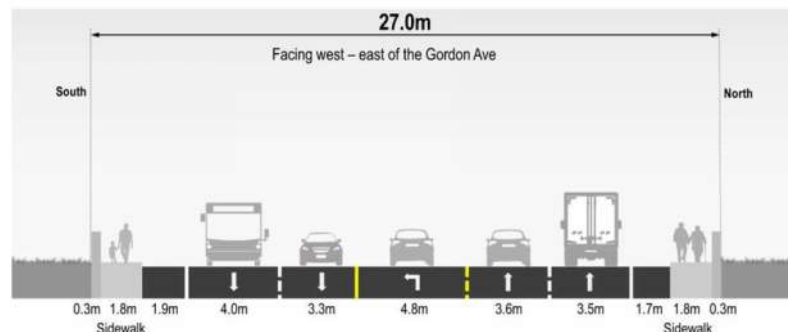


## 1. New Sidewalks on Collingwood Street



## 2. Sheppard Avenue East: Existing Conditions

- Wide vehicular lanes that exceed the City's current lane width guidelines
- No dedicated cycling facilities
- In advance of the City implementing permanent cycling facilities along Sheppard Avenue, interim bikeway is required to connect to Agincourt GO Station via the new complete street



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## 2. Sheppard Avenue East: Interim Cycling Facility Options

**Option 1**  
Two-way cycle track on the south side of Sheppard Avenue

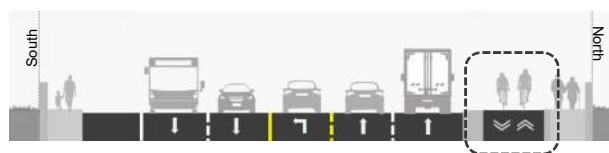
- X Impacts eastbound curb lane approaching Agincourt GO station driveway
- X Impacts existing TTC bus stop.



**Option 2**  
Two-way cycle track on the north side of Sheppard Avenue

- ✓ Creates the safest connection to the proposed advisory bike lanes along Reidmount Avenue
- ✓ Does not impact the existing TTC bus stop or motor vehicle operations along Sheppard Avenue between Gordon Ave and the GO station driveway

**Recommended**



**Option 3**  
One-way cycle track on both sides of Sheppard Avenue

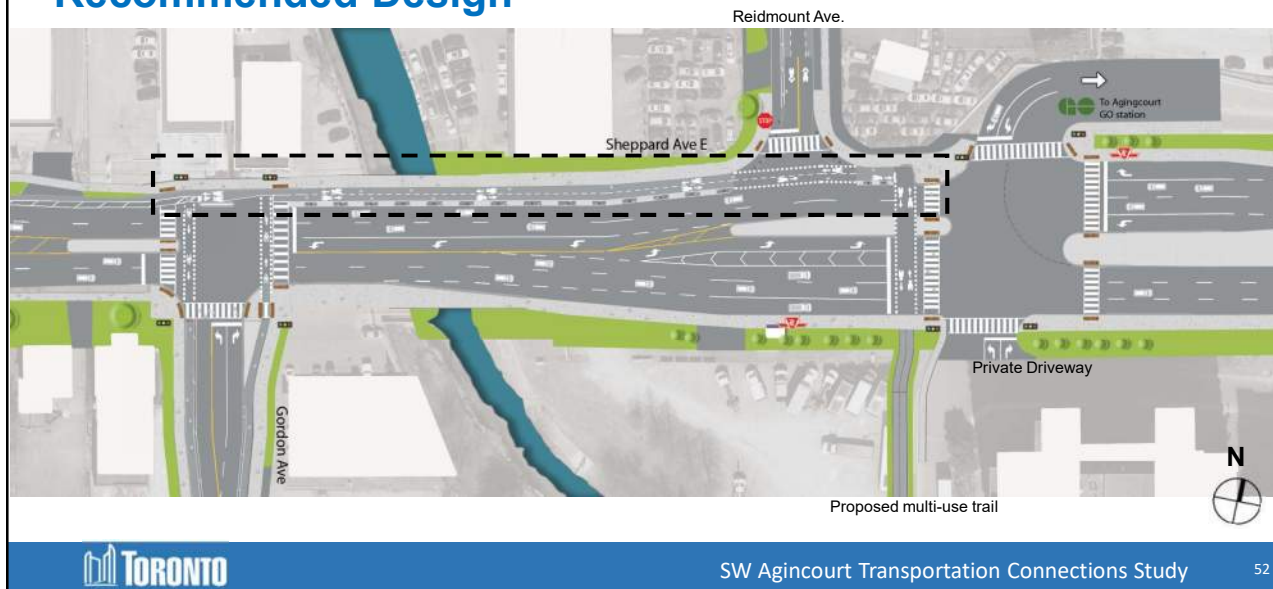
- X Impacts eastbound curb lane approaching the Agincourt GO station driveway
- X Impacts existing TTC bus stop.



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## 2. Interim Cycle Track along Sheppard Avenue East Recommended Design



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## 3. Reidmount Avenue and Dowry Street: Existing Conditions

Reidmount Avenue Looking South



- Sidewalks on both sides of Reidmount Avenue.
- No parking signs on both sides of the street

West side of Reidmount Avenue



- Transformers along the west side of Reidmount Avenue create discontinuity in sidewalk, and preclude a near-term implementation of sidewalk within the boulevard

Dowry Street Looking East



- No sidewalk on both sides of Dowry Street. "No Parking" signs on both sides of the street

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### 3. Reidmount Avenue: Cycling Facility Options

Recommended

#### Option 1: Advisory Bike Lanes & On-Street Parking

- Painted bike lanes that allow a centre driving lane and restricted on-street parking on one side
- Cars may drive in the bike lane to pass an on-coming vehicle
- No change to the existing curb and sidewalk.
- No property impact
- ✓ opportunity for on-street parking to be provided on one side
- ✓ a form of traffic calming along the street
- ✓ defined space for cycling



#### Option 2: Shared Lane Markings/Sharrows

- Maintains two driving lanes while alerting drivers of the expectation to share the lane with cyclists
- Bicycle symbols guide cyclists where they should ride
- No change to the existing curb and sidewalk
- No property impact
- X No dedicated space for cyclists
- X On-street parking not recommended



Image Source: CBC

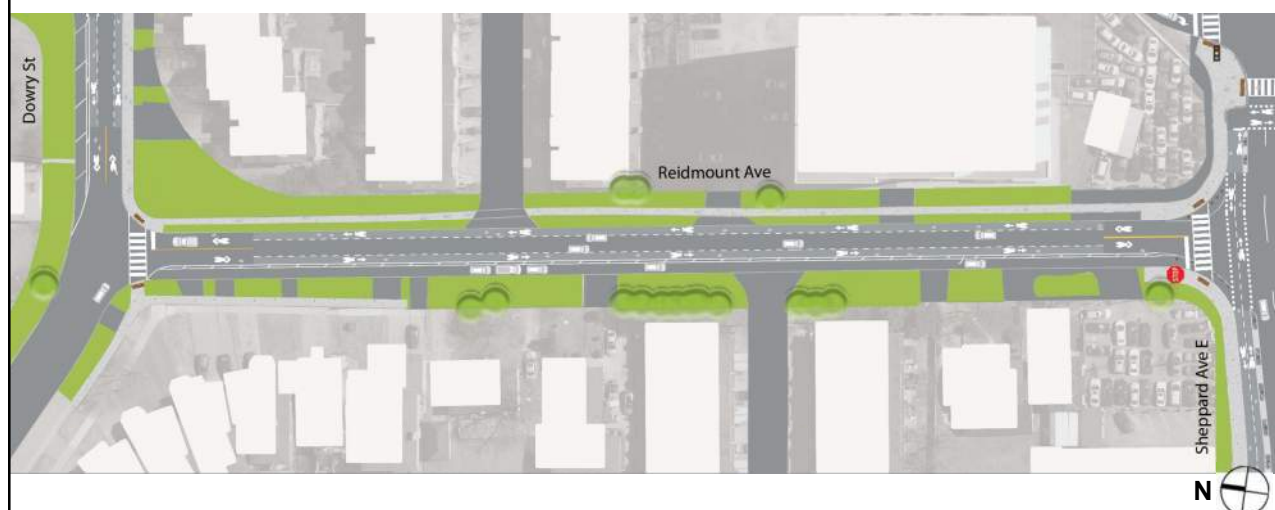


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### 3. Reidmount Avenue Recommended Design: Sheppard Avenue East to Dowry Street



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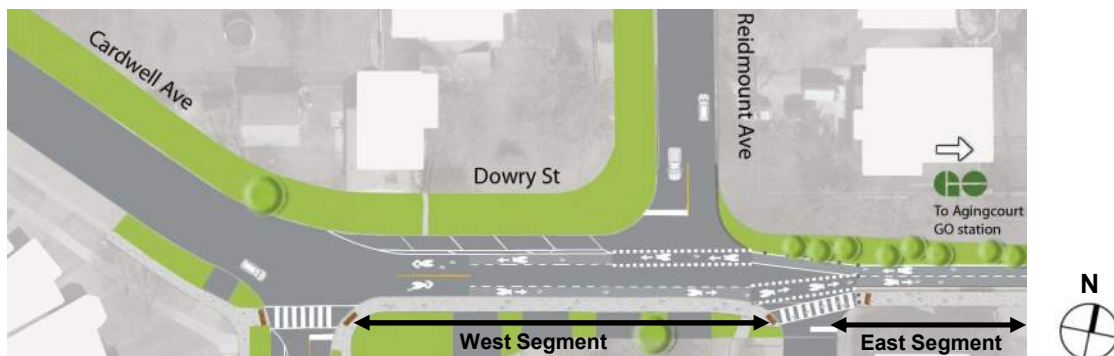
## 4. Dowry Street Improvements

### West segment: Advisory bike lanes and sidewalk on south side of the street

- Addition of a 2.1 m wide sidewalk on the south side of the street within the City's right-of-way
- Shortened driveways within the City's right-of-way with no impact to private property
- No utility or tree conflicts

### East segment: Pedestrians and cyclists only

- Previously closed to vehicle traffic for Agincourt GO Station improvements
- 3m wide, 2-way bike lane
- 2.1m wide sidewalk and planting/amenity area



## 5. Sheppard Avenue East & Agincourt GO Driveway

### Intersection Safety Improvements

- 1 Multi-use trail connection across Sheppard Avenue with bicycle signals
- 2 Physical protection for cyclists at northwest corner
- 3 Raised medians extended over crosswalk to provide refuge for people cycling and walking across the street, and slow turning vehicles
- 4 Tightened corner radii at Reidmount Ave./Sheppard Ave. E. using paint and posts to slow turning vehicles
- 5 New Tactile Walking Surface Indicator (TWSI) plates added at all 4 corners to improve accessibility for people with low or no vision



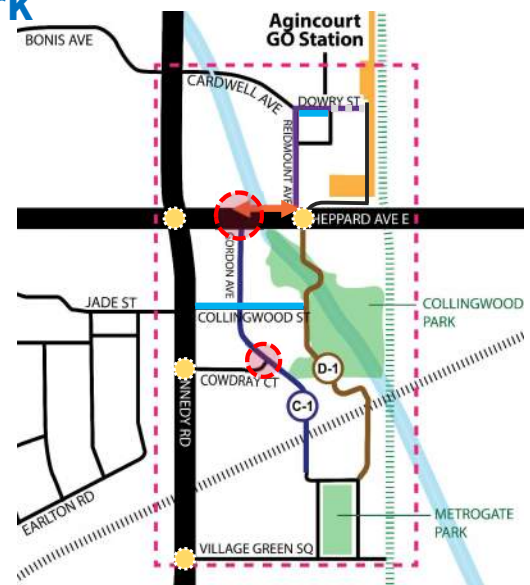
## Overall Recommended Network

### Infrastructure Improvements

- Complete Street Alignment C-1
- Multi-Use Trail Alignment D-1
- New sidewalks
- Interim bi-directional cycle track
- Advisory bike lanes
- Pedestrians and cyclists only segment
- ⊙ New traffic signals
- ⊙ Optimized traffic signal timing

### Other Landmarks:

- Focus Area
- ||||| Stouffville GO Train Line
- Agincourt GO Station
- ||||| CP Rail
- West Highland Creek



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## Next Steps

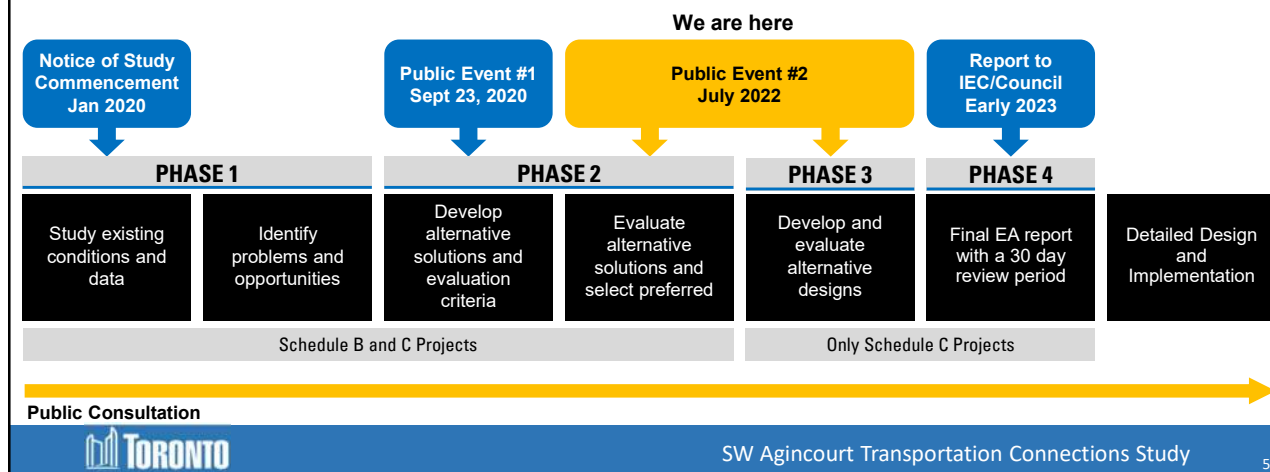


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## Next Steps

- Review public feedback; prepare a Consultation Summary Report and post on the project website
- Refine recommended improvements based on feedback and develop an implementation plan
- Report to Infrastructure & Environment Committee (IEC) and City Council on recommendations and prepare final EA report for public review



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## Question and Answer Period

### By Phone:

- To raise or lower your hand virtually, key in \*3.

### By Computer:

- Click the Participants button at the bottom of the video (the Participants panel will open to the right).
- Then click the "Raise Hand" or "Q&A" button at the bottom right.

### For smartphones:

- Click the Participants panel button at the top right corner of the screen.
- Then click "Raise Hand" or "Q&A" at the bottom right of the screen.

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## We Want to Hear From You

We would like to know what you think about the transportation improvements that are being recommended.

Provide feedback by **July 27<sup>th</sup>, 2022**:

1. Complete the online feedback survey; or
2. Request a copy by mail or email

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



## Stay Connected

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

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 Senior Consultation Coordinator  
 Public Consultation Unit  
 City of Toronto  
**Tel:** 416-395-7243  
**Email:** Ryan.Lo2@toronto.ca

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





# Southwest Agincourt Transportation Connections Study **Phase 2 Consultation Report**

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August 10, 2022



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### **For questions about this report, please contact:**

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[Ryan.Lo2@Toronto.ca](mailto:Ryan.Lo2@Toronto.ca)  
416-395-7243

## Executive Summary

This report details the activities and feedback received during Phase 2 of consultation for the Southwest Agincourt Transportation Connections Study that took place between January 2021 and July 2022. During Phase 2 consultation, members of the public and stakeholders were provided with opportunities to offer feedback on the preferred alternative solutions and design options.

Stakeholder consultation activities in Phase 2 included stakeholder meetings and property impact meetings between June and July 2022.

Public consultation activities engaged over 13,000 households through a public notice, and more than 160 individuals through a virtual public meeting and an online survey.

Overall, public feedback identified the need to address existing congestion in the area, especially along Kennedy Road and Sheppard Avenue East, and to provide a safe alternative access route for all road users travelling to and from Village Green Square.

Residents raised concerns regarding the impact of the proposed signalized intersection at Gordon Avenue and Sheppard Avenue East would have on travel times along Sheppard Avenue East. Some residents were also worried about increased traffic on Gordon Avenue and Village Green Square as a result of the new complete street connection.

Overall, the feedback received demonstrated greater support for the recommended improvements south of Sheppard Avenue East, including the new complete street, the new multi-use trail and new sidewalks along Collingwood Street. In comparison, there was mixed feedback for the recommended improvements on Sheppard Avenue East, Reidmount Avenue and Dowry Street.

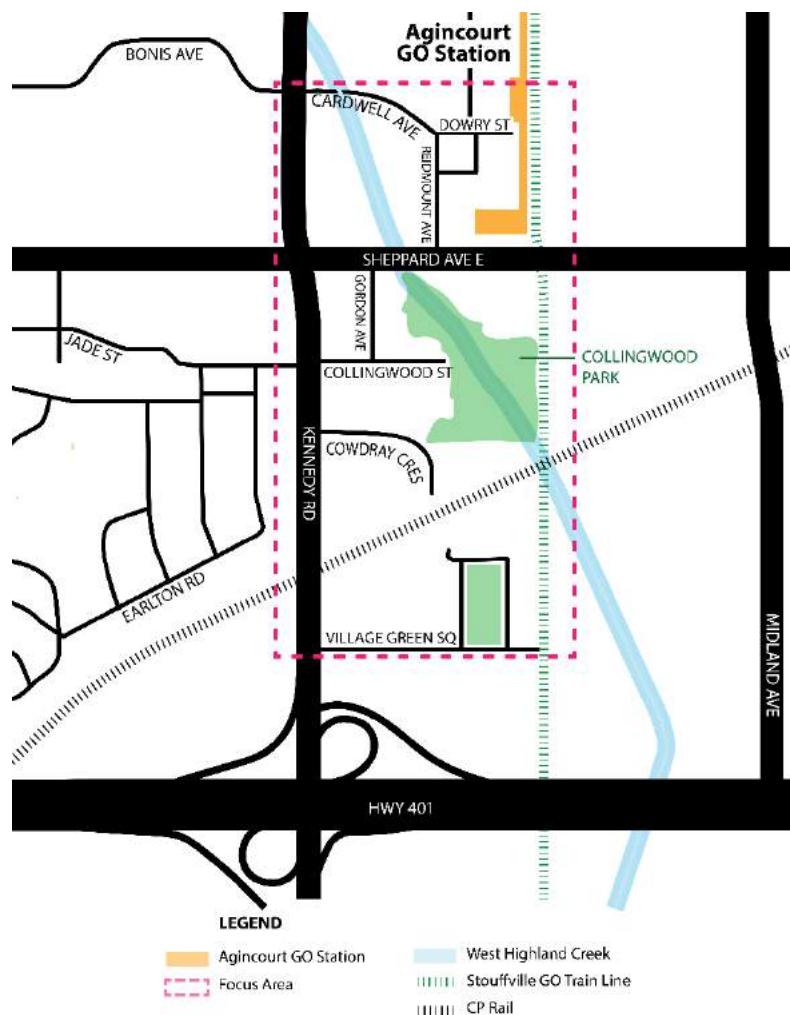
## Project Summary

Southwest Agincourt 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 Southwest Agincourt Transportation Connections Study identified 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.

In Phase 1, the City sought public feedback in evaluating potential transportation solutions, including the alignment options for a new north-south complete street and a new north-south multi-use trail. A virtual public event on September 23, 2020 and other consultation activities were held. More information can be found in the Phase 1 consultation report on [toronto.ca/ConnectingSWAgincourt](https://toronto.ca/ConnectingSWAgincourt).

This report summarizes consultation activities and feedback received during Phase 2 consultation, taking place from January 2021 – July 2022.



Map of Study Area

## Notification Activities

A variety of methods were used to notify stakeholders and members of the public the week of June 27 about Phase 2 consultation:

- Project Website [toronto.ca/ConnectingSWAgincourt](https://toronto.ca/ConnectingSWAgincourt)
- Print Advertisement in Scarborough North Mirror, Sing Tao and Ming Pao newspapers
- Notice in English and Simplified Chinese sent through Canada Post direct mail (13,878 addresses in study area, bounded by Birchmount Road, Midland Avenue, Highway 401 and Huntingwood Drive)
- Registered mail, hand-delivered letters and emails to potentially impacted property owners
- Email to stakeholder list including residents associations, community groups, organizations, institutions, elected officials and individual residents (97 contacts)
- Emails provincial and municipal agencies and utilities
- Emails to First Nations

### *Appendix A: Public Event Notices*

## Consultation Activities

### One Window Commenting

Stakeholder representatives and members of the public were invited to share comments and ask questions via phone, email, or written letter. A total of 29 comment submissions were received between January 2021 and July 2022. All comments were recorded and reviewed for consideration and response by the project team.

### Property Impact Meetings

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

### Stakeholder Meetings

The project team held two virtual meetings, one with the members of the Executive Committee of the Agincourt Village Community Association (AVCA) on June 28, 2022 and another with the directors of the Metrogate condominium boards on July 19, 2022, to provide an update on the study and to receive feedback on the preferred alternative solutions and design options.

### Public Event

The virtual public event took place on July 13, 2022 from 6:30 – 8:30 p.m. and was attended by 58 people.

The materials prepared for the public event, including the presentation slides and comment form were posted to the project website on June 29, 2022, and hard copy materials were made available upon request.

### Online Survey

To provide additional feedback opportunity, an online survey was available from June 29 to July 27, 2022, that received 100 responses. Participation was anonymous. The survey included background information on the project and asked the 22 questions.

### *Appendix B: Online Survey*

## Feedback Summary

### **New complete street**

The feedback received generally supported the recommended alignment and design options for the new complete street. Since there is only one access point at Kennedy Road to Village Green Square, many residents emphasized the pressing need to expedite the construction of a new road connection as the neighbourhood continues to grow through new residential development. This was especially evident whenever there was a traffic collision or an emergency in the neighbourhood. Many also appreciated the inclusion of cycling facilities and green infrastructure south of Collingwood Street. Some would like to see further protection of the cycling facilities north of Collingwood Street, as well as TTC bus service along this corridor between Agincourt GO and Village Green Square.

Since the recommended alignment would include the existing roadway of Gordon Avenue, many residents in the neighbourhood were concerned about the increased traffic congestion and the associated effects of pedestrian safety, noise, litter and air pollution. Others were concerned about the loss of street parking on Gordon Avenue and its impact to the church and the commercial properties.

### **Multi-use trail**

Similar, the feedback received generally supported the recommended alignment and design options for the new multi-use trail. Many saw the benefits of a car-free pathway that would directly connect Agincourt GO and Village Green Square and provide a safe space for families to walk, roll and bike. Others believed that the trail would connect nearby neighbourhoods to Collingwood Park and further enhance this space.

Some residents raised concerns about safety due to the trail's alignment away from the residential neighbourhood, citing the current encampment near the CP Rail underpass. Others were concerned about the lack of winter maintenance, making the trail less usable year-round.

### **Collingwood Street**

Residents were mostly supportive of the addition of sidewalks and crosswalks on Collingwood Street. Most respondents believed that it would improve safety and accessibility. Some believed that a sidewalk would only be necessary on one side of the street rather than both due to the low volume of pedestrian traffic.

### **Sheppard Avenue East**

Nearly all feedback recognized the need to address the high levels of congestion on Sheppard Avenue East and Kennedy Road today. Many residents were concerned about the potential effects that the recommended changes would have on congestion, including the additional traffic signal at Gordon Avenue and the interim cycle track. Despite being informed about the synchronization of traffic signals, many still believed that the added number of signalled intersections along Sheppard Avenue East and the tight spacing between Kennedy Road and Gordon Avenue would be problematic. While some saw the safety benefits of the interim cycle track connecting Gordon Avenue, the multi-use trail and Agincourt GO, others remained skeptical of including cycling facilities on a short stretch of a busy arterial road.

### **Reidmount Avenue and Dowry Street**

The feedback received for Reidmount Avenue and Dowry Street were mixed. While some appreciated the prioritization of pedestrians and cyclists, many residents believed that the advisory bike lane design would be unfamiliar, confusing and unsafe to drivers and cyclists. Some did not agree with including cycling facilities at all. Others suggested further protection within the available space and the extension of bike lanes northward to Marilyn Avenue.

## Stakeholder Meeting & Comment Submissions

During the June 28 and July 19 stakeholder meetings, participants expressed questions and comments summarized below:

Topic	Question and Comment Summary
Eastbound left turn to GO Station	<ul style="list-style-type: none"> <li>The eastbound left turn would become very busy</li> </ul>
Extension to Marilyn Avenue	<ul style="list-style-type: none"> <li>The advisory bike lanes on Reidmount Avenue should be extended north to Marilyn Avenue to connect to a future tunnel at the GO train station</li> </ul>
Multi-use trail	<ul style="list-style-type: none"> <li>The multi-use trail would make the park accessible from the north and south</li> <li>There should be lighting installed along the trail</li> </ul>
Pedestrian crossing to GO Station	<ul style="list-style-type: none"> <li>Many children cross Sheppard Avenue East at this location to get to school</li> </ul>
Property impact	<ul style="list-style-type: none"> <li>Asked about property impact at Village Green Square</li> </ul>
Sheppard and Kennedy intersection	<ul style="list-style-type: none"> <li>Consider a bus layby at the intersection to improve congestion</li> </ul>
Timelines	<ul style="list-style-type: none"> <li>Asked when the study would be completed would be presented to City Council</li> </ul>
Traffic signals	<ul style="list-style-type: none"> <li>There are already seven traffic lights between Birchmount Road and Midland Avenue, adding another traffic signal on Sheppard Avenue East at Gordon Avenue would create more congestion</li> <li>The added traffic signal would be too close to the Kennedy Road intersection</li> </ul>
Village Green Square circulation	<ul style="list-style-type: none"> <li>Asked about the possibility of making Village Green Square a one-way street</li> </ul>

## Public Event

During the July 13<sup>th</sup> public event, participants expressed questions and comments summarized below:

Topic	Question and Comment Summary
Construction timeline	<ul style="list-style-type: none"> <li>Asked about the completion timeline of the improvements</li> <li>Asked about the timing and phasing of the complete street and the multi-use trail</li> <li>Emphasized the urgency of building the new complete street for emergency access to/from the Metrogate community, and overall connectivity</li> </ul>
Development	<ul style="list-style-type: none"> <li>Further development should not be approved without proper transportation infrastructure in place</li> </ul>
Gordon Avenue / Complete Street	<ul style="list-style-type: none"> <li>There would be more congestion, noise and pollution with the new complete street</li> <li>Concerned about the lack of street parking, especially for the medical centre, plaza and the church</li> <li>The complete street segment along Gordon Avenue should also include physical protection for cyclists</li> </ul>

Topic	Question and Comment Summary
	<ul style="list-style-type: none"> <li>• Asked about the rationale of a 4-way stop at Collingwood Street instead of a traffic signal</li> <li>• The new complete street should end at Cowdray Court and direct traffic onto Kennedy Road instead of through the residential neighbourhood</li> <li>• C-4 is the best option, from Village Green Square via an underpass to Collingwood Park and a bridge over the creek to Reidmount Avenue</li> </ul>
Multi-use trail	<ul style="list-style-type: none"> <li>• Concerned about the safety of the multi-use trail considering the current encampment situation near the rail underpass</li> <li>• Concerned about the lack of winter maintenance</li> <li>• Concerned that a multi-use trail would not address the issue of vehicular traffic and backlog along Village Green Square</li> <li>• Asked about the possibility of building a dog park along the trail</li> <li>• Suggested to connect the multi-use trail north of Sheppard Avenue East</li> </ul>
Reidmount Avenue and Dowry Street	<ul style="list-style-type: none"> <li>• The advisory bike lanes should extend to Marilyn Avenue to the pathway crossing the tracks</li> <li>• Bike lanes on Reidmount Avenue should be moved to the west side of the parking lane</li> </ul>
Traffic signal	<ul style="list-style-type: none"> <li>• Concerned about the impact of the new traffic signal at Sheppard Avenue East and Gordon Avenue to traffic flow and congestion</li> <li>• Concerned about the spacing between the traffic signals at Kennedy Road and Gordon Avenue</li> </ul>
TTC	<ul style="list-style-type: none"> <li>• Asked about bus laybys at Kennedy Road and Sheppard Avenue East</li> <li>• Asked about the timing of the Sheppard subway construction</li> <li>• Asked about transit service on the new complete street</li> </ul>
Village Green Square	<ul style="list-style-type: none"> <li>• Village Green Square only has one access road now and it is unsafe when there is an accident and emergency vehicles cannot enter</li> <li>• There should be a connection to Midland Avenue</li> <li>• There should be pedestrian crossings at the southwest and southeast corner of Metrogate Park to make it safer for families to cross</li> </ul>

### One Window Comments

Comments received via phone/email from members of the public are summarized below:

Topic	Comment Summary
Construction plan	<ul style="list-style-type: none"> <li>• Asked about the construction plan of the recommended improvements</li> </ul>
Consultation timeline	<ul style="list-style-type: none"> <li>• Asked about the consultation timeline of the study</li> <li>• Expressed the need to expedite the project</li> </ul>
Gordon Avenue	<ul style="list-style-type: none"> <li>• There would be more congestion, noise and pollution with the new complete street</li> </ul>
Impact to Collingwood Park	<ul style="list-style-type: none"> <li>• Concerned about the impact of the other proposed improvements, which were not recommended on Collingwood Park</li> </ul>
Language barrier	<ul style="list-style-type: none"> <li>• There are many Chinese-speaking residents in the area which makes it difficult to discuss the project with neighbours</li> </ul>

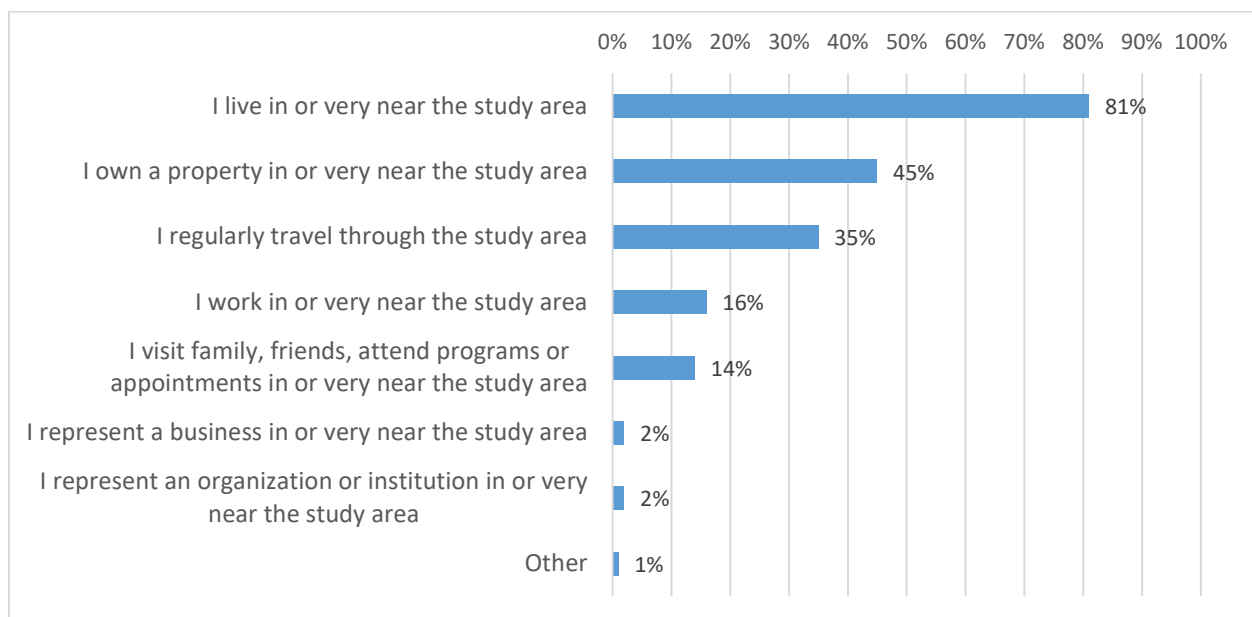
Topic	Comment Summary
Opposition	<ul style="list-style-type: none"> <li>Some residents opposed the recommended alignment of the new complete street and multi-use trail</li> </ul>
Physical separation	<ul style="list-style-type: none"> <li>There should be physical separation for cyclists on Gordon Avenue, Reidmount Avenue and Dowry Street</li> </ul>
Property impact	<ul style="list-style-type: none"> <li>Individual property owners asked about the potential property impact of the new complete street and multi-use trail</li> </ul>
Reidmount Avenue	<ul style="list-style-type: none"> <li>The advisory bike lanes should extend to Marilyn Avenue to the pathway crossing the tracks</li> </ul>
Sidewalks on Dowry Street	<ul style="list-style-type: none"> <li>The City should expedite the construction of sidewalks on Dowry Street to connect Agincourt GO Station to sidewalks on Cardwell Avenue</li> </ul>
Traffic signal	<ul style="list-style-type: none"> <li>Concerned about the impact of the new traffic signal at Sheppard Avenue East and Gordon Avenue to traffic flow and congestion</li> </ul>
Tree impact	<ul style="list-style-type: none"> <li>Asked about the impact to trees in the area</li> </ul>
TTC	<ul style="list-style-type: none"> <li>Asked about whether the TTC route to Metrogate is going to be permanent</li> <li>Asked whether there could be an express bus on Kennedy Road that will take riders to Kennedy Station during peak hours</li> </ul>
Village Green Square	<ul style="list-style-type: none"> <li>Emphasized the need for another access road to Village Green Square</li> <li>Concerned about pedestrian safety in Village Green Square</li> <li>Concerned about emergency vehicle access to Village Green Square</li> <li>Asked about the possibility of a road connection to Midland Avenue</li> </ul>

## Online Survey

Responses received to each question in the online survey are described in this section.

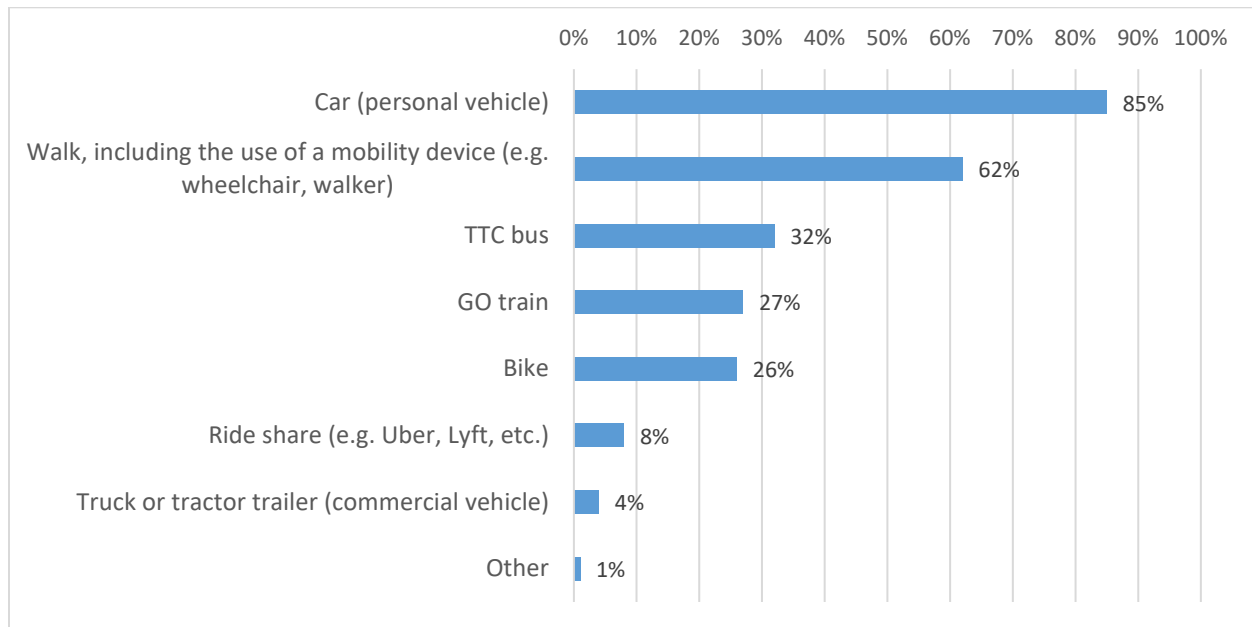
### 1) What best describes your relationship to the study area? (Select all that apply)

Most respondents live in or very near the study area.



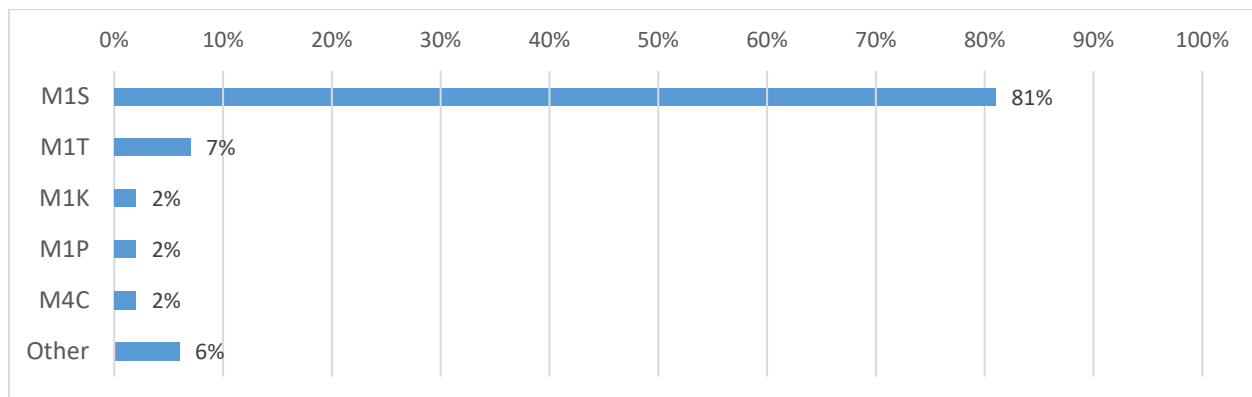
## 2) How do you typically travel within or through the study area? (Select all that apply)

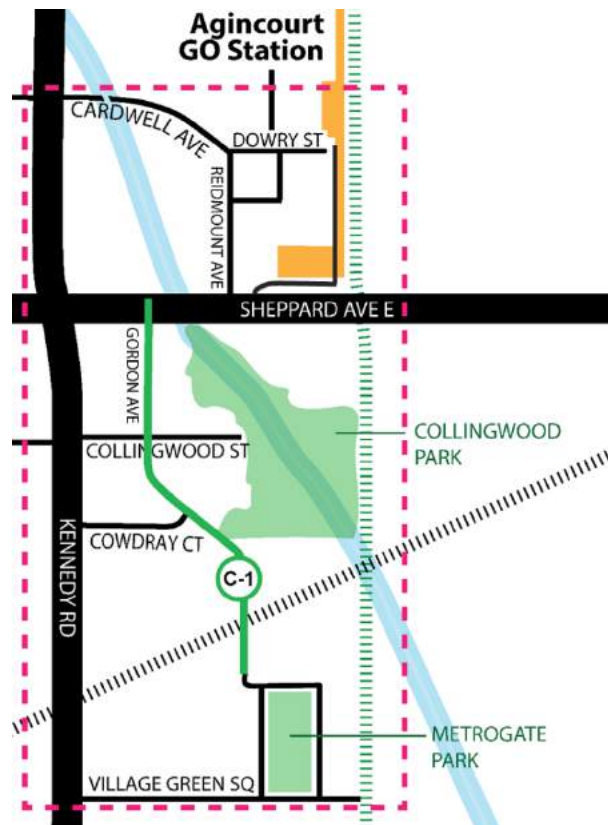
Most respondents travel by car, followed by walking (including the use of a mobility device), and TTC bus.



## 3) What are the first 3 characters of your postal code? (e.g. M1S)

Most respondents live in the M1S area, which roughly covers the area east of Kennedy Road except the Village Green Square neighbourhood. The M1T area covers the Village Green Square neighbourhood and the area west of Kennedy Road.

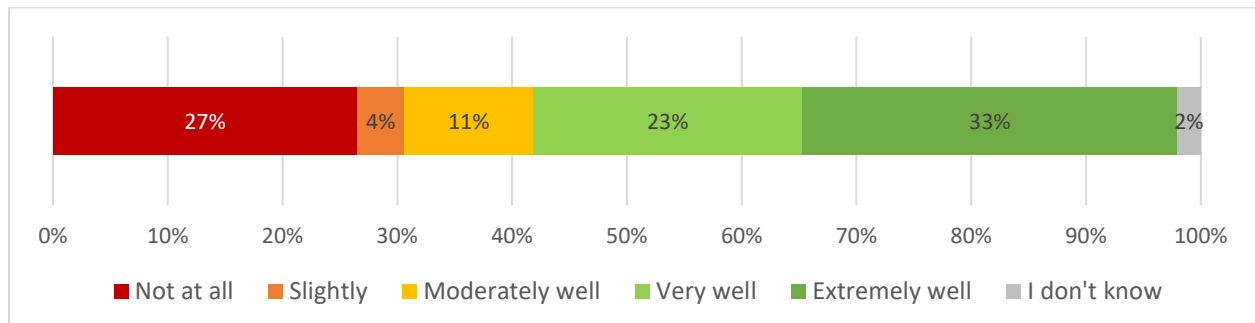




Map of the recommended complete street alignment (C-1)

**4) On a scale of 1-5, how well do you think the recommended 'complete street' alignment (C-1) addresses the area's existing and future transportation needs?**

The recommended complete street alignment (C-1) received fairly strong support from respondents. Over half of the respondents (56%) believed the alignment addresses the area's transportation needs very or extremely well, and 11% believed it does so moderately well.



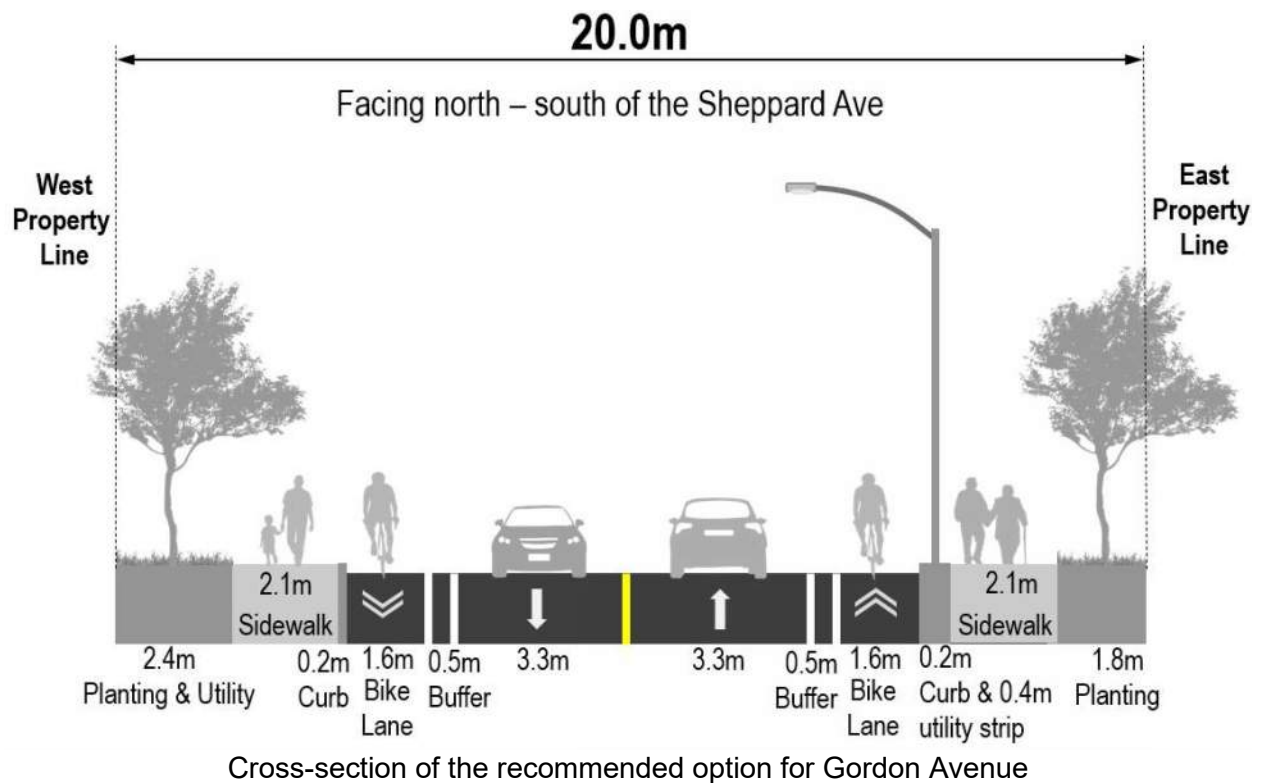
**5) What advantages and disadvantages do you see with the recommended 'complete street' alignment?**

### Advantages

Topic	Comment Summary
Access to Village Green Square	<ul style="list-style-type: none"><li>• The new complete street provides an alternate access route to and from Village Green Square for residents and emergency vehicles, which currently only has one access route</li><li>• Residents would be able to access Sheppard directly without going through Kennedy Road</li></ul>
Connection to green spaces	<ul style="list-style-type: none"><li>• The alignment directly connects the green spaces in the area</li></ul>
Reduce congestion	<ul style="list-style-type: none"><li>• The new street would reduce traffic congestion in the area, especially on Kennedy Road</li></ul>
Safe route for pedestrians, cyclists and transit	<ul style="list-style-type: none"><li>• The new complete street makes it safer for pedestrians and cyclists</li><li>• The realignment of Cowdray Court to create a perpendicular intersection makes it safer</li><li>• It preserves the potential for public transit</li></ul>

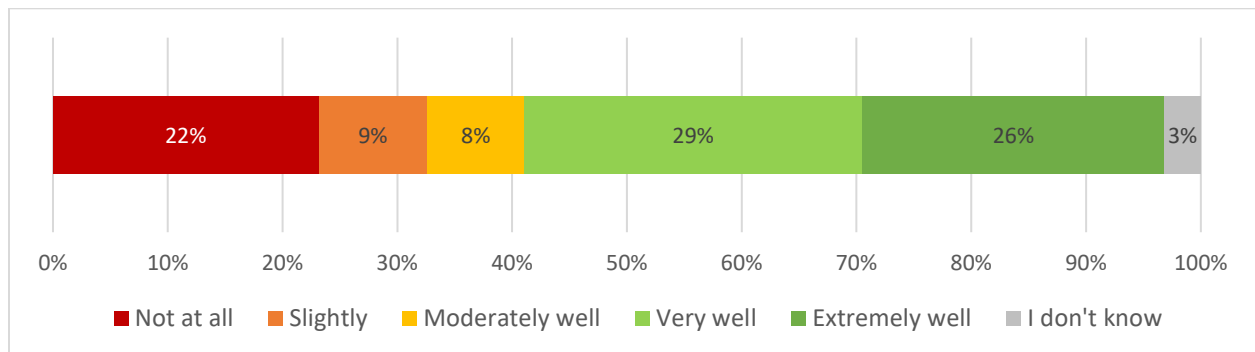
### Disadvantages

Topic	Comment Summary
Additional traffic signal	<ul style="list-style-type: none"><li>• The additional traffic signal at Gordon Avenue and Sheppard Avenue East would worsen congestion</li><li>• The spacing between the traffic signals is too tight</li><li>• There are already long queues in left turn lanes along Sheppard</li></ul>
Congestion	<ul style="list-style-type: none"><li>• The route would become an unintended shortcut for vehicles, increasing vehicular traffic on Gordon Avenue</li><li>• Traffic would be busy with only one lane each direction</li></ul>
Connection to destinations	<ul style="list-style-type: none"><li>• The alignment is not direct enough to connect to Agincourt GO Station</li><li>• The new street is not close enough to Collingwood Park</li></ul>
Cost	<ul style="list-style-type: none"><li>• The project would cost taxpayers money</li></ul>
Left turns	<ul style="list-style-type: none"><li>• The new configuration would make it difficult to turn left from Sheppard Avenue East onto Gordon Avenue and Reidmount Avenue</li></ul>
Noise and air pollution	<ul style="list-style-type: none"><li>• The new street would generate noise and air pollution from the additional traffic in this quiet neighbourhood</li><li>• Construction would create noise and dust</li></ul>
Out of scope	<ul style="list-style-type: none"><li>• A better alternative would be to create a connection between Village Green Square and Midland Avenue</li></ul>
Parking	<ul style="list-style-type: none"><li>• Lack of street parking on Gordon Avenue would affect the plaza, doctor's office and the church</li></ul>
Safety	<ul style="list-style-type: none"><li>• The increase in traffic would make it less safe for children and seniors living in this neighbourhood</li></ul>
Winter maintenance	<ul style="list-style-type: none"><li>• Fast snow removal is needed at the underpass as there might be black ice at that location</li></ul>



**6) On a scale of 1-5, how well do you think the recommended option for Gordon Avenue addresses the area's existing and future transportation needs?**

The recommended design option for Gordon Avenue received fairly strong support from respondents as well. Over half of the respondents (55%) believed the design option addresses the area's transportation needs very or extremely well, and 8% believed it does so moderately well.



## 7) What advantages and disadvantages do you see with the recommended option for Gordon Avenue?

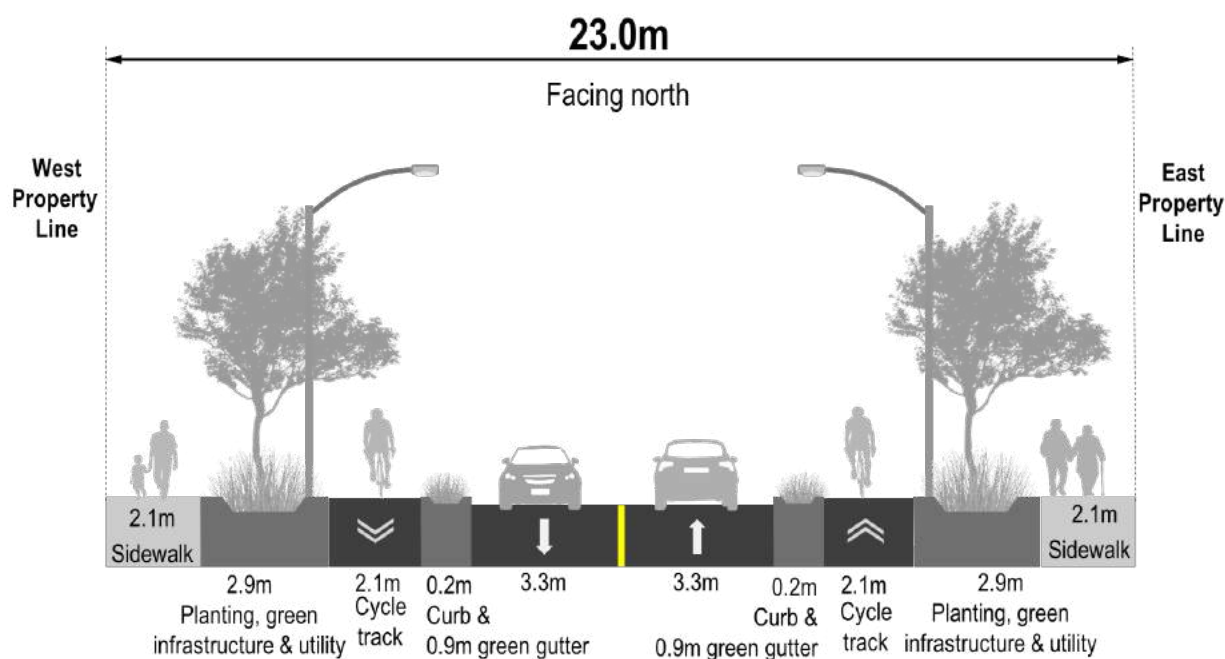
Comments similar to those previously mentioned in response to question 5 were not included in the summary below for brevity.

### Advantages

Topic	Comment Summary
Convenience for commuters	<ul style="list-style-type: none"> <li>Sidewalks make it more convenient for commuters travelling to Agincourt GO Station</li> </ul>
Cycling infrastructure	<ul style="list-style-type: none"> <li>Bike lanes provide safety for cyclists</li> </ul>
Wide sidewalks	<ul style="list-style-type: none"> <li>Wider sidewalks improve pedestrian safety and accessibility</li> </ul>

### Disadvantages

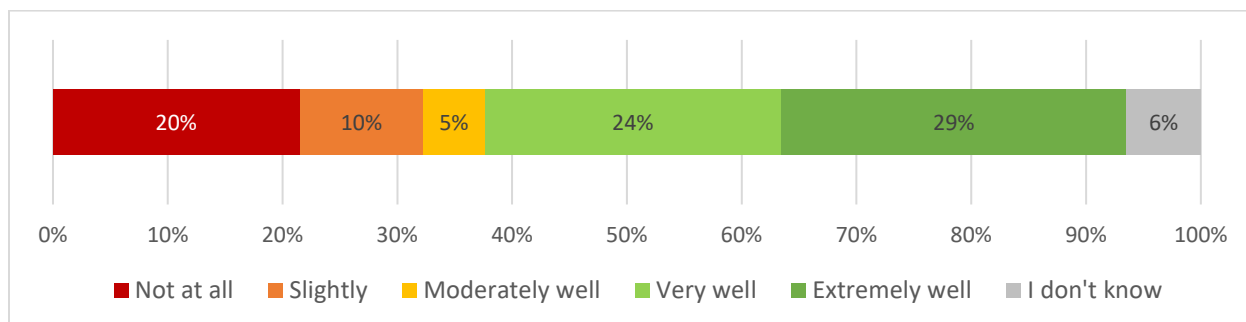
Topic	Comment Summary
Physical separation	<ul style="list-style-type: none"> <li>There should be physical separation such as flexible posts or curb to protect cyclists</li> <li>Cars will pull into the painted bike lanes</li> </ul>
Low traffic	<ul style="list-style-type: none"> <li>The low volume of pedestrian and vehicular traffic on Gordon Ave is not worth the cost to go forward with this project</li> <li>There would be limited bike traffic</li> </ul>



Cross-section of the recommended option for the new section of the complete street

**8) On a scale of 1-5, how well do you think the recommended enhanced option for the new section of the 'complete street' addresses the area's existing and future transportation needs?**

Similarly, the recommended design option for the new section of the complete street received fairly strong support from respondents. Over half of the respondents (53%) believed the design option addresses the area's transportation needs very or extremely well, and 5% believed it does so moderately well.



**9) What advantages and disadvantages do you see with the recommended enhanced option for the new section of the 'complete street'?**

Comments similar to those previously mentioned in response to question 5 were not included in the summary below for brevity.

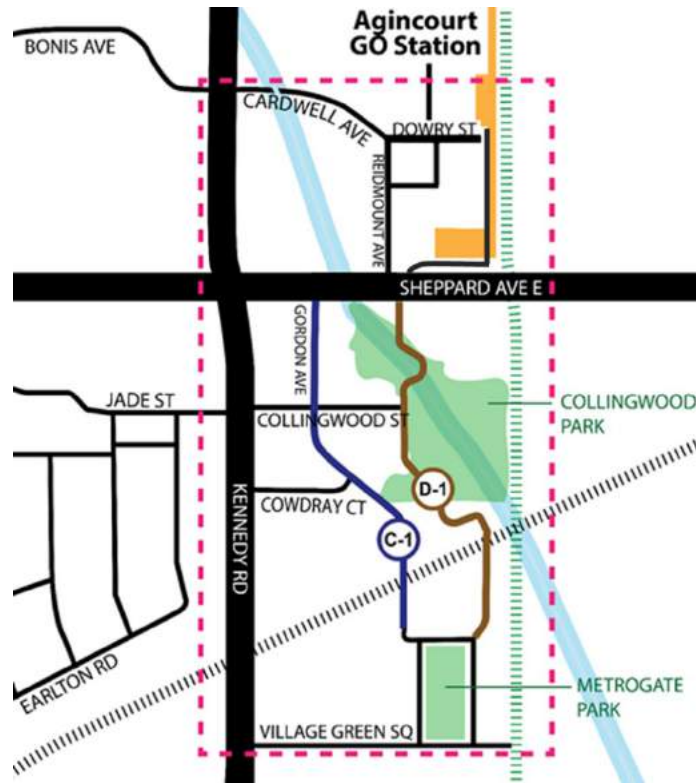
**Advantages**

Topic	Comment Summary
Greenery	<ul style="list-style-type: none"> <li>There is a good amount of greenery and green infrastructure, which makes the area more beautiful</li> </ul>
Physical separation	<ul style="list-style-type: none"> <li>The cycle track buffer makes it much safer and more comfortable for cyclists of all ages and abilities</li> <li>Wider bike lanes are better</li> <li>The City should consider protected intersections, raised crosswalks and pedestrian/cyclist signal detection</li> </ul>
Wide sidewalks	<ul style="list-style-type: none"> <li>Wider sidewalks improve pedestrian safety and accessibility</li> </ul>

**Disadvantages**

Topic	Comment Summary
Cyclist safety	<ul style="list-style-type: none"> <li>There is no way for cyclists to enter or leave the bike lanes other than at intersections, where vehicular lanes are too wide</li> <li>1.8 m wide buffered bike lane is good enough</li> </ul>
Increased traffic	<ul style="list-style-type: none"> <li>There would be more pedestrian and vehicular traffic in the area, which would be disruptive to residents</li> </ul>
Parking	<ul style="list-style-type: none"> <li>Parking on Collingwood Street would be challenging when others park there</li> </ul>
Traffic signal at Cowdray Ct	<ul style="list-style-type: none"> <li>Traffic signal at Cowdray Court is not necessary, a stop sign is sufficient</li> </ul>
Winter maintenance	<ul style="list-style-type: none"> <li>The recommended option with the road and cycle tracks would make it difficult for snow removal</li> </ul>

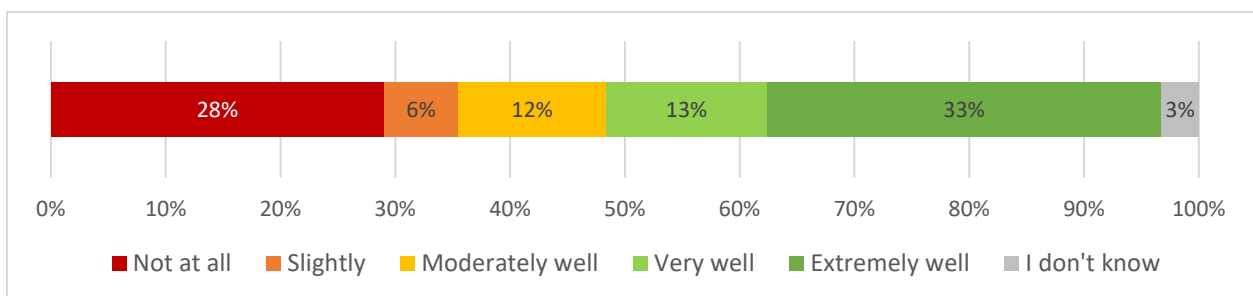
## New Multi-Use Trail



Map of the recommended multi-use trail alignment (D-1), shown with the recommended complete street alignment (C-1)

### 10) On a scale of 1-5, how well do you think the recommended multi-use trail alignment (D-1) addresses the area's existing and future transportation needs?

In comparison to the new complete street, the recommended multi-use trail alignment received slightly less support. 46% believed that the alignment addresses the area's transportation needs very or extremely well, and 12% believed it does so moderately well.



### 11) What advantages and disadvantages do you see with the recommended multi-use trail alignment?

#### Advantages

Topic	Comment Summary
Access to Collingwood Park	<ul style="list-style-type: none"> <li>The trail provides a new option for pedestrians and cyclists to directly access Collingwood Park</li> <li>The trail would enhance the park, which is now underused due to limited access</li> </ul>

Topic	Comment Summary
	<ul style="list-style-type: none"> <li>The trail connects communities at Metrogate and Agincourt Drive/Lockie/Huntingwood to Collingwood Park</li> </ul>
Congestion relief	<ul style="list-style-type: none"> <li>It would help with traffic considering the additional condo development in the neighbourhood</li> </ul>
Connection to GO Station	<ul style="list-style-type: none"> <li>The multi-use trail directly connects Village Green Square to Agincourt GO Station, which would reduce congestion and carbon emissions</li> <li>Residents no longer have to detour to Kennedy to access the GO Station</li> </ul>
Promotes walking and cycling	<ul style="list-style-type: none"> <li>The trail would promote the use of bicycles</li> <li>The trail is nice to have for pedestrians and cyclists</li> <li>Residents would have a longer trail for walking and cycling</li> </ul>
Safety	<ul style="list-style-type: none"> <li>A multi-use trail separate from cars is a safer option for pedestrians and cyclists</li> <li>The trail provides a safe pathway for families and children</li> </ul>

### Disadvantages

Topic	Comment Summary
Development	<ul style="list-style-type: none"> <li>The recommended alignment would substantially impact the development potential of certain properties</li> </ul>
Impact to wildlife	<ul style="list-style-type: none"> <li>The park is home to many animals and plants</li> </ul>
Overcrowding of Collingwood Park	<ul style="list-style-type: none"> <li>Collingwood Park would become more crowded, leading to more litter and noise</li> <li>Many children and seniors currently use the park</li> </ul>
Proximity to new complete street	<ul style="list-style-type: none"> <li>Since C-1 and D-1 are parallel and very close to each other, and the complete street would include bike lanes, so D-1 would not be necessary</li> <li>If the City could create a trail here, then there should also be a road along this route to eliminate the traffic impact of an additional light</li> </ul>
Safety	<ul style="list-style-type: none"> <li>Residents are concerned about the existing encampment in the area</li> <li>There are concerns about safety of the trail especially at night because of its relatively remote location and if it is not well lit</li> <li>Users of the trail would feel safer if C-1 and D-1 share the same access points</li> <li>The lack of winter maintenance is a safety concern</li> <li>There would be potential conflict between cyclists and children playing at the park</li> </ul>
Width and location	<ul style="list-style-type: none"> <li>The trail is too narrow for both pedestrians and cyclists</li> <li>The access point should be on a less busy side</li> <li>The trail should include safe connections to areas outside of the study area</li> </ul>

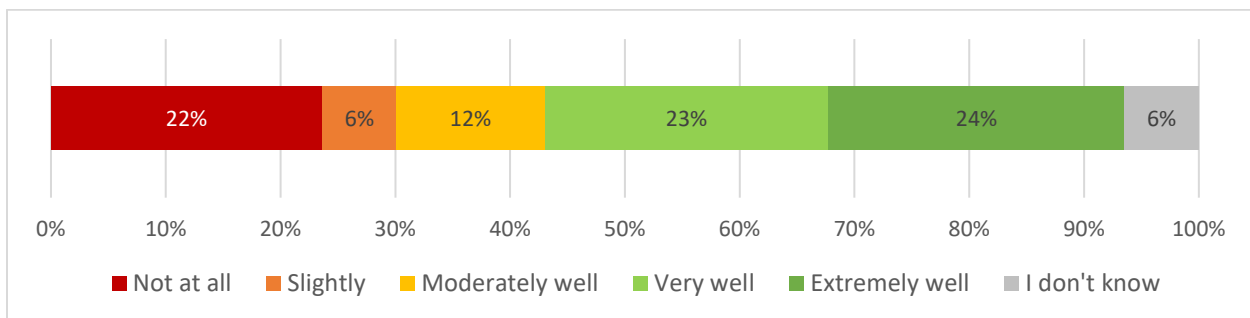
## Sidewalks and Crosswalks on Collingwood Street



Stylized plan view of Collingwood Street with the recommended sidewalks and crosswalks

### 12) On a scale of 1-5, how well do you think the recommended sidewalks and crosswalks on Collingwood Street address the area's existing and future transportation needs?

47% of the respondents believed that the recommended sidewalks and crosswalks on Collingwood Street address the area's transportation needs, and 12% believed it does so moderately well.



### 13) What advantages and disadvantages do you see with the recommended sidewalks and crosswalks?

#### Advantages

Topic	Comment Summary
Current lack of sidewalks	<ul style="list-style-type: none"> <li>It would be a great addition to a street that currently lacks sidewalks</li> <li>One sidewalk might be enough given the low level of pedestrian activity</li> </ul>
Safety	<ul style="list-style-type: none"> <li>The sidewalks would improve safety and accessibility</li> <li>Sidewalks should be cleared in the winter</li> </ul>
Width	<ul style="list-style-type: none"> <li>Wide, generous sidewalks</li> </ul>

## Disadvantages

Topic	Comment Summary
Construction	<ul style="list-style-type: none"> <li>The construction would be disruptive to the neighbourhood</li> </ul>
Cost	<ul style="list-style-type: none"> <li>It is a waste of taxpayers' money</li> <li>The sidewalks and crosswalks lead to a dead end, which is Collingwood Park</li> </ul>
Litter	<ul style="list-style-type: none"> <li>There would be more litter on residents' front yards</li> </ul>

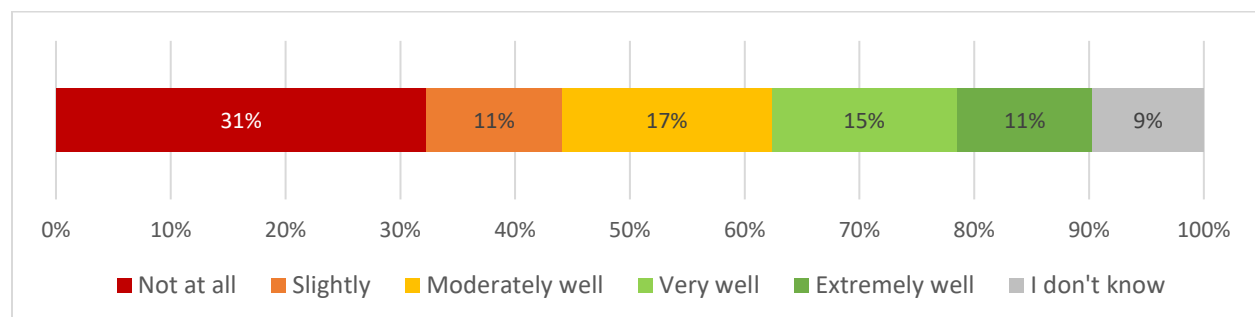
## Interim Cycle Track on Sheppard Avenue East



Stylized plan view of Sheppard Avenue East with the recommended interim cycle track

### 14) On a scale of 1-5, how well do you think the recommended cycle track on Sheppard Avenue East addresses the area's existing and future transportation needs?

The survey respondents were generally less supportive of the recommended cycle track on Sheppard Avenue East. Only 26% believed that the cycle track addresses the area's transportation needs, and 17% believed it does so moderately well. 31% believed it would not address the needs at all.



### 15) What advantages and disadvantages do you see with the recommended interim cycle track on Sheppard Avenue East?

#### Advantages

Topic	Comment Summary
Connection of cycling facilities	<ul style="list-style-type: none"> <li>The design is sensible for a connection between Gordon Avenue, the multi-use trail and Agincourt GO</li> </ul>
Environment	<ul style="list-style-type: none"> <li>It promotes cycling, which is more environmentally friendly</li> </ul>

Topic	Comment Summary
Safety	<ul style="list-style-type: none"> <li>It improves safety for cyclists travelling on Sheppard</li> </ul>

### Disadvantages

Topic	Comment Summary
Congestion	<ul style="list-style-type: none"> <li>The cycle track would worsen congestion when Sheppard is already very busy</li> <li>There are other cycling options on Bonis, Cardwell and Reidmount</li> </ul>
Cycle tracks on both sides	<ul style="list-style-type: none"> <li>The cycle tracks should be on both sides of Sheppard because it would make it easier to expand in the future</li> </ul>
Extension of cycle track	<ul style="list-style-type: none"> <li>The cycle track should continue west to Agincourt Mall and beyond</li> <li>Cyclists would have to share the road or ride on the sidewalk when the cycle track ends</li> </ul>
Lack of cyclists	<ul style="list-style-type: none"> <li>There is not much bike traffic in the area</li> <li>A study of how many cyclists would use this cycle track should be done</li> </ul>
Construction	<ul style="list-style-type: none"> <li>It would lead to more pollution and noise in the area</li> </ul>
Safety	<ul style="list-style-type: none"> <li>The intersection at Reidmount should be changed to sharp corners, allowing the crossing to be next to the bike lane and discouraging drivers from stopping on the crossing and bike lane</li> <li>Sheppard is a very busy road that is not safe for cyclists, especially for children</li> <li>Since the cycle track is temporary, it may confuse cyclists in the long term</li> <li>There is not enough buffer or protection for cyclists</li> <li>There should be buffers on both sides of the cycle track and speed limits should be enforced or lowered</li> <li>It could be dangerous if both cyclists passing in opposite direction collide and fall into traffic</li> </ul>

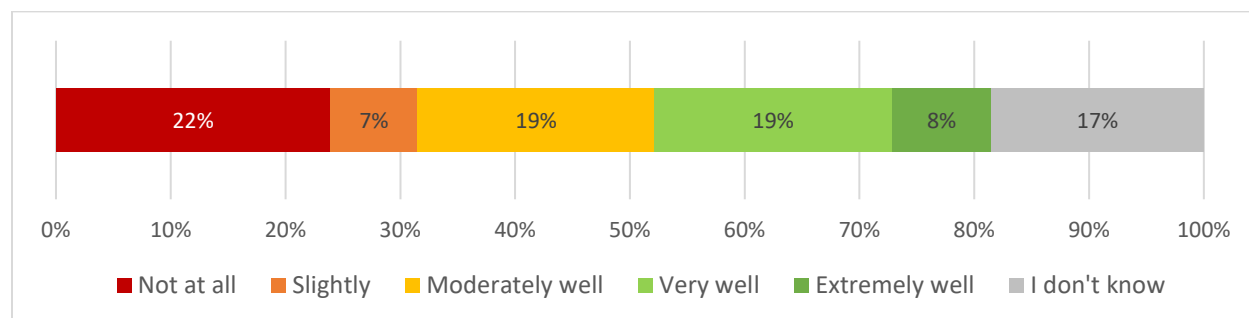
### Advisory Bike Lanes on Reidmount Avenue and Dowry Street



Stylized plan view of Reidmount Avenue with the recommended advisory bike lanes

**16) On a scale of 1-5, how well do you think the recommended advisory bike lanes on Reidmount Avenue and Dowry Street address the area's existing and future transportation needs?**

The feedback received on the recommended advisory bike lanes was mixed. 27% believed that the bike lanes address the area's transportation needs, and 19% believed they do so moderately well. 22% believed they would not do so at all. Notably, 17% of respondents indicated that they did not know.



## 17) What advantages and disadvantages do you see with the recommended bike lanes?

### Advantages

Topic	Comment Summary
Safety	<ul style="list-style-type: none"> <li>Cyclists would be safer</li> </ul>

### Disadvantages

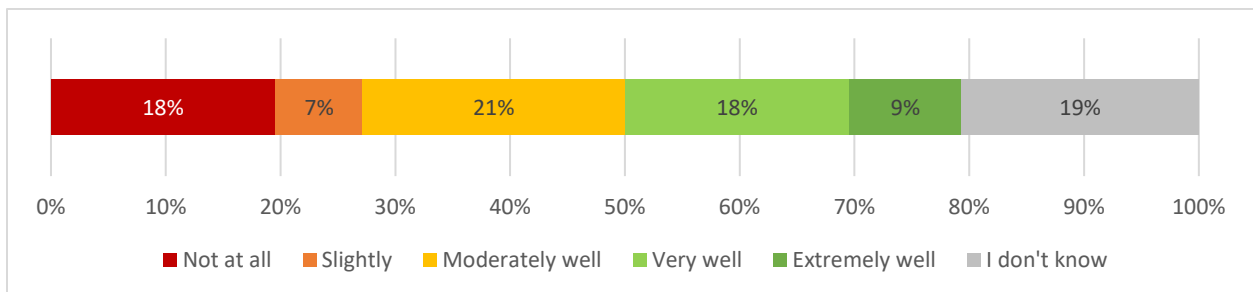
Topic	Comment Summary
Confusion	<ul style="list-style-type: none"> <li>It is confusing and unsafe for drivers</li> <li>Drivers may interpret the bike lanes as an extension to the car lane and drive fast during low traffic; slanted curb or bollards might help calm traffic</li> <li>Drivers would make mistakes as there are very few roads like this in Scarborough</li> <li>It's not highly visible that it is a bike lane</li> <li>Lower the speed limit and have clear signs about when to use the bike lanes for motorists, otherwise they will disregard the cyclists</li> </ul>
Congestion	<ul style="list-style-type: none"> <li>This would cause more congestion</li> </ul>
Cycling not a priority	<ul style="list-style-type: none"> <li>The single car lane is unacceptable, bike lanes should not be the top priority</li> <li>Bike lanes are not necessary in the area, there are not many bikes</li> </ul>
Parking	<ul style="list-style-type: none"> <li>The used car dealership on both sides of Reidmount would take over and park their vehicles on both sides of the road; parking by-laws should be strictly enforced</li> </ul>
Safety	<ul style="list-style-type: none"> <li>If cars can barely fit in the driving portion, if there's oncoming traffic, this can provoke swerving into the advisory bike lanes, which makes it unsafe for cyclists</li> <li>Would prefer to see bike lanes moved to the east side of the road and turned into a cycle track, or use the parking area to protect cyclists</li> <li>It seems very dangerous to cyclists when two vehicles are travelling in opposite directions</li> <li>Drivers do not respect painted bike lanes, especially if they would have to use the bike lanes to pass each other, which would make it a very uncomfortable experience for cyclists</li> <li>Parked cars would cause blind spots for other drivers</li> <li>This is not safe for kids</li> </ul>



Stylized plan view of Dowry Street with the recommended advisory bike lanes and pedestrian and cyclist only area

**18) On a scale of 1-5, how well do you think the recommended changes on Dowry Street address the area's existing and future transportation needs?**

Like the advisory bike lanes, the feedback received on the recommended changes on Dowry Street were mixed. 27% believed that the changes address the area's transportation needs, and 21% believed they do moderately well. 19% of the respondents said they did not know.



**19) What advantages and disadvantages do you see with the recommended changes on Dowry Street?**

**Advantages**

Topic	Comment Summary
Cycling	<ul style="list-style-type: none"> <li>Cyclists get priority and they should be safer</li> </ul>
Sidewalks	<ul style="list-style-type: none"> <li>Sidewalks are much needed in the area</li> <li>Pedestrians are accommodated</li> </ul>
Traffic calming	<ul style="list-style-type: none"> <li>Narrowing of the road is good; if there is enough space, it could be turned into car parking to prevent cars from parking in the bike lanes</li> </ul>

**Disadvantages**

Topic	Comment Summary
Safety	<ul style="list-style-type: none"> <li>The curb sweep on Reidmount should be extended outward and sharpened to prevent driving in the restricted zone</li> <li>The restricted zone could also have solid barriers</li> </ul>
Accessibility	<ul style="list-style-type: none"> <li>There should be an option for people with disability to be picked up and dropped off at the train station on Dowry Street</li> </ul>
Congestion	<ul style="list-style-type: none"> <li>This would cause more congestion</li> </ul>
Noise	<ul style="list-style-type: none"> <li>This would cause noise</li> </ul>

Topic	Comment Summary
Vehicle access	<ul style="list-style-type: none"> <li>• Unsure where the cars would go or access homes</li> </ul>
Allocation of space	<ul style="list-style-type: none"> <li>• Drivers will not respect the painted bike lanes, it looks like there is enough space in the north to separate both, right now it does not feel safe to bike there</li> <li>• It would make more sense to create cycle tracks on the south side of Dowry and use the painted buffer to construct cycle tracks; this would prevent westbound cyclists from going across vehicular traffic intersecting Reidmount twice</li> </ul>

*Appendix C: Online Survey Demographics*

## Appendix A: Public Event Notification: Notice



## Public Consultation

June 22, 2022

### Southwest Agincourt Transportation Connections Study

The City of Toronto is studying transportation connections from Village Green Square to Sheppard Avenue East and the Agincourt GO Station. Transportation infrastructure improvements are needed to ensure people can drive, walk, and cycle to destinations safely and efficiently, and support the growing number of people living and working in this area as well as planned developments. The City invites you to attend a public meeting to learn about the recommended improvements and provide feedback.

#### Map of Recommended Solutions

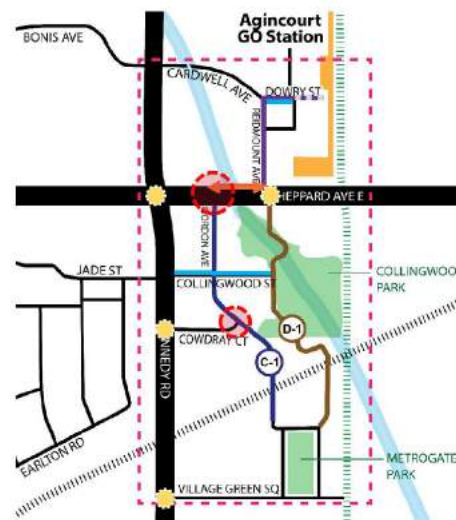
The study area is bounded by Cardwell Avenue to the north, the Stouffville GO train line to the east, Village Green Square to the south and Kennedy Road to the west. Several infrastructure improvements are being recommended within the study area.

##### Infrastructure Improvements

- Complete Street Alignment C-1
- Multi-Use Trail Alignment D-1
- New sidewalks
- Interim bi-directional cycle track
- Advisory bike lanes
- Pedestrians and cyclists only segment
- New traffic signals
- Optimized traffic signal timing

##### Other Landmarks:

- Focus Area
- Stouffville GO Train Line
- Agincourt GO Station
- CP Rail
- West Highland Creek



#### Learn More



View project information on the website, including the presentation slides and translated materials.

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

#### Attend the Event



Wednesday, July 13, 2022  
6:30 p.m. to 8:30 p.m.

Join online or by phone.  
[See page 2 for details.](#)

#### Provide Feedback



Complete an online survey or request a printed copy. Submit comments by email, mail or phone.

**Comment deadline:**  
Wednesday, July 27, 2022

#### Recommended Solutions

Since the first virtual public consultation event held in September 2020, the project team has completed a detailed evaluation of the alternatives for a new 'complete street' and new multi-use trail, as well as other transportation improvements in the area. The recommendations include:

- A new north-south 'complete street' that would provide space for people walking, cycling and driving. The new street would follow alignment C1 and connect Village Green Square, Cowdray Court and Sheppard Avenue East
- A new north-south multi-use trail that would follow alignment D-1 and connect Village Green Square, Collingwood Park and Sheppard Avenue East
- New sidewalks on Collingwood Street and Dowry Street to improve pedestrian safety and accessibility
- New cycling connections along Sheppard Avenue East, Reidmount Avenue and Dowry Street that would connect people cycling between the new 'complete street' and the Agincourt GO station
- Intersection safety improvements at Sheppard Avenue East and Agincourt GO Station driveway

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## Recommended Design Options

Design options for the new north-south 'complete street' have been evaluated. On Gordon Avenue, the recommended design includes:

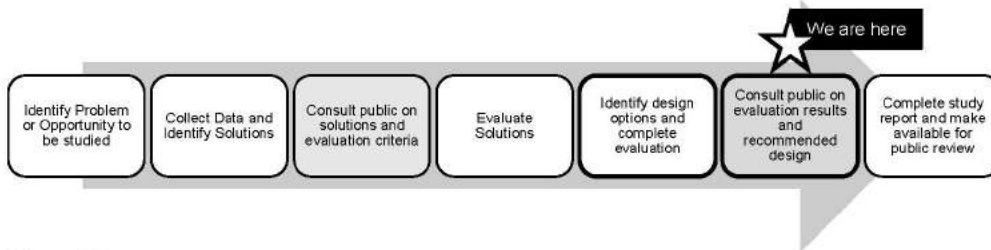
- 1 motor vehicle lane in each direction
- 1.6 m wide buffered bike lanes in each direction
- Standard boulevard planting (sod and trees) in current location; retention of mature trees where possible
- Relocation of utility poles to allow room for 2.1 m wide sidewalks on both sides of Gordon Avenue

On the new section of the 'complete street' south of Collingwood Street, the recommended design includes:

- 1 motor vehicle lane in each direction
- 2.1 m raised cycle track with a physical buffer
- Green gutters in cycle track buffer and green infrastructure integrated into planting areas
- New utilities underground with new street lights
- 2.1 m wide sidewalks on both sides of the street

## Process



This study follows Ontario's [Environmental Assessment \(EA\) program](#) which promotes good environmental planning by determining and managing the potential effects of a project prior to implementation. The EA process includes identifying the problem or opportunity to be addressed, developing and evaluating a range of alternative solutions, providing opportunities for public input, and identifying preferred solutions.



## Next Steps

Following the second phase of public consultation, the project team will continue to refine the preferred plan designs and present a report with final recommendations to the City of Toronto's Infrastructure & Environment Committee. If endorsed by Committee, and subsequently by Toronto City Council, the study will be filed with the Ministry of the Environment, Conservation and Parks (MECP) for a 30-day public review period for comment.

## How to Join the Event

<p>Join by computer, smartphone or tablet</p>  <p>Visit the webpage and register: <a href="http://toronto.ca/ConnectingSWAgincourt">toronto.ca/ConnectingSWAgincourt</a></p>	<p>Join by phone (audio only)</p>  <p>Dial: 416-915-6530 Access Code: 2462 006 2756</p>
<p>Translated materials in Simplified Chinese are available on the project web page. Mandarin and Cantonese interpretation will be provided during the Questions and Answers period at the meeting. If you have a specific accessibility need or require accommodation, please contact us.</p>	

## More Information

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Toronto, ON. M5V 3C6

Email: [Ryan.Lo2@toronto.ca](mailto:Ryan.Lo2@toronto.ca)  
Tel: 416-395-7243

如果需要普通话协助, 请拨 311  
如果需要廣東話協助, 請致電 311

\* 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. \*\* To help reduce the spread of COVID-19 consultation activities will be conducted online, by phone, email, and mail only.

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

Page 2 of 2

2022年6月22日

## Southwest Agincourt 交通连通研究

多伦多市政府正在研究从Village Green广场到Sheppard Avenue East和Agincourt GO火车站的交通连通措施。我们需要改善交通基础设施，以确保民众能够安全高效地驾车、步行和骑车以前往目的地，并因应该地区生活和工作人数的不断增加以及计划中的开发项目。市政府邀请您参加公众会议，了解建议的改善措施并提供意见反馈。

### 建议解决方案地图

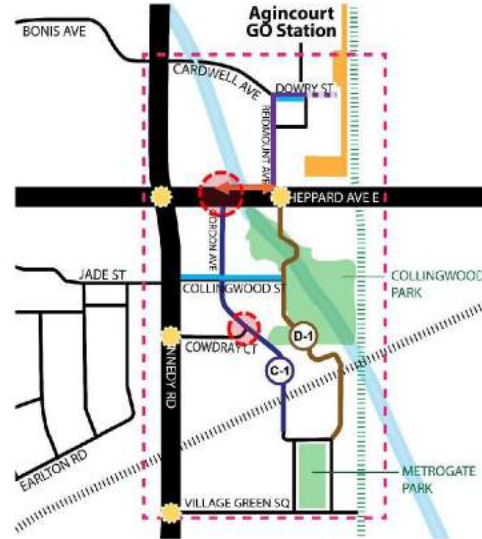
研究区域在Cardwell大道以南，Stouffville GO火车线以西，Village Green广场以北，Kennedy路以东。在研究区域内，市政府建议进行一些基础设施改善。

#### Infrastructure Improvements

- Complete Street Alignment C-1
- Multi-Use Trail Alignment D-1
- New sidewalks
- Interim bi-directional cycle track
- Advisory bike lanes
- Pedestrians and cyclists only segment
- New traffic signals
- Optimized traffic signal timing

#### Other Landmarks:

- Focus Area
- Agincourt GO Station
- West Highland Creek
- Stouffville GO Train Line
- CP Rail



了解更多	参加活动	提出意见
 <p>在网站上查看项目信息，包括幻灯片展示和翻译材料。</p> <p><a href="https://toronto.ca/ConnectingSWAgincourt">toronto.ca/ConnectingSWAgincourt</a></p>	 <p>2022年7月13日，星期三 晚上 6:30 — 8:30</p> <p>您可通过网络或电话参与活动，详情请见<u>第二页内容</u>。</p>	 <p>完成在线调查或索取纸质问卷。您可通过电子邮件、邮寄信件或电话提交意见。</p> <p>意见收集的截止日期：2022年7月27日，星期三</p>

### 建议解决方案

自2020年9月举行的第一次网络公众咨询活动以来，项目组已经完成了对新的“完整街道”和多用途步道替代方案以及该地区其他交通改善方案的详细评估。这些建议包括：

- 一条新的南北向“完整街道”，为民众提供步行、骑车和驾车的空间。新的街道将沿C1连接Village Green广场、Cowdray Court和Sheppard Avenue East
- 一条新的南北向多功能小径，沿D-1连接Village Green广场、Collingwood公园和Sheppard Avenue East
- 在Collingwood Street和Dowry Street新建人行道，以改善行人的安全和通行能力
- 沿着Sheppard Avenue East、Reidmount Avenue和Dowry Street新建自行车连接道，把新的“完整街道”和Agincourt GO火车站之间的自行车骑士连接起来。
- Sheppard Avenue East和Agincourt GO车站车道的交叉口安全改善措施

## 建议设计选项

新的南北向“完整街道”的设计方案已接受了评估。在Gordon Avenue，建议的设计要素包括：

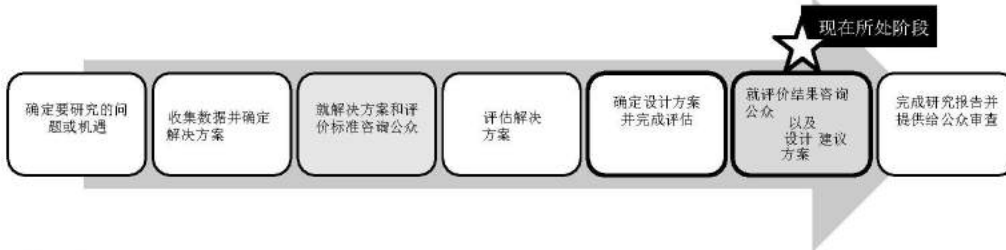
- 各方向有一条机动车道
- 各方向有1.6米宽的缓冲自行车道
- 在当前位置种植标准的林荫道（草皮和树木）；尽可能保留成熟的树木
- 迁移电线杆，以便在Gordon Avenue两侧留出2.1米宽人行道的空间

在Collingwood Street以南的“完整街道”新路段，建议的设计要素包括：

- 各方向有一条机动车道
- 2.1米宽的高沿自行车道，设置物理缓冲区
- 自行车道缓冲区的生态排水沟以及绿色生态基础设施与种植区相结合
- 新的公共设施管线埋设地下并建设新的路灯
- 街道两边有2.1米宽的人行道

## 过程



本研究遵循安大略省的**环境评估（EA）计划**，该计划通过在项目实施前确定和管理项目的潜在影响来推行良好的环境规划。环境评估程序包括确定要解决的问题或机会，制定和评估一系列替代解决方案，提供公众意见的机会，并确定首选解决方案。



## 下一步

在第二阶段的公众咨询之后，项目组将继续完善首选的计划设计，并向多伦多市基础设施和环境委员会提交一份包含最终建议的报告。如果得到委员会和多伦多市议会的认可，该研究报告将提交给环境、保育和公园厅（MECP），获得30天的公众审查期，征求意见。

## 如何参加活动

<p>通过电脑、智能手机或平板电脑参加</p>  <p>请访问网页并注册： <a href="http://toronto.ca/ConnectingSWAgincourt">toronto.ca/ConnectingSWAgincourt</a></p>	<p>通过电话参加（仅音频）</p>  <p>请致电：416-915-6530 电话连线代码：2462 006 2756</p>
<p>简体中文的翻译材料可在项目网页上找到。 在会议的问答阶段，将提供普通话和粤语翻译。 如果您有特殊的无障碍或便利的需求，请联系我们。</p>	

## 更多信息

**Ryan Lo**  
多伦多市政府，高级咨询协调员  
55 John Street, Metro Hall, 19th Floor  
Toronto, ON M5V 3C6

电子邮件：[Ryan.Lo2@toronto.ca](mailto:Ryan.Lo2@toronto.ca)  
电话：416-395-7243

如果需要普通话协助, 请拨 311  
如果需要廣東話協助, 請致電 311

\* 信息将按照《市政信息自由和隐私保护法》的规定进行收集。除个人信息外，所有评论都将视为公共记录的一部分。\*\*为了帮助减少COVID-19的传播，咨询活动将只在网上、通过电话、电子邮件和邮件进行。

# Appendix B: Online Survey

## Southwest Agincourt Transportation Connections Study

### Southwest Agincourt Transportation Connections Study

The City of Toronto is carrying out a study to identify ways to improve transportation connections between Village Green Square, Sheppard Avenue East and the Agincourt GO Station.

In anticipation of future growth in the area, this study seeks to improve transportation connectivity, safety and comfort for all road users, and access to the Agincourt GO Station, Collingwood Park and other local destinations.

We encourage you to join the Virtual Public Event before filling out the survey. If you are unable to attend, we encourage you to review the attached [slide deck](#) before completing the survey.

Public consultation is an important part of City projects and we want to hear your thoughts and opinions. All comments will be considered.

The survey closes on July 27, 2022.

This is not a vote. Public and stakeholder opinions, along with technical and policy considerations, will be used to inform City staff recommendations and decisions to be made by City Council.

**Additional project background materials and information about the Virtual Public Event on July 13, 2022, can be found at: [toronto.ca/ConnectingSWAgincourt](https://toronto.ca/ConnectingSWAgincourt).**

#### Page 1 - Introduction

##### Contact

If you have any questions or difficulty completing this survey, please contact:

Ryan Lo  
Sr. Public Consultation Coordinator, City of Toronto  
Telephone: 416-395-7243  
Email: [Ryan.Lo2@toronto.ca](mailto:Ryan.Lo2@toronto.ca)

This form is intended to be anonymous.

##### No private information will be asked.

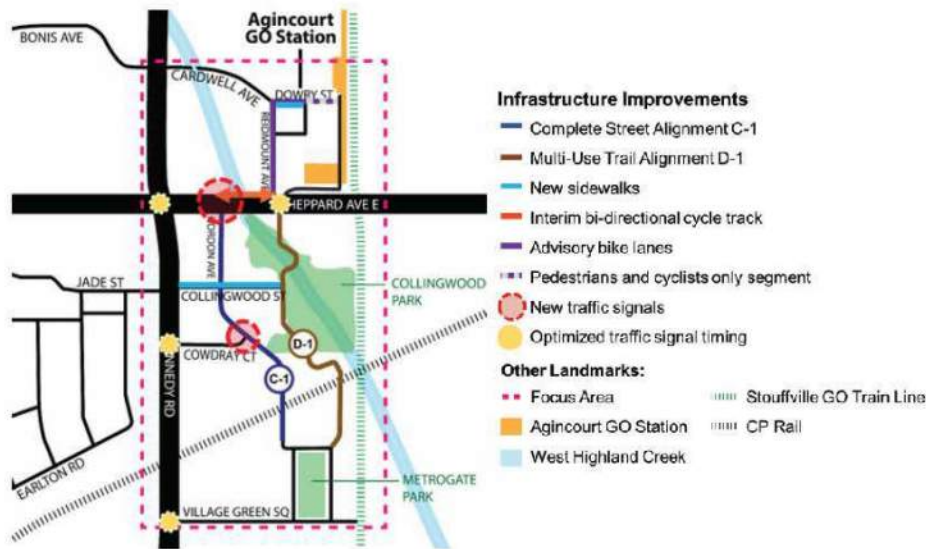
Please do NOT include any personal identification information in your responses, such as a name, address, phone number or email.

If you are requesting a response, please contact staff directly using the contact information above.

*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, and will be used for the purpose of obtaining your feedback about the Southwest Agincourt Transportation Connections Study. 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, at 416-392-2990.*

#### Page 2 - Project Overview

##### Project Overview



The study area is experiencing significant growth, including approximately 4,960 planned residential units and new office, retail, commercial and hotel spaces. The study area is also constrained by major physical barriers that have created a disconnected street network.

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.

Since the first virtual public consultation event held in September 2020, the project team has completed a detailed evaluation of the complete street and multi-use trail alternatives, as well as other transportation improvements in the area and evaluated design options for the new north-south street.

This survey will provide more details on the recommended improvements and ask for your feedback on each.

### Page 3 - Relationship to Study Area

#### \* 1. What best describes your relationship to the study area? (Select all that apply)

- |  |  |
|--|--|
| <input type="checkbox"/> I live in or very near the study area   | <input type="checkbox"/> I work in or very near the study area                 |
| <input type="checkbox"/> I own a property in or very near the study area   | <input type="checkbox"/> I represent a business in or very near the study area |
| <input type="checkbox"/> I represent an organization or institution in or very near the study area               | <input type="checkbox"/> I regularly travel through the study area             |
| <input type="checkbox"/> I visit family, friends, attend programs or appointments in or very near the study area | <input type="checkbox"/> Other, please specify                                 |

#### \* 2. How do you typically travel within or through the study area? (Select all that apply)

- |   |  |
|---|--|
| <input type="checkbox"/> Walk, including the use of a mobility device (e.g. wheelchair, walker) | <input type="checkbox"/> Bike  |
| <input type="checkbox"/> TTC bus  | <input type="checkbox"/> GO train                                      |
| <input type="checkbox"/> Car (personal vehicle)   | <input type="checkbox"/> Truck or tractor trailer (commercial vehicle) |

☐ Ride share (e.g. Uber, Lyft, etc.)

☐ Other (please specify)

\* 3. What are the first 3 characters of your postal code? (e.g. M1S)

#### Additional options (question 3)

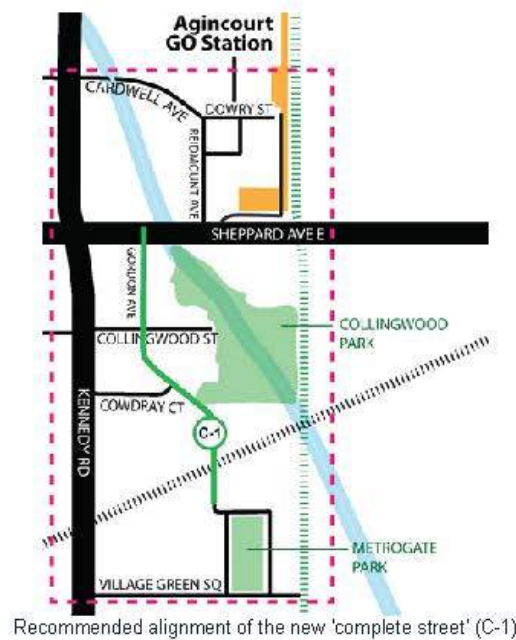
- Validation: string length
- Min length: 3
- Max characters: 3

#### Page 4 - New Complete Street

### New Complete Street

A new north-south 'complete street' is proposed to connect Village Green Square, Cowdray Court and Sheppard Avenue East via Gordon Avenue. This recommended alignment (option C-1) would:

- Include 1 motor vehicle lane in each direction, sidewalks and bike lanes
- Protect for potential future bus service
- Improve access for emergency services vehicles in the study area
- Include signalized intersections at Cowdray Court and Sheppard Avenue East, and an all-way stop at Collingwood Street



\* 4. On a scale of 1-5, how well do you think the recommended 'complete street' alignment (C-1) addresses the area's existing and future transportation needs?

--	--	--	--	--	--

1 Not at all	2 Slightly	3 Moderately well	4 Very well	5 Extremely well	I don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

5. What advantages and disadvantages do you see with the recommended 'complete street' alignment?

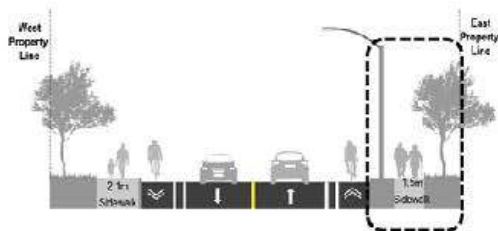
Page 5

## New Complete Street: Gordon Avenue Section

There are two design options for the Gordon Avenue section of the new 'complete street'. Both options will have these common features:

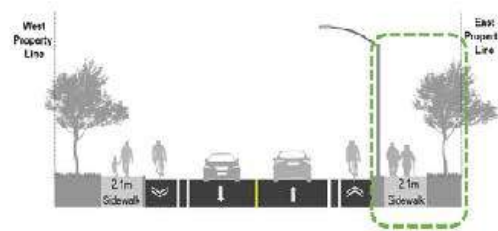
- 20 m right of way
- Standard boulevard planting (sod and trees) generally in current location with retention of mature trees where possible
- 1.6 m wide buffered, bike lanes in each direction

### 1. Basic Option



- Existing utility pole locations maintained along Gordon Avenue resulting in 1.5 m wide sidewalk on the east side of Gordon Avenue

### 2. Enhanced Option (Recommended)



- Relocation of utility poles to achieve 2.1m wide sidewalks on both sides of Gordon Avenue



Artistic rendering of the recommended option of Gordon Avenue, looking north toward Sheppard Avenue East

\* 6. On a scale of 1-5, how well do you think the recommended option for Gordon Avenue addresses the area's existing and future transportation needs?

1 Not at all	2 Slightly	3 Moderately well	4 Very well	5 Extremely well	I don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

7. What advantages and disadvantages do you see with the recommended option for Gordon Avenue?

#### Page 6 - New Complete Street cont'd

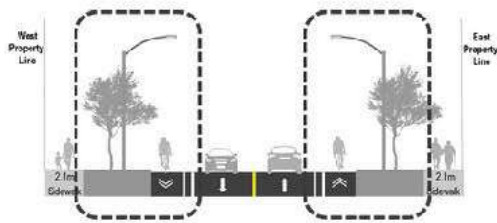
### New Complete Street: South of Collingwood Street

There are two design options for the new section of the 'complete street'. Both options will have these common features:

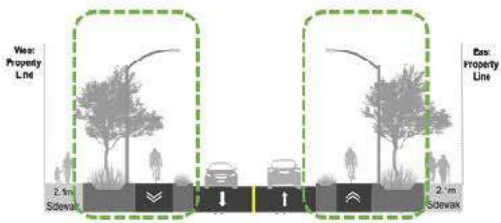
- 23 m right of way
- New utilities underground with new street lights
- 2.1 m wide sidewalks on both sides of the street
- Potential for on-street parking opportunities

1. Basic Option

2. Enhanced Option



- 1.8m wide buffered bike lanes in each direction
- Standard boulevard planting (sod and trees)



- 2.1m raised cycle track with a wider physical buffer
- Green gutters in cycle track buffer and green infrastructure integrated into planting areas



Artistic rendering of the recommended option for the new section of the 'complete street', looking north toward Cowdray Court

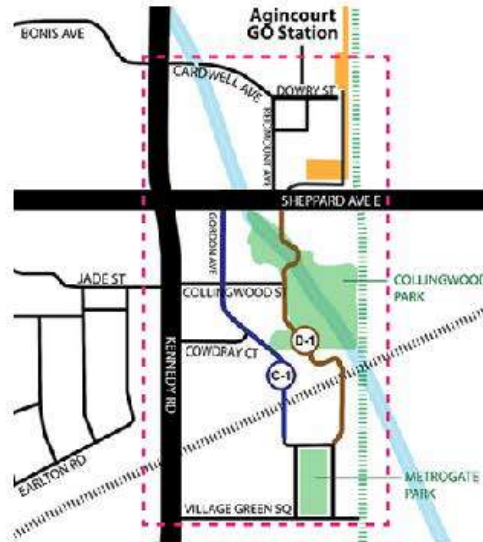
\* 8. On a scale of 1-5, how well do you think the recommended enhanced option for the new section of the 'complete street' addresses the area's existing and future transportation needs?

1 Not at all	2 Slightly	3 Moderately well	4 Very well	5 Extremely well	I don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

9. What advantages and disadvantages do you see with the recommended enhanced option for the new section of the 'complete street'?

## New Multi-Use Trail

A new north-south multi-use trail is proposed to connect Village Green Square, Collingwood Park and Sheppard Avenue East. This preferred alignment (option D-1) would provide access to key destinations including the Agincourt GO Station and Collingwood Park, and an alternative recreational route for people walking and cycling in addition to the new 'complete street'. The trail would allow people of all ages and abilities to move through expanded park and green space planned as part of development at Cowdray Court.



Recommended alignment of the multi-use trail (D-1), shown together with the preferred alignment of the 'complete street' (C-1)



Artistic rendering of the multi-use trail, looking north through Collingwood Park

\* 10. On a scale of 1-5, how well do you think the recommended multi-use trail alignment (D-1) addresses the area's existing and future transportation needs?

1  
Not at all

2  
Slightly

3  
Moderately well

4  
Very well

5  
Extremely well

I don't know



11. What advantages and disadvantages do you see with the recommended multi-use trail alignment?

#### Page 8 - New Sidewalks along Collingwood Street

#### Other Transportation Improvements

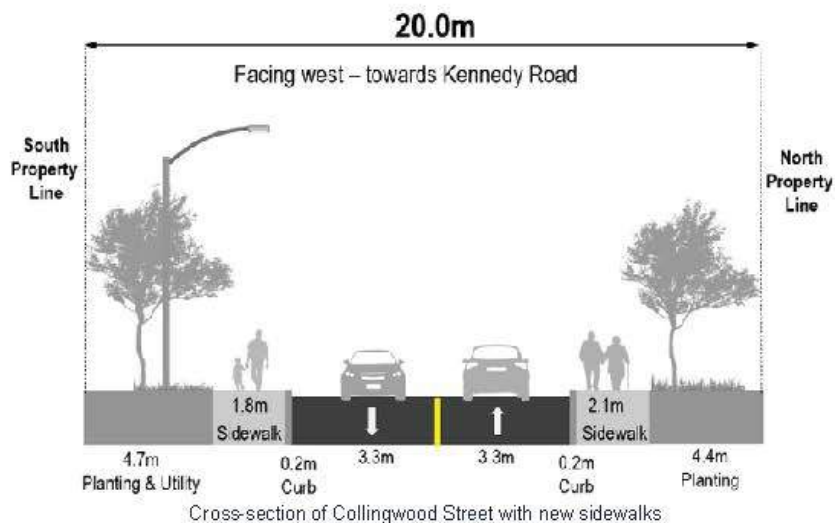
There are additional recommendations to improve safety for all modes of transportation in the study area, as well as connect people to Agincourt GO Station, that do not require a Schedule C EA.

- New sidewalks along Collingwood Street
- Interim two-way cycle track along Sheppard Avenue East between Gordon Avenue and Agincourt GO Station driveway

- Advisory bike lanes on Reidmount Avenue and western segment of Dowry Street, and a new sidewalk on Dowry Street
- Dedicated pedestrian and cycling facilities on Dowry Street
- Pedestrian and cycling safety enhancements to Sheppard Avenue intersection at Agincourt GO driveway

### New Sidewalks along Collingwood Street

Collingwood Street currently doesn't have sidewalks. Sidewalks on both sides of the street, and crosswalks across the new complete street will improve safety for pedestrians destined to and from Collingwood Park, and to the new 'complete street'.



- \* 12. On a scale of 1-5, how well do you think the recommended sidewalks and crosswalks on Collingwood Street address the area's existing and future transportation needs?

1  
Not at all



2  
Slightly



3  
Moderately well



4  
Very well



5  
Extremely well



I don't know



13. What advantages and disadvantages do you see with the recommended sidewalks and crosswalks?

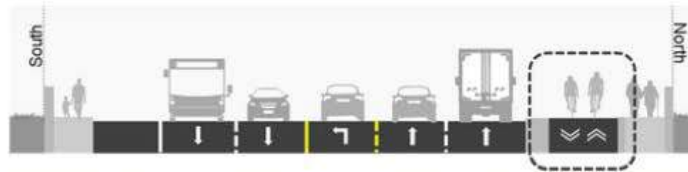
Page 9

Interim Cycle Track on Sheppard Avenue East (from Gordon Ave to Agincourt GO Station Driveway)

Page 9 of 13

A new interim cycle track is proposed on the north side of Sheppard Avenue East to provide a safe new cycling connection between the new 'complete street' and Agincourt GO Station.

- This recommendation does not impact the number of motor vehicle lanes on Sheppard Avenue East, or existing bus stops
- People cycling would continue northbound on the proposed advisory bike lanes on Reidmount Avenue and Dowry Street (see next section)
- ♦ Together, these linkages directly connect cyclists to new bicycle parking at Agincourt Station and provide a safer alternative over the GO Station driveway



Cross-section of the recommended option for an interim, two-way cycle track on the north side of Sheppard Avenue East, looking west



Recommended design of the interim cycle track on Sheppard Avenue East

\* 14. On a scale of 1-5, how well do you think the recommended cycle track on Sheppard Avenue East addresses the area's existing and future transportation needs?

1.  
Not at all

2.  
Slightly

3.  
Moderately well

4.  
Very well

5.  
Extremely well

I don't know



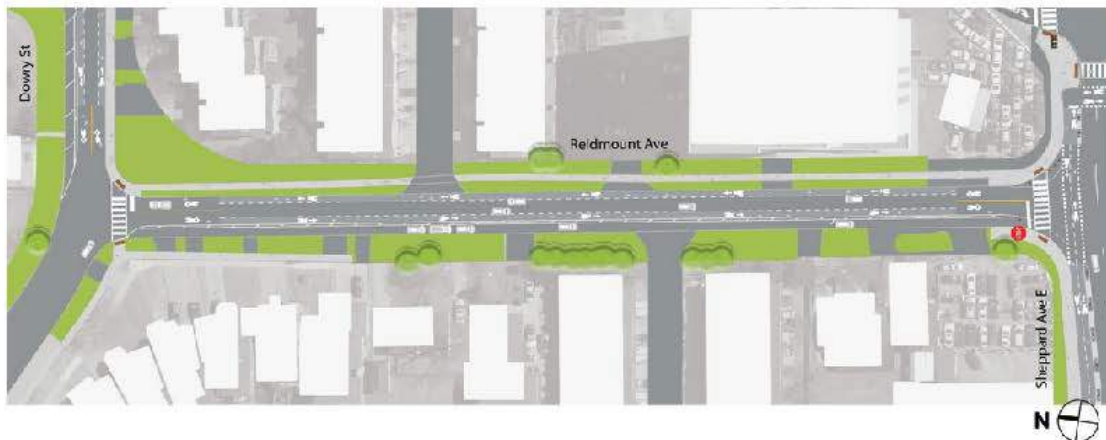
15. What advantages and disadvantages do you see with the recommended interim cycle track on Sheppard Avenue East?

## Advisory Bike Lanes on Reidmount Avenue and Dowry Street

New advisory bike lanes are proposed on a segment of Reidmount Avenue between Sheppard Avenue East and Dowry Street, and the west segment of Dowry Street between Reidmount Avenue and the Agincourt GO Station access. The east segment of Dowry Street would be converted to a pedestrian and cyclist-only space.



Example of advisory bike lanes



Recommended design of advisory bike lanes on Reidmount Avenue

- There would be one vehicle lane in the centre of the road and two painted bike lanes on each side
- When two motor vehicles approach one another in opposite directions, they may be able to use portions of the bike lanes to pass one another
- No changes to the existing sidewalks
- Restricted on-street parking along the west side of Reidmount Avenue will provide additional on-street parking in the study area and contribute to traffic calming

- \* 16. On a scale of 1-5, how well do you think the recommended advisory bike lanes on Reidmount Avenue and Dowry Street address the area's existing and future transportation needs?

1 Not at all	2 Slightly	3 Moderately well	4 Very well	5 Extremely well	I don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

17. What advantages and disadvantages do you see with the recommended bike lanes?

### Dowry Street Improvements



Recommended design of Dowry Street

The following changes are recommended on Dowry Street:

- A new sidewalk on the south side
- The east segment of Dowry Street would include dedicated space for cycling and walking, as well as planting/amenity space. This section of the street was previously closed to motor vehicles in order to facilitate the Agincourt GO Station improvements.

- \* 18. On a scale of 1-5, how well do you think the recommended changes on Dowry Street address the area's existing and future transportation needs?

1 Not at all	2 Slightly	3 Moderately well	4 Very well	5 Extremely well	I don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



19. What advantages and disadvantages do you see with the recommended changes on Dowry Street?

#### Page 11 - About you

### About you

The following questions are optional and help us understand who participates in the survey.

20. What is your age?

- |                                |                             |
|--------------------------------|-----------------------------|
| <input type="radio"/> Under 15 | <input type="radio"/> 15-24 |
| <input type="radio"/> 25-34    | <input type="radio"/> 35-44 |
| <input type="radio"/> 45-54    | <input type="radio"/> 55-64 |
| <input type="radio"/> 65-74    | <input type="radio"/> 75-84 |
| <input type="radio"/> 85+      |                             |

21. Please identify your gender:

- |  |  |
|--|--|
| <input type="radio"/> Gender non-binary (including gender fluid, genderqueer, androgynous) | <input type="radio"/> Man                  |
| <input type="radio"/> Woman  | <input type="radio"/> Trans man            |
| <input type="radio"/> Trans woman  | <input type="radio"/> Two-Spirit           |
| <input type="radio"/> Not listed   | <input type="radio"/> Prefer not to answer |

22. How did you hear about this study?

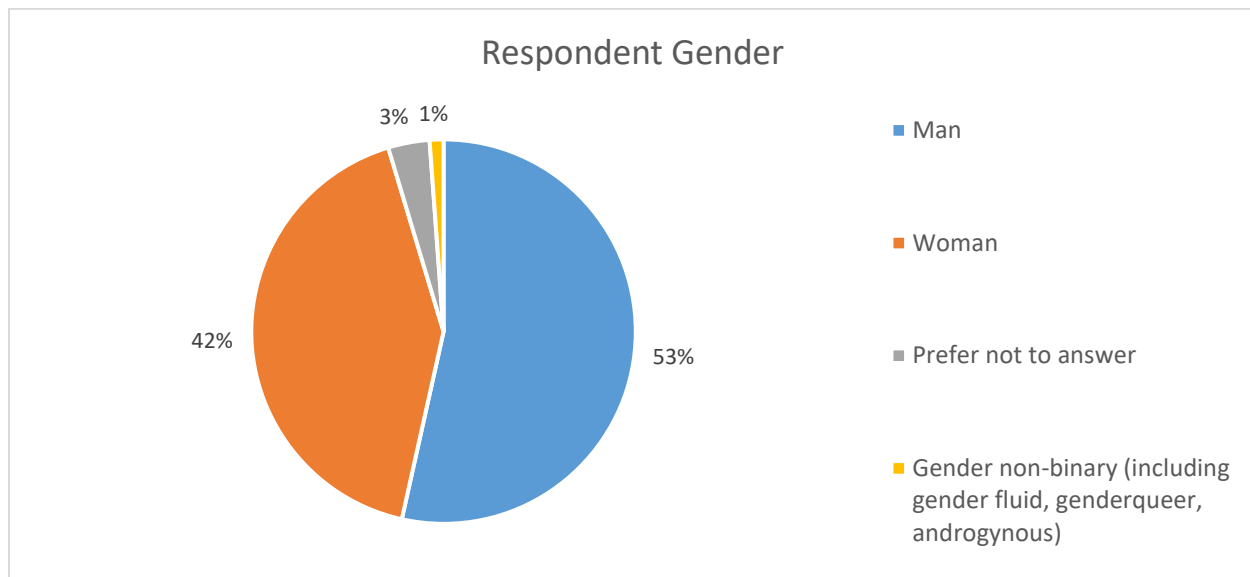
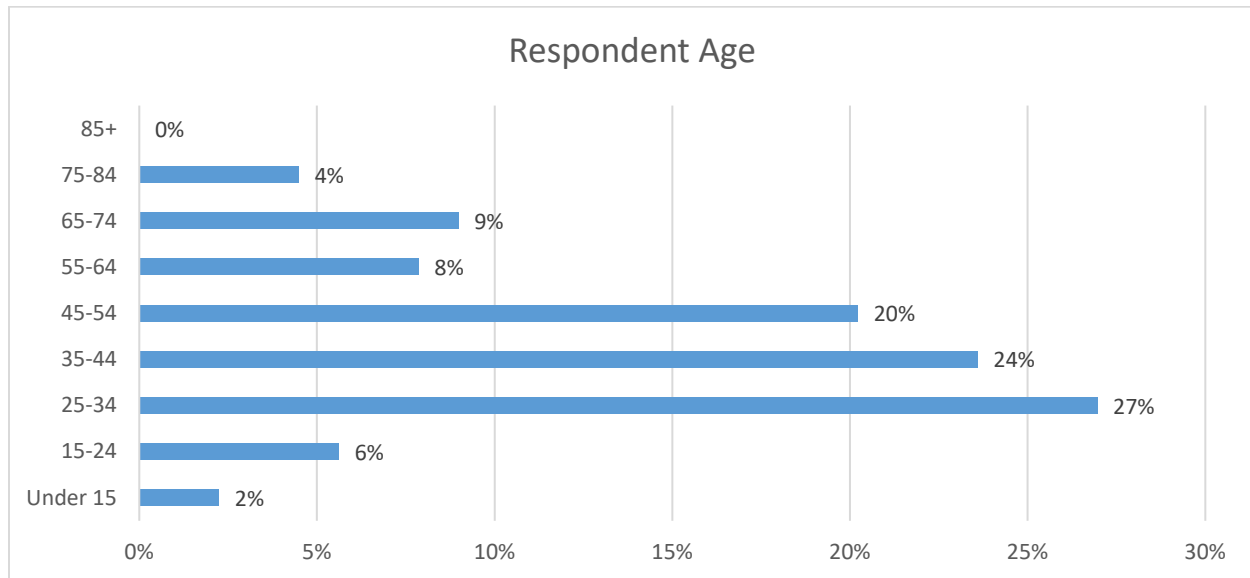
- |   |   |
|---|---|
| <input type="checkbox"/> City of Toronto website        | <input type="checkbox"/> Email                        |
| <input type="checkbox"/> Mailed flyer                   | <input type="checkbox"/> Social media                 |
| <input type="checkbox"/> News update from my Councillor | <input type="checkbox"/> Conversation with City staff |
| <input type="checkbox"/> Word of mouth                  | <input type="checkbox"/> Other, please specify        |

Your responses have been registered! Thank you for taking the time to complete the survey, your input is valuable to us. For more information, please visit [toronto.ca/ConnectingSWAgincourt](https://toronto.ca/ConnectingSWAgincourt). Contact If you have any questions, please contact: Ryan LoSr. Public Consultation Coordinator, City of Toronto Telephone: 416-395-7243 Email: [Ryan.Lo2@toronto.ca](mailto:Ryan.Lo2@toronto.ca)

## Appendix C: Online Survey Demographics

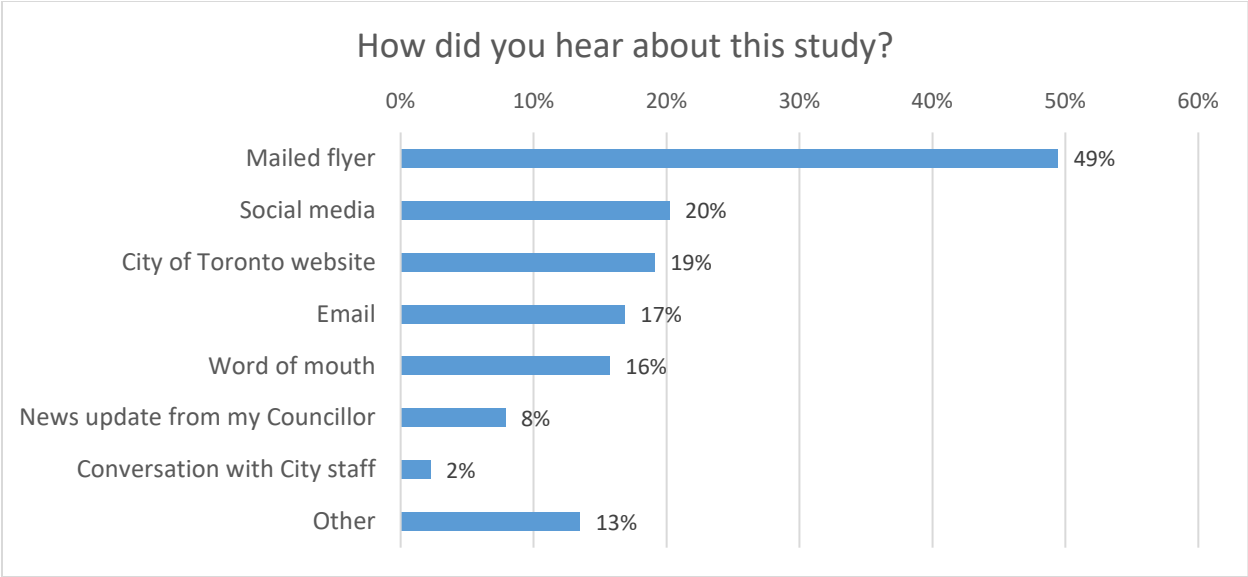
### Age and Gender of Respondents

A total of 89 respondents provided optional demographic information described below. The majority of respondents were between the ages of 25 – 54, with no responses provided from individuals over 85. Men represented 53% of responses, and women represented 42% of responses.



### Sources of Information

Most respondents (49%) learned about the study from the mailed flyer, followed by social media (20%) and the City's website (19%). Some respondents who selected 'Other' indicated that they heard about the study from their condominium property management.



**APPENDIX X**

# Consultation Record Part D - Indigenous



Date	First Nation	Name	Study Stage/Focus	Channel	First Nation Response	City of Toronto Response
07/07/2020	Chippewas of Georgina Island	Brandon Stiles	Notice of Commencement	Email	Correspondence should go to Natasha Charles, Community Consultation Worker	Updated records and issued email to Natasha Charles
07/07/2020	Alderville First Nation	Dave Simpson	Notice of Commencement	Email	Confirmed receipt. Please keep informed.	
07/27/2020	Curve Lake First Nation	Katilin Hill	Notice of Commencement	Email	Read receipt	
07/27/2020	Mississaugas of the Credit	Mark LaForme	Notice of Commencement	Email	Read receipt	
07/27/2020	Six Nations	Lonny Bomberly	Notice of Commencement	Email	Read receipt	
07/27/2020	Chippewas of Georgina Island	Natasha Charles	Notice of Commencement	Email	Read receipt	
07/27/2020	Chippewas of Rama First Nation	Chief Rodney Noganosh	Notice of Commencement	Email	Read receipt	
07/27/2020	Mississaugas of the Credit	Fawn Sault	Notice of Commencement	Email	Read receipt	
07/27/2020	Hiawatha First Nation	Chief Laurie Carr	Notice of Commencement	Email	Read receipt	
07/27/2020	Curve Lake	Emily Whetung	Notice of Commencement	Email	Read receipt	
08/17/2020	Curve Lake	Julie Kapryka	Notice of Commencement	Email	Requested a summary of how project will address possible impact to drinking water; fish and wild game; Aboriginal heritage and cultural values; endangered species; lands; savannas.	Response provided Nov 24, 2020, along with Stage 1 Archeology report
09/14/2020	Mississaugas of the Credit	Stacey LaForme	Notice of Consultation	Email	Read receipt	
09/14/2020	Mississaugas of the Credit	DOCA	Notice of Consultation	Email	Read receipt	
09/14/2020	Mississaugas of the Credit	Fawn Sault	Notice of Consultation	Email	Read receipt	
09/14/2020	Chippewas of Scugog First Nation	Dave Mowat	Notice of Consultation	Email	Email bounced: Undeliverable	
09/14/2020	Hiawatha First Nation	Chief Laurie Carr	Notice of Consultation	Email	Read receipt	
09/14/2020	Hiawatha First Nation	Tom Cowie	Notice of Consultation	Email	Read receipt	
09/14/2020	Alderville First Nation	Dave Simpson	Notice of Consultation	Email	Email bounced: Undeliverable	
09/14/2020	Beausoleil First Nation	Jane Copegog	Notice of Consultation	Email	Auto response: On leave	
09/15/2020	Chippewas of Scugog First Nation	Monica Sanford	Notice of Consultation	Email	Read receipt	
09/17/2020	Beausoleil First Nation		Notice of Consultation	Phone	Confirmed new contact: Mike Smith replacing Jane Copegog	Notice of Virtual Public Meeting sent to Mike Smith on Sept 18, 2020
10/28/2020	Chippewas of Georgina	Natasha Charles	Notice of Consultation	Email	Read receipt	
10/28/2020	Chippewas of Rama	Ted Williams tedw@ra	Notice of Consultation	Email	Read receipt	
10/28/2020	Chippewas of Rama	Sharday James	Notice of Consultation	Email	No comments or questions. Asked to be kept informed.	
11/16/2020	Scugog FN	Jamie Coons	Notice of Consultation	Email	Read receipt: Notice of Public Consultation	
11/29/2020	Alderville	Dave Mowat	Notice of Consultation	Email	Read receipt: Notice of Public Consultation	
11/24/2020	Curve Lake	Emily Whetung	Stage 1 Archeology Report	Email	Read receipt: Draft AA report	

[illegible]

Government Services Building  
22 Winookeedaa Road  
Curve Lake, Ontario K0L1R0



Phone: 705.657.8045  
Fax: 705.657.8708  
[www.curvelakefirstnation.ca](http://www.curvelakefirstnation.ca)

August 17<sup>th</sup>, 2020  
VIA E-MAIL

Stephanie Gris Bringas  
Senior Public Consultation Coordinator  
Public Consultation Unit  
City of Toronto

**RE: Study Commencement – Southwest Agincourt Transportation Connections Municipal Class EA Study 'Schedule C'**

Dear Stephanie Gris Bringas,

I would like to acknowledge receipt of your correspondence, which was received on July 27<sup>th</sup>, 2020, regarding the above noted project.

As you may be aware, the area in which your project is proposed is situated within the Traditional Territory of Curve Lake First Nation. Our First Nation's Territory is incorporated within the Williams Treaties Territory and was the subject of a claim under Canada's Specific Claims Policy, which has now been settled. All 7 First Nations within the Williams Treaties have had their harvesting rights legally re-affirmed and recognized through this settlement.

Curve Lake First Nation is requiring a File Fee for this project in the amount of \$250.00 as outlined in our *Consultation and Accommodation Standards*. This Fee includes project updates as well as review of standard material and project overviews. Depending on the amount of documents to be reviewed by the Consultation Department, additional fees may apply. **Please make this payment to Curve Lake First Nation Consultation Department and please indicate the project name or number on the cheque.**

If you do not have a copy of *Curve Lake First Nation's Consultation and Accommodation Standards* they are available at <https://www.curvelakefirstnation.ca/services-departments/lands-rights-resources/consultation/>. Hard copies are available upon request.

Based on the information that you have provided us with respect to the Study Commencement – Southwest Agincourt Transportation Connections Municipal Class EA Study 'Schedule C' project Curve Lake First Nation may require a Special Consultation Framework for this project. Information on this Framework can be found on page 9 of our *Consultation and Accommodation Standards* document.

In order to assist us in providing you with timely input, it would be appreciated if you could provide a summary statement indicating how the project will address the following areas that are of concern to our First Nation within our Traditional and Treaty Territory: possible environmental impact to our

Government Services Building  
22 Winookeedaa Road  
Curve Lake, Ontario K0L1R0



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Fax: 705.657.8708  
[www.curvelakefirstnation.ca](http://www.curvelakefirstnation.ca)

drinking water; endangerment to fish and wild game; impact on Aboriginal heritage and cultural values; and to endangered species; lands; savannas etc.

After the information is reviewed it is expected that you or a representative will be in contact to make arrangements to discuss this matter in more detail and possibly set up a date and time to meet with Curve Lake First Nation in person (or virtually).

Although we have not conducted exhaustive research nor have we the resources to do so, there may be the presence of burial or archaeological sites in your proposed project area. Please note, that we have particular concern for the remains of our ancestors. Should excavation unearth bones, remains, or other such evidence of a native burial site or any other archaeological findings, we must be notified without delay. In the case of a burial site, Council reminds you of your obligations under the *Cemeteries Act* to notify the nearest First Nation Government or other community of Aboriginal people which is willing to act as a representative and whose members have a close cultural affinity to the interred person. As I am sure you are aware, the regulations further state that the representative is needed before the remains and associated artifacts can be removed. Should such a find occur, we request that you contact our First Nation immediately.

Furthermore, Curve Lake First Nation also has available, trained Cultural Heritage Liaisons who are able to actively participate in the archaeological assessment process as a member of a field crew, the cost of which will be borne by the proponent. **Curve Lake First Nation expects engagement at Stage 1 of an archaeological assessment** so that we may include Indigenous Knowledge of the land in the process. We insist that at least one of our Cultural Heritage Liaisons be involved in any Stage 2-4 assessments, including test pitting, and/or pedestrian surveys to full excavation.

Although we may not always have representation at all stakeholder meetings, as rights holders', it is our wish to be kept apprised throughout all phases of this project. Please note that this letter does not constitute consultation, but it does represent the initial engagement process.

Should you have further questions or if you wish to hire a Liaison for a project, please contact Julie Kapyrka or Kaitlin Hill, Lands and Resources Consultation Liaisons, at 705-657-8045 or via email at [JulieK@Curvelake.ca](mailto:JulieK@Curvelake.ca) and [KaitlinH@Curvelake.ca](mailto:KaitlinH@Curvelake.ca).

Yours sincerely,

Chief Emily Whetung  
Curve Lake First Nation

Policy, Planning,  
Finance & Administration

Program Support  
Metro Hall, 19<sup>th</sup> Floor  
55 John Street  
Toronto, ON M5V 3C6

Reply to: Stephanie Gris Bringas  
**Public Consultation Unit**  
Tel: 416-392-3643  
Fax: 416-392-2974  
TTY: 416-338-0889  
Email:  
Stephanie.GrisBringas@toronto.ca

November 24, 2020

Chief Emily Whetung, Kaitlin Hill & Julie Kapyrka  
Curve Lake First Nation  
Government Services Building  
22 Winookeeda Rd.  
Curve Lake ON  
K0L 1R0

**Re: Draft Stage 1 Archaeology Assessment Report – Southwest Agincourt  
Transportation Connections Study Municipal Class EA Study "Schedule C" Process**

Dear Chief Emily Whetung, Kaitlin Hill & Julie Kapyrka,

The City of Toronto is carrying out the **Southwest Agincourt Transportation Connections Study** to identify and evaluate ways to improve transportation connections between Village Green Square, Sheppard Avenue East and the Agincourt GO Station, in anticipation of future growth in the area. Improvements that are being considered include:

- A new north-south street
- A new, separate multi-use trail facility
- Improvements to existing streets and public transit in the study focus area

In your letter dated August 17, 2020, you requested information about how the Southwest Agincourt Transportation Connections Study Environmental Assessment will address areas of concern to your First Nation, including possible impacts to: drinking water, fish and wild game, Indigenous heritage and cultural values, and endangered species and lands. You noted that a Special Consultation Framework may be required for the project, as per your *Consultation and Accommodation Standards* document.

I would like to provide you with the following information:

1. A groundwater assessment study is being completed as part of the study.
2. Terrestrial and Fisheries field investigations were completed on May 25, 2020, to document existing conditions. An impact assessment will be completed later in the study, and mitigation measures to minimize and/or avoid environmental effects will be recommended.
3. Based on the SAR screening, Snapping Turtle (Special Concern) is the only species identified with a moderate likelihood to be present within the limits of the study area. Mitigation measures to minimize and/or avoid effects will be proposed, should any potential impacts be identified later on in the study.

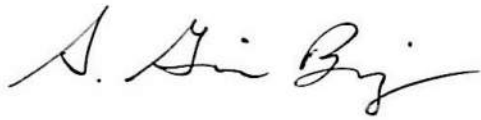
Accompanying this letter is the **Draft Stage 1 Archeological Assessment Report** for the study. We would be pleased to include any Indigenous Knowledge provided by Curve Lake First Nation into the report.

Further information about the study can be found at [toronto.ca/ConnectingSWAgincourt](https://toronto.ca/ConnectingSWAgincourt).

The City of Toronto will continue to notify you about the study as it progresses.

If you require additional information or would like to meet with the project team to discuss this project further, please contact me at your earliest convenience.

Sincerely,



Stephanie Gris Bringas  
Senior Public Consultation Coordinator  
Public Consultation Unit  
City of Toronto

**From:** [Jordon MacArthur](#)  
**To:** [Wood, Lara](#)  
**Cc:** [Stephenson, Jason](#); [Kung, Katherine](#); [Stephanie Gris Bringas](#); [Julie Kapyrka](#)  
**Subject:** RE: SW Agincourt Transportation Connections Stage 1 AA  
**Date:** Monday, January 4, 2021 9:21:49 AM  
**Attachments:** [image004.png](#)

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Good morning Laura,

I hope the holidays were good to you. I have had a chance to look over the changes and would like to thank you for the changes. I have no further comments regarding this report.

Thank you,



**Jordon MacArthur**  
Archaeological Program Administrator  
Curve Lake First Nation Government Services Building  
22 Winookeeda Road, Curve Lake, ON K0L 1R0  
P: 705.657.8045 ext. 237 F: 705.657.8708  
W: [www.curvelakefirstnation.ca](http://www.curvelakefirstnation.ca)  
E: [JordonM@curvelake.ca](mailto:JordonM@curvelake.ca)

---

**From:** Wood, Lara [mailto:Lara.Wood@wsp.com]  
**Sent:** Friday, December 18, 2020 2:02 PM  
**To:** Jordon MacArthur <JordonM@curvelake.ca>  
**Cc:** Stephenson, Jason <Jason.Stephenson@wsp.com>; Kung, Katherine <Katherine.Kung@wsp.com>; Stephanie.GrisBringas@toronto.ca; Julie Kapyrka <JulieK@curvelake.ca>  
**Subject:** RE: SW Agincourt Transportation Connections Stage 1 AA

Good afternoon Jordon,

Thank you for your feedback on the Stage 1 report. Please see attached the updated version of the report, with the information included as you requested. These changes have been made in tracked changes so you can easily see what has been updated. Can you please review and let us know whether these updates satisfy your request? Once I receive your confirmation I will finalize and provide a pdf version for your records.

I hope you have an excellent holiday break!

**Lara Wood, MA**  
Professional Archaeologist



T +1-519-904-1790

M +1 226-898-6132

**Vacation alert: I will be on vacation starting December 19 through January 3. I will respond to any emails on January 4 upon my return.**

wsp.com

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**From:** Stephenson, Jason

**Sent:** December-15-20 9:19 AM

**To:** Wood, Lara <[Lara.Wood@wsp.com](mailto:Lara.Wood@wsp.com)>

**Subject:** FW: SW Agincourt Transportation Connections Stage 1 AA

---

**From:** Jordon MacArthur [<mailto:JordonM@curvelake.ca>]

**Sent:** December-14-20 4:20 PM

**To:** Stephenson, Jason <[Jason.Stephenson@wsp.com](mailto:Jason.Stephenson@wsp.com)>

**Cc:** Julie Kapyrka <[JulieK@curvelake.ca](mailto:JulieK@curvelake.ca)>

**Subject:** SW Agincourt Transportation Connections Stage 1 AA

Good afternoon Jason,

I hope this email finds you well. I recently reviewed the Stage 1 report for SW Agincourt and found it to be quite outdated. I am hoping we can work on making changes together. I am attaching a different Stage 1 report also done by WSP which has implemented some of the changes occurring in pre-contact Ontario histories.

As you may be aware some new CAL14 dates have altered the previous understanding of village site sequences, and pushed back what was considered “ancestral” Huron-Wendat occupation times. As well we ask that any projects occurring in our treaty territory also include our oral history. Scarborough is firmly in Williams Treaties First Nations territory.

Please let me know when you have updated the report.

Thank you,

**Jordon MacArthur**  
**Archaeological Program Administrator**  
**Curve Lake First Nation Government Services Building**  
**22 Winookeeda Road, Curve Lake, ON K0L 1R0**



**P: 705.657.8045 ext. 237 F: 705.657.8708**

**W: [www.curvelakefirstnation.ca](http://www.curvelakefirstnation.ca)**

**E: [JordonM@curvelake.ca](mailto:JordonM@curvelake.ca)**

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-LAEhHhHzdJzBITWfa4Hgs7pbKl

**From:** [Megan DeVries](#)  
**To:** [Stephanie Gris Bringas](#)  
**Cc:** [Mark LaForme](#); [Fawn Sault](#); "[k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com)"  
**Subject:** RE: Stage 1 Archeological Assessment Report: SW Agincourt Transportation Connections Study  
**Date:** Wednesday, January 6, 2021 9:48:45 AM  
**Attachments:** [image002.png](#)  
[DOCA Archaeological Review Agreement \[2020\].docx](#)  
[MCFN Standards and Guidelines for Archaeology \[2020\].pdf](#)

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Good morning,

Thank you for providing the Stage 1 AA of SW Agincourt Transportation Connections Study.

Please note that, in order to continue maintaining DOCA capacity for fulsome project participation, DOCA charges for technical review of project information. In the exercise of its stewardship responsibility, DOCA seeks to work together with project proponents and their archaeological consultants to ensure that archaeological work is done properly and respectfully. DOCA has retained technical advisers with expertise in the field of archaeology. These experts will review the technical aspects and cultural appropriateness of the archaeological assessments and strategies associated with your project. Upon completion of these reviews, MCFN will identify, if necessary, mitigation measures to address any project impacts upon MCFN rights. For cultural materials and human remains, DOCA may advise that this includes ceremonies required by Anishinaabe law, as well as request adjustments to the proposed fieldwork strategy.

The proponent is expected to pay the costs for MCFN to engage in a technical review of the project. DOCA anticipates at this time that all archaeological review will be undertaken by in-house technical experts, but will advise the proponent if an outside peer-review is required. Please find attached the agreement that covers MCFN's inhouse technical review of the archaeological assessments and strategies associated with your project(s). If you could please fill in the additional required information, highlighted in yellow, and return to us a signed copy, that would be greatly appreciated. After we have received it, we can execute the contract on our end and return the completed contract to you. Afterwards, we will proceed with report review.

Sincerely,  
Megan.

**Megan DeVries, M.A.**  
**Archaeological Operations Supervisor**



**Department of Consultation and Accommodation (DOCA)**  
**Mississaugas of the Credit First Nation (MCFN)**

4065 Highway 6 North, Hagersville, ON N0A 1H0  
P: 905-768-4260 | M: 289-527-2763

<http://www.mncfn.ca>

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---

**From:** Stephanie Gris Bringas <Stephanie.GrisBringas@toronto.ca>  
**Sent:** Tuesday, January 5, 2021 11:50 AM  
**To:** Chief, R Stacey Laforme <Stacey.Laforme@mncfn.ca>; Mark LaForme <Mark.LaForme@mncfn.ca>; DOCA <DOCA@mncfn.ca>; Fawn Sault <Fawn.Sault@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>  
**Cc:** 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>  
**Subject:** Stage 1 Archeological Assessment Report: SW Agincourt Transportation Connections Study

Hello Chief LaForme, Mark LaForme, Fawn Sault and Megan DeVries,

The City of Toronto is carrying out the Southwest Agincourt Transportation Connections Study to identify and evaluate ways to improve transportation connections between Village Green Square, Sheppard Avenue East, and the Agincourt GO Station, in anticipation of future growth in the area. Improvements that are being considered include:

- a new north-south street connecting Village Green Square, Cowdray Court and Sheppard Avenue East
- a new, separate multi-use trail facility
- improvements to existing streets and public transit in the study focus area.

For your reference, I have attached a copy of the **Stage 1 Archeological Assessment Report** for the study. Further information about the study can be found at [toronto.ca/ConnectingSWAgincourt](http://toronto.ca/ConnectingSWAgincourt).

Please contact me by January 19, 2021, if you have any questions or concerns regarding the report. I will continue to update you as the study moves forward.

Thank you,  
Stephanie Gris Bringas

Stephanie Gris Bringas  
Senior Consultation Coordinator  
Public Consultation Unit  
[City of Toronto](http://CityofToronto)  
416-392-3643



**From:** [Adrian Blake](#)  
**To:** [Stephanie Gris Bringas](#)  
**Cc:** [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [Megan DeVries](#)  
**Subject:** RE: Stage 1 Archeological Assessment Report: SW Agincourt Transportation Connections Study  
**Date:** February 18, 2021 12:46:30 PM  
**Attachments:** [image001.jpg](#)  
[image002.png](#)

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Good afternoon,

MCFN-DOCA has now finished our review of the Stage 1 AA you provided to us for your Agincourt Transportation Connections project. At this time we have no concerns with the contents of the report or the recommendations made within it. We look forward to further participation with you during the remainder of this project.

Regards,

**Adrian Blake, M.S.**  
**Field Archaeologist**



**Department of Consultation and Accommodation (DOCA)**  
**Mississaugas of the Credit First Nation (MCFN)**

4065 Highway 6 North, Hagersville, ON N0A 1H0

M: 905-979-3862

<http://www.mncfn.ca>

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**From:** Stephanie Gris Bringas

**Sent:** Tuesday, January 5, 2021 11:50 AM

**To:** Chief, R Stacey Laforme ; Mark LaForme ; DOCA ; Fawn Sault ; Megan DeVries

**Cc:** 'k.a.sandy-mckenzie@rogers.com'

**Subject:** Stage 1 Archeological Assessment Report: SW Agincourt Transportation Connections Study

Hello Chief LaForme, Mark LaForme, Fawn Sault and Megan DeVries,

The City of Toronto is carrying out the Southwest Agincourt Transportation Connections Study to identify and evaluate ways to improve transportation connections between Village Green Square, Sheppard Avenue East, and the Agincourt GO Station, in anticipation of future growth in the area. Improvements that are being considered include:

- a new north-south street connecting Village Green Square, Cowdray Court and Sheppard Avenue East
- a new, separate multi-use trail facility
- improvements to existing streets and public transit in the study focus area.

For your reference, I have attached a copy of the **Stage 1 Archeological Assessment Report** for the study. Further information about the study can be found at [toronto.ca/ConnectingSWAgincourt](http://toronto.ca/ConnectingSWAgincourt).

Please contact me by January 19, 2021, if you have any questions or concerns regarding the report. I will continue to update you as the study moves forward.

Thank you,

**APPENDIX X**

**Consultation Record  
Part E - Property  
Impact**



Impacted Property	Impact Type	1st Notification	1st Notification Date	Correspondence	2nd Notification	2nd Notification Date	Correspondence
2223 Kennedy Road	ROW	Registered mail	August 19, 2020		Registered mail	24-Jun-22	
2229 Kennedy Road	ROW	Registered mail	August 19, 2020		Registered mail	24-Jun-22	
3 Collingwood Street	ROW	Registered mail	August 19, 2020		Hand delivery, registered mail	Hand delivery - June 28, 2022	
5 Collingwood Street	ROW	Registered mail	August 19, 2020		Hand delivery, registered mail	Hand delivery - June 28, 2022	
7 Collingwood Street	ROW	Registered mail	August 19, 2020		Hand delivery, registered mail	Hand delivery - June 28, 2022	
9 Collingwood Street	Private	Registered mail	August 14, 2020	Sept 4, 2020: Phone call; confirmed receipt Sept 21, 2020: Conference call with owner and family member July 22, 2021: Permission to Enter request sent by WSP via email to conduct CHER	Email and Hand delivery	Email - June 27, 2022 Hand delivery - June 28, 2022	July 12, 2022: Receipt confirmed via email
11 Collingwood Street	Private	Registered mail	August 14, 2020		Hand delivery, registered mail	Hand delivery - June 28, 2022	
15 Collingwood Street	ROW	Registered mail	August 19, 2020	Email received as part of consultation feedback.	Hand delivery, registered mail	Hand delivery - June 28, 2022	Receipt confirmed (email response)
17 Collingwood Street	ROW	Registered mail	August 19, 2020	Sept 16, 2020: Phone call	Email, hand delivery, reg mail	Email - June 27, 2022 Hand delivery - June 28, 2022	Receipt confirmed (phone)
19 Collingwood Street	ROW	Registered mail	August 19, 2020		Email, hand delivery, reg mail	Email - June 27, 2022 Hand delivery - June 28, 2022	
21 Collingwood Street	ROW	Registered mail	August 19, 2020		Hand delivery, reg mail	Hand delivery - June 28, 2022	
22 Collingwood Street	ROW	Registered mail	August 19, 2020		Hand delivery, reg mail	Hand delivery - June 28, 2022	
23 Collingwood Street	ROW	Registered mail	August 19, 2020	Aug 29, 2020: Email received (response to email) 09/01/2020 phone conference	Email, reg mail	Email - June 27, 2022 Hand delivery - June 28, 2022	
24 Collingwood Street	ROW	Registered mail	August 19, 2020		Hand delivery, reg mail	Hand delivery - June 28, 2022	
25 Collingwood Street	ROW	Registered mail, Email	August 21, 2020	Aug 31, 2020: Virtual meeting. Owners expressed significant concern about potential impact on the elderly residents of the property.	Email, hand delivery, reg mail	Email - June 27, 2022 Hand delivery - June 28, 2022	Receipt confirmed (email response)
26 Collingwood Street	ROW	Registered mail	August 19, 2020		Hand delivery, reg mail	Hand delivery - June 28, 2022	
27 Collingwood Street	ROW	Registered mail	August 14, 2020		Hand delivery, reg mail	Hand delivery - June 28, 2022	
28 Collingwood Street	ROW	Registered mail	August 14, 2020		Hand delivery, reg mail	Hand delivery - June 28, 2022	
28 Collingwood Street	ROW	Registered mail	August 19, 2020 January 13, 2021: Reissued to new owner		Hand delivery, reg mail	Hand delivery - June 28, 2022	
1 Gordon Avenue	ROW	Registered mail	August 19, 2020				
2 Gordon Avenue	ROW	Registered mail	August 19, 2020		Hand delivery, reg mail	Hand delivery - June 28, 2022	
3 Gordon Avenue	ROW	Registered mail	August 19, 2020				
4 Gordon Avenue	ROW	Registered mail	August 19, 2020	Sept 21, 2020: Phone call Oct 4, 2020: Email received from owner with feedback	Email, hand delivery, reg mail	Email - June 27, 2022 Hand delivery - June 28, 2022	Receipt confirmed (email response); attended meeting July 11, 2022
5 Gordon Avenue	None	Registered mail	August 19, 2020				
6 Gordon Avenue	ROW	Registered mail	August 19, 2020		Hand delivery, reg mail	Hand delivery - June 28, 2022	
7 Gordon Avenue	None	Registered mail	August 19, 2020				
8 Gordon Avenue	ROW	Registered mail	August 19, 2020		Hand delivery, reg mail	Hand delivery - June 28, 2022	
9 Gordon Avenue	None	Registered mail	August 19, 2020				
10 Gordon Avenue	ROW	Registered mail	August 19, 2020		Hand delivery, reg mail	Hand delivery - June 28, 2022	
11 Gordon Avenue	None	Registered mail	August 19, 2020				
12 Gordon Avenue	ROW	Registered mail	August 19, 2020		Hand delivery, reg mail	Hand delivery - June 28, 2022	

15 & 17 Gordon Avenue	ROW	Registered mail	August 19, 2020		Hand delivery, reg mail	Hand delivery - June 28, 2022	July 7 2022: Virtual meeting; follow up email with notes July 22, 2022. Property representatives expressed concerns about the impact of new bike lanes particularly on availability of street parking on Gordon Ave.
16 Gordon Avenue	ROW	Registered mail	August 19, 2020		Hand delivery, reg mail	Hand delivery - June 28, 2022	Receipt confirmed (email response)
18 Gordon Avenue	ROW	Registered mail	August 19, 2020		Hand delivery, reg mail	Hand delivery - June 28, 2022	Receipt confirmed (email response)
4023 Sheppard Ave. East	ROW	Registered mail	August 14, 2020		Registered mail	24-Jun-22	July 22, 2022: Phone conversation with doctor's secretary (tenant); confirmed that address on file is correct for owner; SGB requested that property owner or property mgmt contact the City.
4045, 4047, 4049, 4051, 4053 Sheppard Ave. East	Private	Registered mail	August 19, 2020		Registered mail	24-Jun-22	July 21, 2022: Virtual meeting with owner. Expressed opposition to property acquisition. Expressed desire for land swap with land beside West Highland Creek. Staff explained this is not possible.
4054 Sheppard Ave. East	None	Registered mail	August 19, 2020		Registered mail		
4061 Sheppard Ave. East	Private	Registered mail	August 14, 2020	Sept 1, 2020: Follow up email sent to M. Tirone Sept 17, 2020: Phone conversation; representative indicated that letter was not received Sept 17, 2020: Letter sent by e-mail Sept 28, 2020: Phone call from owner JM; requested meeting first week of November Nov 6, 2020: Virtual meeting held with A.Grossi (notes) June 2, 2022: Phone call with A.Grossi; communicated that a property impact meeting will be scheduled in the next month prior to second public event.	Email, reg mail	Email - June 27, 2022	June 30, 2022: Virtual meeting with owner and representatives. Owner not in support the proposed multi-use trail alignment because of significant impact on future plans for development of the site. Would prefer to see the MUT run along West Highland Creek. Project team explained that the floodplain was a key considerations in identifying the preferred MUT alignment.
4066 Sheppard Ave. East	None	Registered mail	August 19, 2020		Registered mail		
4068 Sheppard Ave. East	None	Email	August 27, 2020		Registered mail		

4091&4101 Sheppard Ave. East	None	Email	August 18, 2020	Sept 02, 2020: Spoke with property management, who asked that City re-send the letter via email Sept 04, 2020: Spoke with property management (MJ), confirmed she sent the letter to the condo board; September 21, 2020: Virtual meeting with board members; Oct 1, 2020: Follow up notes sent Oct 1, 2020: Letter from board received Nov 2, 2020: Response issued by project manager Niki Siabanis	Registered mail		
290 & 295 Village Green Sq	ROW	Email	August 25, 2020	Nov 10, 2020: Virtual meeting with board members and DEL Property Management.(notes) Dec 2, 2020: Follow up email with meeting notes issued by City	Registered mail	Email - June 29, 2022	July 7, 2022: Virtual meeting. Staff explained potential changes to the ROW adjacent to the property. Board members expressed concerns about impact to on-street parking used by visitors, moving trucks and daycare drop-off, as well as concerns about safety and noise with increased traffic volumes.



March 20<sup>th</sup>, 2023

**To:**

Members of the Infrastructure and Environment Committee – City of Toronto

Manager, Transportation Planning, City of Toronto.

**Re: Infrastructure and Environment Committee, March 20th Meeting, Item # IE2.4**

Gemterra is a residential and commercial developer who has developed several high-quality communities in the Agincourt neighbourhood including LOVE Condominiums and JOY Condominiums. We are the owner of 20, 30, 50, 70, 80 and 100 Cowdray Court, for which we submitted a development application in December 2018 over four years ago. I also note that in 2018, Gemterra agreed to advance the funding for the Environmental Assessment (EA) process that ultimately resulted in the Southwest Agincourt Transportation Connections study (herein called the “EA Study”) that is now the subject of staff report on Agenda Item IE2.4 to this committee.

Gemterra’s lands and development proposal on Cowdray Court make it the most impacted landowner by the recommendations set out in the Southwest Agincourt Transportation Connections Study. As such we have worked with City Staff since 2018 to liaise with the EA Study team and have refined the development proposal to accommodate the outcomes of the EA Study, which most notably includes a significant new north-south roadway that will traverse through the entirety of Gemterra’s Cowdray Court lands.

Through this letter Gemterra wishes to indicate general support of the preferred design recommended by the EA Study as illustrated in Attachments 1-4 the staff report to committee. Gemterra also is generally supportive of the recommendations included in the EA Study pertaining to Cowdray Court: namely the recommended future right-of-way requirement of 25 metres for Cowdray Court.

While we are generally supportive of the preferred design alternative being recommended to committee, Gemterra wishes to express that we continue to have concerns with some of the potential grading and servicing implications the new north-south street might have on the Cowdray development application. Specifically, based upon preliminary designs prepared to date by the City’s EA project team, it appears the vertical design for the new street being contemplated could result in undesirable retaining walls around the planned residential buildings in the Cowdray application. We see these implications possibly leading to an unattractive public realm and thus not achieving both Gemterra’s interests for creating a high-

quality project, or the City's interests in wanting to create a walkable, accessible mixed-use neighbourhood with a high-quality urban design.

It is acknowledged that the grading and servicing matters are typically considered aspects of detailed design and as such are not directly subject to the staff recommendations associated with the EA preferred solution being considered today. However, given the potential future impact on Gemterra's current (and planned) approvals processes, we request that the committee add to the recommendations put forward to City Council as follows:

- a) that prior to finalizing and posting the Environmental Study Report (ESR) for public record, City Staff include language in the ESR that indicates that flexibility will be allowed through the detailed design process to consider refinements the vertical design of the new north-south road through the Cowdray Court redevelopment so long as the general configuration of the preferred solution (as illustrated in Appendix 3 of the staff report) is maintained; and
- b) that City Staff continue working with Gemterra through the active Plan of Subdivision process, and future Site Plan application process, to consider design solutions associated with the grading and servicing for the new north-south street that balances the design challenges within the Gemterra site while also achieving the City's urban design objectives.

We believe adding these supplemental directions to City Staff and the EA Project Team help ensure a positive outcome for both Gemterra and the City as we proceed together in redeveloping the Cowdray Court lands into a vibrant new community that will include new parkland, housing, and ultimately strong mobility and access to transit through the planned new street that will be constructed through the Cowdray site.

Thank you for your consideration on this matter.

**M. Lerman,**  
General Manager.

**From:** M Lerman <mlerman@gemterra.com>  
**Sent:** June 5, 2020 10:09 AM  
**To:** Niki Siabanis  
**Cc:** Yan Wang; Emily Reisman ; Mark D. Jamieson; Michelle Rowland  
**Subject:** RE: Gemterra - Cowdray Court - EA Alternatives Evaluation Criteria Memo  
**Attachments:** Alternative Development and Evaluation Criteria Memo - Agincourt EA - 05....pdf

Nikki

The Cowdray Court redevelopment team has reviewed the May 22 2020 memorandum from WSP with respect to the EA Alternatives Evaluation Criteria Memo (attached). The following is preliminary feedback for consideration.

With respect to the road network options presented on Pages 5 through 12:

- Options C-2, C-3, and C-4 show a north-south road coming north from the CP rail line and bending to the east. We note that the illustrative alignments do not reflect the proposed road alignment within the Cowdray Court development application. The illustrative alignments have a bend in the road to the east just north of the rail line. Per the submitted development application the curve should be further to the north. These illustrative alignments should be modified to reflect what is proposed in the Cowdray Development application which is an extension of the north south street directly to the north to connect with Cowdray Court. Any bend to/from the east should occur north of Cowdray Court otherwise the alignment options as presented would eliminate the potential of redeveloping the lands on the east side of the new street (Block 6) between the watercourse and it's associated floodline, and the new street.
- Options C-2 through C-4 should illustrate the connection of Cowdray Court to the new North-South Street as this is an important link in the area. These options should also illustrate whether the new street will physically connect to Collingwood Street.
- Option C-1 would be significantly detrimental to the Cowdray Court development application. The Gordon Ave connection option should be revised to show the southern segment of the north-south road connecting to the end of Cowdray Court (road allowance for this connection has been allowed for in the Gemterra Cowdray Court application), then utilizing existing Cowdray Court for connecting to the north-south extension of Gordon Ave.
- Alternatively – if the illustrative alignments are not modified to reflect the north-south road location from the Cowdray development application, the corresponding advantage vs. disadvantage tables should be modified to indicate that each option, as illustrated, would have a significant detrimental property impacts to the Cowdray redevelopment which will affect the ability to redevelop the Cowdray lands.

With respect to the evaluation criteria shown in Section 5.0:

- We suggest that the Property Impacts criteria listed under Economic Criteria be modified to reference Property Impacts and Land Acquisition Costs
- Under Healthy Communities we request an additional criteria be added for “Maximize opportunities for providing housing options”.

More generally the memo should make reference to the proposed changes to the area road, open space and pedestrian networks from the Cowdray Court Application (pedestrian connection to Kennedy, expanded

Collingwood park, straightening of Cowdray Court etc..) just as it acknowledges improvements associated with the 2075 Kennedy application to the south.

In regard to a meeting with the MCEA team to review the options you provided us, we prefer to meet once the potential road alignments have been further developed and have taken the proposals contained in the Gemterra Cowdray Court application into consideration.

We trust the above feedback is useful. Thanks in advance.

Regards,

**Maurice Lerman**  
General Manager

Gemterra Developments  
7755 Warden Ave. Unit 6  
Markham, ON L3R 0N3  
t: 905-415-8595  
[Gemterra.com](http://Gemterra.com)

---

**From:** Niki Siabanis  
**Sent:** May 29, 2020 3:10 PM  
**To:** M Lerman  
**Cc:** Yan Wang  
**Subject:** RE: Gemterra - Cowdray Court - TRCA Hydraulic Model update JQ5050

Hi Maurice,

No, the road layouts are far from complete. As mentioned previously, the current alignments are a long list of options that will increase and/or adjust based on stakeholder feedback, which we are only about to get started on.

I generally prefer to have a meeting first where alignments are presented and explained by the project team, but if you prefer to see the draft memo for now please see attached. We will not be sharing this version of the draft memo beyond the project team, so please do not circulate beyond your consulting team.

Since we will not be presenting these options to you initially, please make note of some caveats: Alignments have not gone through any sort of geometric feasibility exercise yet, nor have they gone through any project team and/or stakeholder review beyond mine, so I will stress that you do not focus on the horizontal alignments, but do provide notes for consideration that relate to your development plans (eg. what you have already expressed re the alignment and Block 6 implications). This is still very much preliminary and for discussion purposes only.

Thanks,

Niki Siabanis  
416-397-0211

---

**From:** M Lerman [<mailto:mlerman@gemterra.com>]  
**Sent:** May 29, 2020 2:55 PM  
**To:** Niki Siabanis <[Niki.Siabanis@toronto.ca](mailto:Niki.Siabanis@toronto.ca)>  
**Cc:** Yan Wang <[YanW@gemterra.com](mailto:YanW@gemterra.com)>  
**Subject:** RE: Gemterra - Cowdray Court - TRCA Hydraulic Model update JQ5050

Nikki

From what you write below it is clear that the alternative road layouts and complete.

It is not unreasonable for us to know what these alternates are prior to a public unveiling. Please send the alignment options (alternatives memo draft 1 ?) to Yan and I before we engage in any group meetings or discussions with our consultants. The last thing any of us need is to show these alternatives to us at the meetings you describe in your note.

Once we have had a chance to review and discuss we could be ready for outside meetings and discussions including with our team members.

Between now and June 10<sup>th</sup> is not long so ASAP for the alternatives draft memo would be helpful.

Regards,

**Maurice Lerman**  
General Manager

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t: 905-415-8595  
[Gemterra.com](http://Gemterra.com)

---

**From:** Niki Siabanis <[Niki.Siabanis@toronto.ca](mailto:Niki.Siabanis@toronto.ca)>  
**Sent:** May 29, 2020 2:44 PM  
**To:** M Lerman <[mlerman@gemterra.com](mailto:mlerman@gemterra.com)>  
**Cc:** Yan Wang <[YanW@gemterra.com](mailto:YanW@gemterra.com)>  
**Subject:** RE: Gemterra - Cowdray Court - TRCA Hydraulic Model update JQ5050

Hi Maurice,

Yes – Steve will inquire about the Metrolinx twinning.

No changes to road alignments since we last spoke, but the alternatives memo (draft 1) has been cleaned up.

I did let WSP know that we should plan for a web meeting with you on this soon. We have our first local community association meeting on June 10. I'd like to engage Gemterra (and appropriate consulting team members) around the same time to review alignment options as well. Can you send me a few dates that would work for you and I will coordinate with the team?

Thanks,

Niki Siabanis  
416-397-0211

---

**From:** M Lerman [<mailto:mlerman@gemterra.com>]  
**Sent:** May 29, 2020 2:38 PM  
**To:** Niki Siabanis <[Niki.Siabanis@toronto.ca](mailto:Niki.Siabanis@toronto.ca)>  
**Cc:** Yan Wang <[YanW@gemterra.com](mailto:YanW@gemterra.com)>  
**Subject:** RE: Gemterra - Cowdray Court - TRCA Hydraulic Model update JQ5050

Hi Nikki

Any update on the road layouts ?

Also, ask Abraham about the twinning of the Go tracks and the work done and how it changed the hydraulic model(s).

Regards,

**Maurice Lerman**  
General Manager

Gemterra Developments  
7755 Warden Ave. Unit 6  
Markham, ON L3R 0N3  
t: 905-415-8595  
[Gemterra.com](http://Gemterra.com)

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**From:** Niki Siabanis <[Niki.Siabanis@toronto.ca](mailto:Niki.Siabanis@toronto.ca)>  
**Sent:** May 29, 2020 2:36 PM  
**To:** 'Abraham Barrios' <[abrahamb@meritech.ca](mailto:abrahamb@meritech.ca)>  
**Cc:** Yan Wang <[YanW@gemterra.com](mailto:YanW@gemterra.com)>; M Lerman <[mlerman@gemterra.com](mailto:mlerman@gemterra.com)>; 'van Haren, Steven' <[Steven.Vanharen@wsp.com](mailto:Steven.Vanharen@wsp.com)>; Yu, Peter <[Peter.Yu@wsp.com](mailto:Peter.Yu@wsp.com)>; Gough, Jim <[Jim.Gough@wsp.com](mailto:Jim.Gough@wsp.com)>  
**Subject:** RE: Gemterra - Cowdray Court - TRCA Hydraulic Model update JQ5050

Hi Abraham,

Thanks for the email and apologies for the delayed response. I checked with Steve from WSP who is working on the hydraulic modelling for the EA and he agreed it would be valuable to have a conversation with you and understand your history with the hydraulic modelling for Cowdray Court.

Steve is fantastic and will be in touch to have a conversation with you shortly. No need to include me as this is well out of my technical sphere.

Niki Siabanis  
416-397-0211

---

**From:** Abraham Barrios [<mailto:abrahamb@meritech.ca>]  
**Sent:** May 25, 2020 2:43 PM  
**To:** Niki Siabanis <[Niki.Siabanis@toronto.ca](mailto:Niki.Siabanis@toronto.ca)>

**Cc:** Yan Wang <[YanW@gemterra.com](mailto:YanW@gemterra.com)>; Christian Ventresca <[Christian.Ventresca@toronto.ca](mailto:Christian.Ventresca@toronto.ca)>; Emily Reisman <[ereisman@urbanstrategies.com](mailto:ereisman@urbanstrategies.com)>; 'mrowland@urbanstrategies.com' <[mrowland@urbanstrategies.com](mailto:mrowland@urbanstrategies.com)>; Katrien Darling <[Katrien.Darling@toronto.ca](mailto:Katrien.Darling@toronto.ca)>; 'Katrien Darling' <[katriendarlingcotwork@gmail.com](mailto:katriendarlingcotwork@gmail.com)>; Pezhman Imani <[Pezhman.Imani@toronto.ca](mailto:Pezhman.Imani@toronto.ca)>; Matthew Davis <[Matthew.Davis@toronto.ca](mailto:Matthew.Davis@toronto.ca)>; M Lerman <[mlerman@gemterra.com](mailto:mlerman@gemterra.com)>  
**Subject:** RE: Gemterra - Cowdray Court - TRCA Hydraulic Model update JQ5050

Good afternoon Niki,

I hope this email finds you well.

In case you were not aware, Meritech Engineering is now the engineering consultant supporting the Cowdray Court project. Fortunately, we are familiar with the site and the creek so I trust that it won't be too much of a problem to become reacquainted with the issues.

Given the complexity of the site, it may be a good idea to discuss the issues over the phone, would you be available sometime this week or next week?

Kindly let me know.

With regards,

**Abraham J. Barrios, P.Eng.**  
**Meritech Engineering**  
**519- 623- 1140 x 209**

***COVID-19 Notice: In order to protect the health of our working environments, we are moving our services to remote locations. Our offices are closed to clients until further notice, however we are available by phone or email. We will advise when our office space will reopen.***

---

**From:** Niki Siabanis <[Niki.Siabanis@toronto.ca](mailto:Niki.Siabanis@toronto.ca)>  
**Sent:** Thursday, April 16, 2020 11:44 AM  
**To:** M Lerman <[mlerman@gemterra.com](mailto:mlerman@gemterra.com)>  
**Cc:** Yan Wang <[YanW@gemterra.com](mailto:YanW@gemterra.com)>; Christian Ventresca <[Christian.Ventresca@toronto.ca](mailto:Christian.Ventresca@toronto.ca)>; Emily Reisman <[ereisman@urbanstrategies.com](mailto:ereisman@urbanstrategies.com)>; 'mrowland@urbanstrategies.com' <[mrowland@urbanstrategies.com](mailto:mrowland@urbanstrategies.com)>; Katrien Darling <[Katrien.Darling@toronto.ca](mailto:Katrien.Darling@toronto.ca)>; 'Katrien Darling' <[katriendarlingcotwork@gmail.com](mailto:katriendarlingcotwork@gmail.com)>; Pezhman Imani <[Pezhman.Imani@toronto.ca](mailto:Pezhman.Imani@toronto.ca)>; Matthew Davis <[Matthew.Davis@toronto.ca](mailto:Matthew.Davis@toronto.ca)>  
**Subject:** RE: Gemterra - Cowdray Court - TRCA Hydraulic Model update

Hi Maurice,

Thanks for the email. I had a brief email exchange with the TRCA yesterday and their model is now delayed another two weeks. I've advised that the latest the EA team can wait for this before it starts to impact schedule is April 28<sup>th</sup> after which we need to determine an alternative approach. It's concerning to see in your attached correspondence that the model was promised to Crozier last fall.

In terms of Katrien's heads up to you. I appreciate your concern that the wording around mitigation measures "stemming from the development proposal" was not precise. The intended communication is that the TRCA has advised TS that the updated modelling is coming and that it is showing higher flood levels by approximately

0.5m in this area, which, if accurate, will create a new viewpoint from which they will view the EA, and similarly the development application. I understand from our call and your attachments that Crozier's modelling was conservative, so there may ultimately be minimal or no implications on your development application. In any case, Katrien and I wanted to inform you of this, with the caveat that we do not know what the updated data points are.

On a related note, I see that your July 5 Memo provides some background on the Metrolinx track twinning model. Are you able to share this model with me? Our current contacts at Metrolinx have not been able to track this work down yet.

As always, if you have any concerns don't hesitate to call me.

Thanks,

Niki Siabanis  
647-465-9507

---

**From:** M Lerman  
[<mailto:mlerman@gemterra.com>]  
**Sent:** April 8, 2020 12:32 PM  
**To:** Niki Siabanis <[Niki.Siabanis@toronto.ca](mailto:Niki.Siabanis@toronto.ca)>  
**Cc:** Yan Wang <[YanW@gemterra.com](mailto:YanW@gemterra.com)>; Christian Ventresca <[Christian.Ventresca@toronto.ca](mailto:Christian.Ventresca@toronto.ca)>; Emily Reisman <[ereisman@urbanstrategies.com](mailto:ereisman@urbanstrategies.com)>; Michelle Rowland <[mrowland@urbanstrategies.com](mailto:mrowland@urbanstrategies.com)>; Katrien Darling <[Katrien.Darling@toronto.ca](mailto:Katrien.Darling@toronto.ca)>; Pezhman Imani <[Pezhman.Imani@toronto.ca](mailto:Pezhman.Imani@toronto.ca)>; '[katriendarlingcotwork@gmail.com](mailto:katriendarlingcotwork@gmail.com)' <[katriendarlingcotwork@gmail.com](mailto:katriendarlingcotwork@gmail.com)>  
**Subject:** RE: Gemterra - Cowdray Court - TRCA Hydraulic Model update

Nikki

Following the recent email sent by Katrein Darling and the discussion about the HEC RAS Model Update by the TRCA, please see the attached memos detailing our extensive work and consultation with the TRCA on this matter and associated issues.

The attached Memo, dated July 5 2018 from Crozier Consulting Engineers to Gemterra summarises our work with the TRCA on this and associated matters including our independent modelling of the possible Flood Lines Scenarios, involvement and discussions with the TRCA on the Flood Line and their planned update of the HEC RES Modelling as well as the impacts of the Metrolinx doubling of the tracks and the resulting extensions to the existing culverts.

I have also attached a follow up memo, dated September 18 2018 from Crozier to the TRCA addressing TRCA comments from the abovenoted July 5 2018 memo.

We hope that this information can better inform the work being done as part of the MCEA by the consultants and by the TRCA in updating their models.

We hope that this information and the extent of work we have completed with the TRCA, our Engineers and designers can also inform the Planners to the extent that they are updated on our work and that our attention has been long focussed on the Flood Line and TRCA's modelling exercises (last promise from the TRCA was that the modelling would be completed by October 2019).

Ms. Darling has written: *We would like to draw your attention to the TRCA's data and modelling work as this information and data set may trigger mitigation measures to address impacts on Highland Creek/environs/area stemming from the development proposal.*

We challenge this statement on a number of grounds including the work we have done in consultation with the TRCA and how this work has informed our submitted plan, and the embedded incorrect assumption, that there are and/or will be, mitigation measures **stemming from the development proposal.**

Additionally, I attach correspondence from Gemterra's Legal Counsel, addressed to the TRCA – the issues addressed in the letter are self evident. Attached to this letter is a summary of a TRCA Meeting which was attended by our consultants. I draw your attention specifically to Paragraphs 5 and 6 of this memo.

We look forward to continuing our communications protocol and receiving any updates on the TRCA Modelling from you.  
Please contact me as the need arises.

Regards,

Maurice Lerman  
General Manager

Gemterra Developments  
7755 Warden Ave. Unit 6  
Markham, ON L3R 0N3  
t: 905-415-8595  
[Gemterra.com](http://Gemterra.com)

-----Original Message-----

From: Niki Siabanis <[Niki.Siabanis@toronto.ca](mailto:Niki.Siabanis@toronto.ca)>

Sent: April 3, 2020 1:22 PM

To: M Lerman <[mlerman@gemterra.com](mailto:mlerman@gemterra.com)>

Cc: Yan Wang <[YanW@gemterra.com](mailto:YanW@gemterra.com)>

Subject: TRCA Hydraulic Model update

Hi Maurice,

As indicated in Katrien's email to you yesterday and during our call today, the TRCA verbally advised the City (during TAC 1) that their preliminary updated hydraulic model findings demonstrate an increase in the flood plain within the Agincourt EA Focus Area, which includes Gemterra's development area. The TRCA suggest that flood levels are approximately 0.5m higher in this area than their previous model showed. While TRCA was not in attendance at the TAC (they dialed in), they roughly indicated that the new flood line would likely shift over to approximately the east facade of the existing ICS Courier Services building. They said the updated results could have implications on the Cowdray Court development.

The TRCA has advised that the City must use the updated model results for the EA. Given this , we have requested the TRCA expedite the sharing of these results to minimize any delays to the MCEA. As mentioned in my email to Katrien, we will let you know as soon as we receive the updated model.

Thanks and don't hesitate to reach out if you have any questions.

Niki Siabanis  
416-397-0211

Sent from my iPhone

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**APPENDIX X**

**Consultation Record  
Part F - Public  
Comment Tracking**



Ref. #	Date Received	Communication Received	Response	Date of response
1	07/09/2020	<p>Hello. As a resident of a nearby area and a frequent visitor to the subject area I would like to receive updates on the project. My strong position is that this area is close enough to transit that every dollar for a new north-south street would be better spent on pedestrian and cycling pathways.</p> <p>Ideally, this project would be a small opportunity for the City to introduce the European model of separate paths for cyclists and for pedestrians (Amsterdam is a great example. Walkers on cycling paths (usually tourists) are quickly alerted by oncoming cyclists! These paths have a dotted divider line for 2-direction travel.). As both a frequent walker and cyclist I am seeing cycling on park and waterfront trails as increasingly threatening to walkers, enough to discourage families with children. Imagine if cycling lanes on roadways mixed in pedestrians. The mix would discourage usage by BOTH groups. It's starting to happen on park and waterfront trails.</p> <p>More walking and cycling (possible 10 months of the year in Toronto) across the City (and Canada!) could be the single biggest factor in improving population health and restraining the growth in healthcare costs. (Get a grant from the Province for the extra cost of separate cycling and walking paths!)</p>	<p>Hello, Thank you for your e-mail and for your interest in this study.</p> <p>I have noted your comments and will share them with the project team for consideration.</p> <p>I have also added you to the project mailing list for future e-mail updates.</p>	07/13/2020
2	07/11/2020	<p>Hi, Here is my option to be considered:</p> <p>To build a street starting at the intersection of Reidmount Ave. and Sheppard Ave. E. going south with a bridge and an underpass to cross West Highland Creek and CP rail to reach Village Green Square.</p> <p>This can not only reduce the traffic at the intersection of Sheppard and Kennedy but also to add an alternate bus route for the future growth in this area and an expansion of GO station.</p> <p>Changes have to be made at Reidmount to Dowry St. / Cardwell Ave so that it is feasible for this solution.</p>	<p>Thank you for your e-mail and for your interest in the study.</p> <p>I have noted your comments and will share them with the project team.</p> <p>We will be reaching out to residents in the area and the wider public for feedback in the fall. If you received a notice in the mail, you will also receive notification about next stages of the project.</p>	
3	07/14/2020	<p>In response to a received public notice regarding planned changes to the roads in the area of Kennedy and Sheppard, I wish to voice my opposition that any changes that would turn the combination of Reidmount/Cardwell/Bonis into any sort of a "ring road". On Cardwell Avenue we already experience drivers using Cardwell/Reidmount as short cut to avoid the intersection of Kennedy and Sheppard; or to access the GO Station. These cars speed down the street, far too fast for the safety of the neighbourhood. Changing this to a ring road will only increase the traffic level.</p>	<p>Hello,</p> <p>Thank you for your e-mail and your interest in the study.</p> <p>I have noted your comments and will share them with the project team.</p> <p>Stephanie</p>	07/14/2020

4	07/15/2020	Phone call: Long time resident of the area. Noted the current resident association (AVCA) was previously in a different ward, may not have been included in initial discussions about the project. Offered to provide input or advice on the project, if needed.		n/a
5	07/14/2020	I am writing on behalf of St Timothy's Anglican Church, Agincourt. We are located just on the other side of the Stouffville GO below Sheppard. We would like to receive email updates. We are also interested as to whether any plans might include "our side of the tracks". Any information you can provide would be greatly appreciated.	Thanks so much for your e-mail and for your interest in the study. I have added you to the project e-mail list. I also have St. Timothy's listed as a community stakeholder for the project. The transportation 'solutions' that will be considered as part of the study will all be located within the Focus Area identified on the public notice. The potential north-south street and north-south recreational trail that are being considered would connect Village Green Square and Sheppard Avenue East in the area to the west of the GO rail corridor (ie. not your side of the tracks).	
6	07/20/2020	I am extremely pleased to hear about the study being conducted by the City of Toronto to expand transportation from Village Green Square to Agincourt GO station and Sheppard Avenue. This has been long overdue. Given the forecasted growth (8-9 High rise condominium to be built in the next year or two) the residents of Village Green Square are in dire need of more and better transportation options. For almost a decade, members of this community have expressed their concerns to previous councillors and Mayors. However, we have been met with empty promises and neglected. After reviewing the public notice issued by the City of Toronto, I am voting and in favour of the two options; 1. A new north-south street from Sheppard Avenue East to Village Green Square. This option will give and encourage many of the residents to utilize the GO Train to travel. This will alleviate the traffic congestion at the intersection of Kennedy Road and Village Green Square. This can also prevent motor vehicle accidents in the area and give residents more transportation options. 2. A new north-south recreational trail that would connect Village Green Square and GO station (Sheppard Avenue). - This was the initial proposal when many of the residents purchased their homes in this area. The congestion, pedestrian traffic, lack of green space have become a major problem in Village Green Square. This will only get worse as 3 more highrise condominium buildings are set to be occupied in the coming months and next year with no improvement in any of the mentioned areas. I am grateful that the City is conducting this study and hope that something will be done to improve the lives of the people in my community in the very near future. Since we have no counselor or representative, I am open to being contacted or to answer any questions	Thank you very much for your e-mail and for your interest in the study. I have noted your feedback and will share it with the project team.  We are planning to present more information about the project in the fall, most likely in the form of a virtual (web-based) public event. Members of the public will have an opportunity to learn about the potential solutions, ask questions and provide feedback. If you received the initial notification about the study in the mail, you will also receive notification by mail about the public 'event'. Information will also be posted on the project website.	07/20/2020

7	08/10/2020	<p>I am a resident of Bonis Ave. I have read the notice and I want to illustrate one of my concerns as someone living alone Bonis Ave and taking go train on every working day.</p> <p>Despite all three solutions, I want to mention one thing that has been trouble me and my neighbors for a while that the Cardwell Ave is a one way only so for us who need to take the go train, especially during the winter, we basically can't drive our car to the parking lot or even have a lift from our family. It's not like technically impossible but we would never do that since it was too much effort comparing to just walking to the station.</p> <p>I have strong feeling that no matter who designed the roads in this area, we, the resident at Bonis Ave, were being neglected.</p> <p>For the most of the time it's ok to just walk to the station from our home since it is only around 10-15mins, but during the cold winter, the pedestrian was icy, the wind was whipping, the snows were falling and I really felt it was harmful and dangerous for me to walk back home but as I mentioned it is nearly my only option.</p> <p>This is my biggest concern for this project as a member of our community. Thanks to this study I could have this chance to send out this email.</p>	<p>Thank you very much for your thoughtful e-mail and your interest in this project.</p> <p>I have noted your comments and will share them with the project team, but I would like to better understand some of the challenges that you and your neighbours face in accessing the GO station.</p> <p>What are the specific issues you face when driving? The volume of traffic? The wait to make turns to/from Sheppard Avenue?</p> <p>What might make it easier for you to continue walking to the station in the winter? We are aware that there are currently no sidewalks on Dowry Street. Unfortunately our study can't do much about the weather!</p>	08/11/2020
8	08/29/2020	<p>Hi Stephanie,</p> <p>I am a house owner at Collingwood street, I am concerning the new project which will be built near my neighborhood which will impact our quiet living environment, I saw there are 4 options connections for now.. any of these options will cause inconvenience and privacy issue to our living environment, can we still keep the dead end of collingwood street at Collingwood park just in case more transportation increased on Collingwood street?</p> <p>for now we are at phase 2, that means we should provide our suggestion and concern at phase 3? when Phase 3 will happen?</p>	<p>Hello</p> <p>We will be inviting residents to provide feedback on the four street alignments and other aspects of the study in the coming weeks. You will receive a flyer in the mail with details about a virtual public meeting and different ways to provide input.</p> <p>Which property on Collingwood Street do you live at?</p>	08/31/2020

9	09/01/2020	<p>Hi Stephanie,</p> <p>We are residents in Gordon ave. Regarding the study, we disagree on option 1 and 2, since it will introduce tremendous traffic on top of the busy current of Grodon Ave.</p> <p>Regards</p>	<p>Thank you for your e-mail and your interest in the study. I have noted your feedback about street alignment options.</p> <p>Additional information about the study and the street alignment options will be presented to the public at a virtual Public Meeting on September 23 and through the project web page and. You should receive a notice in the mail with this information in the next few days.</p> <p>The project web page is <a href="http://www.toronto.ca/ConnectingSWAgincourt">www.toronto.ca/ConnectingSWAgincourt</a></p> <p>We will be asking for feedback from residents through a survey, which will be available on the web page. I can also e-mail you a copy if you prefer.</p> <p>Please don't hesitate to contact me again if you have questions or additional feedback.</p>	09/09/2020
10	09/11/2020	<p>I am a resident in the beautiful village green square. I have suffered the traffic jams especially in the past couple years when hundreds of new residents move in.</p> <p>I think that a new street connecting the area to Sheppard Avenue may not be sufficient to improve and ease the traffic. I think that another new street, crossing the Stouffville Go Transit Line, connecting Village Green Square all the way from Kennedy Road to the east, to Midland Avenue, so that cars, wanting to go to the east, can use this new street. Now, cars wanting to go south and west can use Kennedy Road, cars wanting to go north can use Kennedy Road and the other new street...</p>	<p>Hi,</p> <p>Thank you very much for your e-mail and your interest in the project. Insights and observations from residents are much appreciated!</p> <p>I will share your comments and your recommendation with the project team.</p> <p>Would you like me to add you to the project mailing list to receive updates by e-mail?</p> <p>Stephanie</p>	09/11/2020

11	09/14/2020	<p>Hello Stephanie, I have read the Notice of Public Consultation and wanted to make my concern heard.</p> <ul style="list-style-type: none"> <li>• Cowdray Court already has a no right hand turn on red light due to the hill on Kennedy Rd. This is for very good reason. To connect Village Green Square to this street will heavily congest the street and make it more difficult for the commercial residents and people working in the office building. IT would not be inconceivable for traffic to be backed up on Kennedy Rd and Cowdray Court during rush hour and other peak periods.</li> <li>• I think connecting Village Green Square to Sheppard merits further consideration and would like to hear more, as well as get information on a traffic study and see if a stop light should be added (or would be)</li> <li>• I supporting the hiking trail, we need more trails this is a great idea</li> </ul> <p>Please confirm receipt of email and advise if there is anything else required for my input to be registered. I work until 9 in the evening so probably cannot make the virtual meeting.</p>	<p>Hi</p> <p>Thank you very much for your interest in the study and for your feedback. I have noted your concerns and comments and will share them with the project team for consideration.</p> <p>I do want to bring to your attention that there is considerable development that has been proposed on Cowdray Court. Evaluating development applications is not within the scope of this transportation study, however future development on Cowdray Court and Village Green Square is an important factor in the consideration of a new north-south street. I encourage you to review the consultation material on the project web page for more information: <a href="http://www.toronto.ca/ConnectingSWAgincourt">www.toronto.ca/ConnectingSWAgincourt</a></p> <p>For those people who are not able to attend the virtual public meeting, we are planning to post a recording of the event on the project website. There will also be a web-based survey for people to provide feedback on the options that are being considered.</p>	09/15/2020
12	09/22/2020	Phone conversation: Supports new street; When she bought the condo, the subway was supposed to go in. Requested the Feedback Form by e-mail	[Send feedback form via email]	09/22/2020
13	09/22/2020	Phone conversation: When Village Green Square development started, a condition was that the subway should be in place > never happened. The current situation presents safety concerns, in case there is an emergency. Is a east-west connection to Midland also a consideration?	Will address E-W connection as part of the public meeting.	09/22/2020

14	09/24/2020	<p>Hi Stephanie,</p> <p>I was in the meeting last night and was provided an email to connect with someone from the City in order that the community can be involved the planning process. Unfortunately I did not write the name down before the meeting ended. Are there more than the two map presentations as at the virtual meeting it appeared that there was more options presented.</p> <p>Our concern is the Metrogate community as it appears that where the city would like to extend the road to Sheppard is in front of the main entrance to a new daycare center and we are concerned for the safety of the children and their parents.</p> <p>Is there a more clearer map of where the proposed road would be and who should we contact to be more involved and perhaps meet with us regarding the transpiration link.</p>	<p>Phone call/Webex conversation Sep. 25; email follow up September 28:</p> <p>Hi,</p> <p>It was good to connect with you over the phone/Webex last week to discuss some of your concerns about the alignment of the new street that is being considered through the Agincourt transportation study and the daycare that is planned to open at Metrogate this fall.</p> <p>As we discussed, I would be happy to speak with members of the 8-Way Shared Facilities committee about the study, the new street and multi-use trail that are being considered, as well as some of the things that may need to be considered as the design process moves forward.</p> <p>I do encourage members of the committee to visit the project web page, review the consultation materials and complete the online survey before October 7, 2020: <a href="http://www.toronto.ca/ConnectingSWAgincourt">www.toronto.ca/ConnectingSWAgincourt</a></p> <p>They can reach out to me directly if they have any questions about the study, the consultation process, or the improvement options that are being considered.</p> <p>Stephanie</p>	
15	09/22/2020	<p>Hi Stephanie,</p> <p>I'm currently living in 4091 Sheppard Ave building which will be impacted under both street alignment options and Multi-use trail options. I would like to understand what these "complex property considerations" would be and who will pay for making these changes. Please let me know these details to help me vote for the right options.</p>	<p>Follow up by phone: Discussed the potential impacts to the condo driveway that could result from street options C-3 and C-4 and MUT options D-1 and D-2. Resident wanted to know whether the City would pay for the changes that might be required to the condo driveway, and I confirmed that this it correct.</p>	09/29/2020
16	01/17/1900	<p>Hi, I am a resident living at 4091 Sheppard Ave E, Scarborough, ON.</p> <p>I am aware that the city is planning to build a road and trail through the Collingwood park. I am strongly against this plan because it will impact our community safely negatively. In addition, it will cause a lot of noise.</p> <p>Please take the owners' and residents' opinions into consideration.</p>	<p>Hello,</p> <p>Thank you for your e-mail and your interest in the Southwest Agincourt Transportation Connections Study. I have noted your comments.</p> <p>I would like to clarify that the City is considering a new street and a new multi-use recreational trail, along with other improvements to existing streets in the area. Four alignment options are being considered for the new street. No decisions have been made yet.</p> <p>I encourage you to provide feedback through the online survey on the project web page: <a href="http://www.toronto.ca/ConnectingSWAgincourt">www.toronto.ca/ConnectingSWAgincourt</a> .</p> <p>The survey will allow you to more fully explain your opinions about the new street that is being considered as well as the other potential improvements. The survey will be open until October 7, 2020.</p> <p>If you have any questions, please feel free to give me a call.</p>	10/01/2020

18	01/18/1900	<p>Hello Stephanie,</p> <p>As a current resident of 4091/4101 Sheppard Avenue East, I want to know what benefits our residents will have with this new construction. I am deeply concerned about the plans proposed by the city, and I want to hear about how they may benefit those living in these two condos.</p>	<p>Hello,</p> <p>Thank you for your interest in this study and for your question.</p> <p>The new north-south street and the other transportation improvements that are being considered as part of this study, are intended to support development in the study focus area. This includes the proposed development on Cowdray Court, which would result in the dedication of additional parkland, south of the existing limits of Collingwood Park.</p> <p>If a new north-south connection is recommended, City of Toronto staff will work closely with the developer to provide safe and convenient connections to the new park space for local residents.</p> <p>Please don't hesitate to contact me again if you have any other questions.</p>	10/01/2020
19	10/01/2020	<p>Hi Stephanie,</p> <p>I'm writing to you in regards of this project which affects Collingwood park and the exit west of 4091 &amp; 4101 to Sheapprd Ave. East. I do NOT wish for this project to continue as this will destroy the fragile environment that is already there. Previous Metrolinx's projects have already left negative impacts to our community and destroy the aesthetics of our property at 4091/4101 Sheppard Ave East. We do not need any more new routes and I can vet that MAJORITY of us homeowners will not even satisfy the idea of this going forward knowing that it will decrease the value or our properties.</p>	<p>Hello,</p> <p>Thank you for your email and for taking the time to share your thoughts about the new street that is being considered as part of the Southwest Agincourt Transportation Connections Study. I have noted your comments and concerns.</p> <p>Minimizing impact to the natural environment is a key consideration in the evaluation of the options for the new north-south street and new multi-use trail. This is reflected in the study evaluation criteria and in the ongoing work that the project team is carrying out with the Toronto and Region Conservation Authority (TRCA) to ensure that any new infrastructure meets their regulations.</p> <p>The project team is aware that some residents do not support a new north-south street. I encourage you and your neighbours to complete the online feedback survey that is available on the project web page: <a href="http://www.toronto.ca/ConnectingSWAgincourt">www.toronto.ca/ConnectingSWAgincourt</a></p> <p>This survey provides the public with an opportunity to comment on all of the transportation improvements that are being considered, as well as the criteria that are being used to evaluate the options. The survey is open until October 7, 2020. It is also available in a print-friendly format in both English and Simplified Chinese.</p> <p>Please let me know if you have any questions,</p>	10/01/2020

20	10/04/2020	<p>Hello Stephanie,</p> <p>I am resident of building 4101 Sheppard Ave. East. I would like to tell you that, this plan is totally wrong decision and I am angry of city idea, this is not practical because we all people living in this area already confrontation and dealing with the white noise problem, is more than 100% we have 2 rail track south is CN rail and 401, East Go Train, north Sheppard Ave East, we have to deal with all this white noise problem in our community, I am asking you please do something they stop this annoying plan, behalf of this community I am appreciate of your efforts to send our voices, thanking you in advance for your cooperation in this matter, God bless.</p>	<p>Hi</p> <p>Thank you for your e-mail and your interest in this study. I have formally noted your feedback on the potential north-south street that is being considered.</p> <p>I encourage you to complete the online feedback survey, which is available on the project web page:  <a href="http://www.toronto.ca/ConnectingSWAgincourt">www.toronto.ca/ConnectingSWAgincourt</a> .</p> <p>The survey will be open until this Wednesday, October 7.</p>	10/05/2020
21	10/04/2020	<p>Dear Stephanie:</p> <p>I am one of the owners of 4091 Sheppard Ave E, Scarborough ON. We get the news that the government is planning to build a road and trail through the collingwood park and exit west of the 4091&amp; 4101 to Sheppard Ave East,</p> <p>I am very concerned the collingwood park. Although it is a very small park, it brings us so much that it is part of our life. Because there is not any park nearby, collingwood park is the only place for us to enjoy nature easily! There are so many animals on the small land: kinds of birds, squirrels, rabbits, ducks... the beautiful trees, plants, the clear stream and the short bridge. We give all our thanks to the government to preserve the small natural park protecting those wild animals, trees, plants and all of the natural things!</p> <p>Nowadays more and more natural lands are disappearing, more and more wild animals and plants are disappearing because there are fewer and fewer land for them to dwell. Please do not touch the park and keep the pitiful and tiny place for those wild animals and plants! without them around us, what is the meaning of our lives?</p> <p>Another reason is the kids. We notice that there is no place for all the kids around the community to play after their class. The collingwood park is their only heaven to let them run, to play basketball, to get close to nature. These kids are our future! our hope! Please keep the pitiful tiny park for them!</p>	<p>Hi,</p> <p>Thank you for your e-mail and your interest in the Southwest Agincourt Transportation Connections Study. I have noted your comments and will share them with the project team as part of the public consultation report.</p> <p>Environmental impact is an important consideration in the evaluation of the options that are being considered. We do recognize that Collingwood Park is an important space to the community, and minimizing impact to the park and to the natural environment is a priority. Some of the options that are being considered could potentially have greater impact on the park than other options. This will be assessed and considered as the project team carries out its evaluation.</p> <p>The transportation improvements that are being considered are intended to support new development in the area, including the development that is proposed on Cowdray Court. This development would include space dedicated for parkland, south of Collingwood Park. If new north-south connections are recommended, the City will work closely with the developer to provide safe and convenient connections to this new park space.</p> <p>I encourage you to visit the project web page to learn more about the transportation improvements that are being considered as part of the study, including a new multi-use trail. Please take a few minutes to complete the online feedback form, which is available on the web page: <a href="http://toronto.ca/ConnectingSWAgincourt">toronto.ca/ConnectingSWAgincourt</a></p> <p>The survey is open until this Wednesday, October 7.</p>	10/05/2020

22	10/04/2020	<p>Strongly opposed to road connection through Gordon Ave; disappointed that there is an option for car users; City should be emphasizing pedestrian and cycling connections, making decisions to benefit all residents. Key points: 1. unfair to the current residents who are used to having a peaceful low traffic environment</p> <p>2. Village Green Square is already gridlocked at peak hours, no estimates given about how many new cars are going to end up on Gordon and Collingwood, most likely thousands of cars, completely changing the neighbourhood character</p> <p>3. Existing residents must put up with more noise and dust pollution with the increased car traffic</p> <p>4. Current usage for exercise and kids play will be eliminated because of the increase in traffic</p> <p>5. You only have the option of turning right on Sheppard unless a signal is put in place which has 2 problems, too close to Kennedy and Sheppard intersection and users having to deal with the existing traffic light at the Go station</p> <p>6. You are creating an alternative access point to Kenned road merely 100 metres from the current 3 laned Kennedy Road. how much time are you really going to save?</p>	<p>I have formally noted your comments as part of this phase of public consultation. Your concerns will be reflected in the consultation summary report that is prepared after the comment period closes. I do want to provide some additional information in response to some of the specific points you have raised:</p> <p>1. Changes to low traffic environment on residential streets The project team does recognize that the options that are being considered for a new north-south street could have impacts on Gordon Avenue and Collingwood Street. These potential impacts will be considered as part of the detailed evaluation of all the options, in terms of changes to the character of the neighbourhood.</p> <p>2. Increased volume of traffic We do recognize that this is a significant concern for residents of Gordon and Collingwood. Unfortunately, we don't have data yet about what those projected traffic volumes might be. Future traffic analysis and modeling will be carried out to assess what the traffic volumes might be for each of the new street alignment options, based on development projections.</p> <p>3. Increased noise and pollution As part of the existing conditions investigations that have been carried out, the study does look at existing noise levels and air quality as the baseline for assessing changes that would result from a new north-south street. This would be evaluated for each of the new street alignment options.</p> <p>4. Changes to current recreational usage of the street The project team understands that the cul-de-sac at the east end of Collingwood is used by local residents and children as a space for recreation and play. I am not sure whether the loss of this usage would be taken into consideration as part of the evaluation criteria, given that a street isn't officially a space for recreational use. I will speak to the project manager about this. I do want to note that the proposed development on Cowdray Court would include space dedicated for parkland, south of Collingwood Park. If new north-south connections are recommended, the City will work closely with the developer to provide safe and convenient connections to this new park area, which would provide additional recreational space for residents.</p> <p>5. Coordination of traffic signals at Sheppard As noted in the presentation at the virtual public meeting, this will be an important consideration in the evaluation of the new street alignment options.</p> <p>6. Purpose of a new north-south street connection The intention of the new north-south connections that are being considered is to support development and accommodate the growth that is planned for this part of Agincourt. In</p>	10/05/2020
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23	10/05/2020	<p>Please do not destroy Collingwood Park behind my residence. There is no need to build another road and Trail that would impact where I live. As of now there is hardly any traffic on Gordon Ave or Collingwood. as I observed when taking walks. For those who live south of Sheppard, it seems easy enough to go to Kennedy and then north to Sheppard where there is a right-turn lane.</p> <p>There are a lot of children who live in 4091/4101 and having a road or even bicycle trail (and we know how fast some of the cyclists go) beside us seems to me like an accident waiting to happen.</p> <p>Toronto needs to keep its green spaces, not build more roads.</p> <p>Please reconsider this proposal.</p>	<p>Hi,</p> <p>Thank you for your interest in the Southwest Agincourt Transportation Connections Study. I have noted your feedback. The project team recognizes the importance of Collingwood Park to local residents, and minimizing impact to the park and the natural environment is a priority. Safety for residents and road users is also a key priority.</p> <p>If you have not yet had the opportunity, I encourage you to review the consultation information that is available on the project web page: <a href="http://toronto.ca/ConnectingSWAgincourt">toronto.ca/ConnectingSWAgincourt</a> . There is an online feedback survey that can be submitted until this Wednesday, October 7.</p> <p>The intention of the new north-south connections that are being considered is to support future development in the area. With the anticipated growth in the number of people living and working on Cowdray Court and Village Green Square, new transportation connections will be needed. I would like to note that the proposed development on Cowdray Court would include space dedicated for parkland, south of Collingwood Park. If new north-south connections are recommended, the City will work closely with the developer to provide safe and convenient connections to this expanded park space.</p> <p>Please feel free to follow up with me if you have any questions.</p>	
24	10/06/2020	Same as correspondence received from the individual's neighbour (see Ref #22)	<p>Hi,</p> <p>Thanks for your interest in the study and for your feedback regarding the options that are being considered. I have formally noted your comments and I will share them with the project team.</p> <p>I encourage you to complete the online feedback survey that is available on the project web page: <a href="http://www.toronto.ca/ConnectingSWAgincourt">www.toronto.ca/ConnectingSWAgincourt</a> . This survey is also available in a PDF format in English and Simplified Chinese.</p> <p>Please note that the commenting period closes tomorrow, October 7.</p>	10/06/2020
25	10/06/2020	Phone conversation: Is there potential to extend MUT south under 401 to connect with Kennedy Commons; connection up to Huntingwood?	<p>Response: unable to comment on the feasibility of this connection, but will share the idea with the project team.</p>	10/06/2020

26	10/06/2020	<p>Email: Thank you for the opportunity to provide input into the proposed new street and multi-purpose trail. Response to the survey has been made by residents.</p> <p>Please acknowledge some the suggestions and concerns gleaned from neighbours in this area:</p> <ul style="list-style-type: none"> <li>- Street connection at Gordon/Sheppard is problematic given the close proximity to Kennedy Road.</li> <li>- Metrogate desperately needs a second exit for safety reasons.</li> <li>- New street is needed to relieve the traffic pressure at Kennedy/Sheppard.</li> <li>- Multi-purpose trail is desperately needed to provide alternative to the car movement within the communities.</li> <li>- Multi-purpose trail would relieve present cycling on sidewalks.</li> <li>- Restrict through vehicle traffic north on Reidmount - multi-purpose trail only.</li> <li>- Continue multi-purpose trail to connect to Bonis Avenue and Agincourt Mall condominium development.</li> <li>- New street would encourage use of Metrolinx transit at Agincourt GO Station.</li> <li>- Consider Sheppard Subway connection on Sheppard Avenue.</li> <li>- New street would provide better access to Collingwood Park.</li> </ul> <p>Our community looks forward to this street being built.</p> <p>Rhoda Potter President Agincourt Village Community Association</p>	<p>Hi,</p> <p>It was good to speak with you. Thanks for sharing this summary of feedback. I will incorporate these points into the consultation summary report.</p>	10/06/2020
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27	10/06/2020	<p>To Whom It May Concern,</p> <p>We have received the notice about the potential street and multi-use trail projects. After studying the all options, we prefer a do-nothing option about street, and option 1 for trail. Our community is so small, so we'd like to keep it as a whole instead of splitting it. All kids and seniors would benefit from this quiet setting, though people residing in two buildings next to the Collingwood park keep crossing here.</p> <p>As far as we know, more high-rise buildings will be developed around Cowdray Crt. The growing number of people and vehicles in this area will bring more safety issues to our neighbourhood . When a new street is built, we don't think it's fair for residents who currently live here.</p> <p>On Sheppard Ave. East between Kennedy Road and Mildland Ave, it already has 2 traffic lights. We can't imagine what the traffic will be like if one more is added.</p> <p>Sincerely, Collingwood street resident</p>	<p>Hello,</p> <p>Thank you for taking the time to share your feedback about the options that are being considered. I have formally noted your comments and they will be considered as part of this phase of public consultation.</p> <p>If you have not already done so, I encourage you to complete the online feedback survey, which you can access from the study website: <a href="http://www.toronto.ca/ConnectingSWAincourt">www.toronto.ca/ConnectingSWAincourt</a></p> <p>The commenting period ends today, October 7.</p> <p>Stephanie</p>	10/07/2020
28	10/07/2020	<p>Phone conversation: Wants the area to stay the way it is; opposed to the development and to the new road; concerned about increased noise, impact on the environment, safety issues, impact on value of property for condo owners; the City needs to consider the mental welfare of residents in the area; doesn't want the area to become a concrete jungle like downtown; residents love Collingwood Park and don't want to see any impacts. Maintenance improvements are ok.</p>	<p>Explained that many of the things she mentioned are reflected in the evaluation criteria for the study; street alignment options C-1 and C-2 would have minimal/less impact on Collingwood Park; if there is new infrastructure that supports the proposed development on Cowdray Court, then new parkland would be dedicated; concerns about planned and proposed development should be directed to City Planning</p>	

29	10/07/2020	Email from past president of Chartland Community Association.	<p>Hello,</p> <p>Thank you so much for your positive feedback and for taking the time to share your insights and recommendations. I will share your comments with the project team.</p> <p>I do want to respond to a few of your points:</p> <ul style="list-style-type: none"> <li>• Although the Agincourt Mall redevelopment was not included in the massing, it will be considered in the future conditions and traffic modeling that is carried out, using updated information about the proposed land use from City Planning.</li> <li>• I will follow up with my colleagues in Transportation about the need for a Transportation Master Plan and whether this was considered for the larger area. It is something that we are carrying out in other areas of the city where significant development is planned.</li> <li>• There are plans for dedicated park space south of Collingwood Street as part of the proposed development on Cowdray Court. If new north-south connections are ultimately recommended, City staff will work with the developer to provide safe connections to this expanded park space.</li> </ul> <p>Please don't hesitate to reach out again if you have comments or questions. Your ongoing engagement with this study is much appreciated!</p>	10/09/2020
30	10/13/2020	Phone conversation: Concerns about the impact to the condos; feels that purchasing private property is a waste of money; understands the need for a new street; option C-2 is ok; not enough space now at the condo for visitor parking.		
31	10/30/2020	<p>Hi Stephanie</p> <p>The link was closed to provide feedback so I am sending to you the summary from the Metrogate community [Excel file]. Kindly include this as part of your study feedback. You can refer to this as well when we have our community meeting [property meeting with condo board] in November.</p>	<p>Hi,</p> <p>Thanks for your e-mail. Could you clarify who provided this feedback? Is this from the DEL property management or from residents?</p>	10/30/2020
32	11/03/2020	<p>Hi Stephanie,</p> <p>It is from Del as well as any input from the feedback from the directors of the communities.</p> <p><b>Nov 3 follow up</b> I think for the one-way street the board member said to make Village Green Square one-way. This would not apply to the roadway where the townhomes are.</p> <p>There is one more community to be added and that is Selene as it is just occupying this week. It is located at 255 Village Green Square.</p>	<p>Thanks for clarifying.</p> <p>One recommendation identified in the spreadsheet is to make Village Green Square a one way going north. Does this refer to the west leg of Village Green Square, where the townhouses are located?</p> <p>I am also wondering if you could confirm that this list of the condo corporations at Metrogate is correct [table of condos affiliated with each Metrogate building].</p>	

34	05/17/2021	<p>Good morning Stephanie,</p> <p>I am inquiring about the transportation study. The findings that were released indicated another public consultation meeting to be held in "summer 2021". I was wondering if you know when that will take place and when Agincourt residents will be notified.</p> <p>Thank you for your time. Regards,</p>	<p>Hi,</p> <p>Thanks for your interest in the study. The project team is still planning for a second public consultation meeting but there is no confirmed date yet. When we have a confirmed date, we will be notifying residents by mail approximately two weeks prior to the meeting.</p> <p>If you would like us to add your name and email address to our stakeholders contact list as a representative of the Agincourt Metrogate group, please let me know and I'd be happy to do so. You would then receive notification about the public meeting by email.</p> <p>Best,</p> <p>Ryan Lo (he/him)</p>	05/19/2021
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35	05/28/2021	<p>Councillor Nick Mantas,</p> <p>Thank you for calling me back and giving me your time to discuss the issues at Metrogate and Ward 22. I 'm following up regarding several issues in our community.</p> <p>TTC</p> <ul style="list-style-type: none"> <li>- Is the TTC route coming into Metrogate going to be permanent?</li> <li>- Can we have an express bus on Kennedy Road that will take riders to the Kennedy Station during peak hours?</li> </ul> <p>Southwest Agincourt Transportation Connection Study</p> <ul style="list-style-type: none"> <li>- Since this study directly impacts the Metrogate community we are requesting to have a larger input when determining the most suitable option that will benefit our community. This project is long overdue and needs to be expedited.</li> <li>- We need another road connecting our community to Sheppard or Cowdray. This will alleviate the traffic congestion during peak hours, construction and for safety. There have been numerous incidents when motorists were unable to exit and enter Metrogate because of accidents, police investigations, and construction. This cannot continue and need to be addressed immediately.</li> <li>- A direct access between Metrogate and Agincourt Go Station is needed to give people access and encourage the use of Public Transportation.</li> </ul> <p>Road Safety</p> <ul style="list-style-type: none"> <li>- In the past week I have personally witnessed several potential collisions between motorists and pedestrians (mainly children) trying to cross the street. I have witnessed a mother drag her son from his bicycle in order to avoid being run over by a car that was speeding in the neighborhood. This is just one of many stories that I can share. It is time to take a proactive approach by taking actions that will prevent serious injuries or deaths. We would like to know the status of our request/petition to have a crosswalk and speedbumps installed in Metrogate. <p>Shelter at Delta</p> <ul style="list-style-type: none"> <li>- Our community is grateful for the efforts made by the City and all the</li> </ul> </li></ul>	<p>Hi Olga,</p> <p>Hope this email finds you well. I wanted to let you know that I have recently transferred from Councillor Shelley Carroll's office (your next door neighbour on A Street) to the Public Consultation Unit. I am going to be taking over the Southwest Agincourt Transportation Connections Study moving forward as Stephanie transitions into the Supervisor role in our team.</p> <p>As part of the transportation study, the project team is exploring options for the connection between Metrogate and Sheppard/Agincourt GO. I will have more information about the study and the next public meeting to share with Councillor Mantas in the coming weeks.</p> <p>Since I'm new to this project, I don't have full information about some of the concerns that Sean brought up. Would you be able to tell me more about the status of the TTC route he mentioned, and whether there is a formal request for traffic calming from your office or from residents?</p> <p>Thanks!</p> <p>Ryan Lo (he/him)</p>	05/28/2021
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36	07/07/2021	<p>Hi Stephanie,</p> <p>A few years back, there were a few gentlemen who came with the previous Counsellor of Ward#22 to the community meeting. I could not find their contacts anymore, would you have any suggestion whom I should reach out for road study for Metrogate zone?</p> <p>As seen from below, this seems to be a pressing issue before some of those radicals in the community start to take things in their own hands.</p> <p>Best Regards,</p> <p>Subject: Addressing Metrogate community road safety July 2021</p> <p>Hi Counsellor Mantas,</p> <p>The Metrogate community has been very agitated by the recent little girl got hurt last weekend, and there has been community social media discussing their concern on road safety. DEL HQ, together with TRIDEL and Metrogate Management teams have initiated to address the issue, before the community would take attention their own ways, such as social media.</p> <p>I want to co-ordinate with Counsellor's team to get representation on the subject. As well, we need Transportation Department in the consideration of</p>	<p>Hello,</p> <p>I'm very sorry to hear that there was an accident involving a child. Unfortunately, I don't know who would have attended the community meeting that you're referring to. If the focus was on road safety, it may have been staff from Traffic Operations or the Vision Zero team.</p> <p>I do think that contacting the councillor's office is a good place to start, as his staff should be able to reach out to the appropriate City units regarding the community's concerns about safety, to begin a discussion of what measures and improvements are needed.</p> <p>Stephanie</p>	07/07/2021
37	09/13/2021	<p>Good day Stephanie. It has been a while since we talked. Agincourt residents close to the Agincourt GO Station are asking about the timeline for the public meeting that was anticipated to be held in early summer 2021.</p> <p>When will this public meeting be held?</p> <p>AVCA has been advocating with TTC, Metrolinx, Councillor Mantas, Cycle Toronto and BikeShare to ensure better commuter, pedestrian and cyclists connections to the new Agincourt GO Station which is nearing completion.</p>	<p>Hi Rhoda,</p> <p>Thanks for reaching out. The project team is still working on the evaluation of the potential transportation improvements and alignment options. There were a few technical challenges that had to be resolved, which unfortunately resulted in a delay in our project timeline.</p> <p>We are now aiming for a public meeting later this fall. We will be notifying residents and stakeholders when the meeting date is confirmed.</p> <p>Best,</p> <p>Ryan Lo (he/him)</p>	09/14/2021

38	09/22/2021	<p>Hi Ryan,</p> <p>Thanks for the email.</p> <p>I have been resident in Village Green Square for 7 years. I have participated in several public meetings to alleviate and improve the community traffic. Seven years passed, nothing has been done or completed, except consultation and planning still in progress. Three new residential condos have since been completed and two are under construction. Traffic has worsen to the extent that car accidents happen frequently and kids are scared to bike on the streets. The building of the new "complete street" from Village Green Square to Sheppard Avenue passing Cowdray is therefore very urgent.</p> <p>Can you tell me when the "consultation work" will be completed and the "real work" will commence? More new residential buildings in this community will be built in the foreseeable years...</p> <p>Thanks and have a great day.</p> <p>Ps...A suggestion to have a "complete street" from Village Green Square to</p>	<p>Hi,</p> <p>Thank you for your email. I understand your concern and frustration with the worsening traffic conditions in the Village Green Square neighbourhood.</p> <p>The public meeting planned for later this fall will be the last meeting before staff develops a final report (Environmental Study Report-ESR, which includes functional plans for road improvements). The project will then move to the detailed design phase for any new road connections that are being recommended in the ESR.</p> <p>Unfortunately, the suggested connection to Midland is outside the scope of this project so it has not been part of the project team's evaluation.</p> <p>Best, Ryan</p>	09/23/2021
39	11/11/2021	<p>Hello,</p> <p>I am a resident of Scarborough Agincourt, specifically the Metrogate Community, that is directly impacted by this study.</p> <p>My understanding was that there would be another public meeting this fall regarding the findings of this study.</p> <p>Is there a proposed date for this public meeting?</p>	<p>Hi,</p> <p>Thanks for your email. There were some technical issues our consultants had to resolve before we could present the project to the public, hence we are no longer able to have the public meeting this fall.</p> <p>Our goal now is to host the public meeting early next year. We will send out a notice by mail and an additional email to our stakeholders when the meeting is scheduled.</p> <p>Thanks again for your patience.</p> <p>Best,</p>	11/12/2021

40	02/04/2022	<p>Ryan - Thank you for your response in September 22, 2021. You mentioned a public meeting would be held in Fall 2021. To AVCA's knowledge that meeting never happened!</p> <p>However the Scarborough Planning Department has allowed permits for two more condominium buildings at the 401 - on Kennedy Road and Village Green Square - one of which is well into completion!</p> <p>Allowing these buildings to be built added to the already existing Metrogate Condominiums has created and is increasingly creating unsafe living conditions for these residents as well as residents in the surrounding area at Kennedy Road/401 and Kennedy Road/Sheppard Avenue.</p> <ol style="list-style-type: none"> <li>1. Residents at Metrogate, on Village Green Square, on Kennedy Road and in the Shelter at The Delta Hotel have only one access for emergency vehicles.</li> <li>2. An accident at Kennedy/401 totally blocks these residents ability to get in or out.</li> <li>3. Residents live in these condominiums adjacent to the CPR tracks with only one access - what happens if a rail accident happens?</li> <li>4. Kennedy/Sheppard has a high accident rate, often congested with busses and vehicles and dangerous for pedestrians.</li> <li>5. This proposal in the Southwest Agincourt Transportation Connection for a new complete street would allow direct walking and cycling access to Agincourt GO Station and thus diminish the need for a car.</li> </ol> <p>Please respond with the date for the Public Meeting and notification of the action Scarborough Planners are undertaking.</p>	<p>Thank you for following up. Unfortunately, we had to further delay our meeting as our project team is still working on finalizing the materials to be presented in the meeting. I will reach out again when there is a confirmed meeting date.</p> <p>As you know, the Southwest Agincourt Transportation Connections study is looking at a new north-south street to connect Village Green Square to Sheppard Avenue, as well as a separate north-south multi-use trail as a parallel connection. We hope that these new connections would help address the concerns you have regarding access to and from the Metrogate community.</p> <p>Best, Ryan</p>	02/09/2022
41	02/09/2022	<p>Ryan - Residents of Metrogate have been in contact with Agincourt Village Community Association asking us to be included in their media story.</p> <p>It seems with the completion of another condominium on Village Green Square an enhanced dangerous situation is happening.</p> <p>The public meeting was to have happened almost a year ago! It seems to residents that your department has had sufficient time to "finalize the materials to be presented at the meeting."</p>	[outside scope of this EA]	

42	02/17/2022	<p>Hello Everyone,</p> <p>I have questions regarding the Southwest Agincourt Transportation Study.</p> <p>I sent an email around September of last year, to Ryan Lo, asking for an update on the Southwest Agincourt Transportation Study. As well as an update regarding the public follow up meeting that got postponed. You indicated that your team is still gathering information. This meeting was supposed to be held in the summer/fall of 2021.</p> <p>I do want to point out that plans for another development, at the northeast side of Kennedy and Village Green, has already been going through City Council. I have attached a photo from the developer's communication package.</p> <p>The picture shows a highly condensed and populated area. There continues to be only one entry and exit point to and from the community.</p> <p>Many residents feel that their concerns are being ignored and being placated with typical bureaucratic responses.</p> <p>Therefore, my questions for Ryan Lo and Councillor Mantas are: when will you hold the public meeting, regarding the study's findings? When will a secondary entry/exit be created? Will this be done before or after all this development takes place? At what point does the safety of the residents living in this community take precedents over building developments?</p> <p>I look forward to your response.</p>	<p>Thanks for reaching out to inquire about the ongoing Southwest Agincourt Transportation Connections Study (EA Study). Your interest in this project is appreciated. The City is very much committed to this project and we have been advancing the EA Study. We have had some delays due to COVID, staffing changes and technical issues that needed to be resolved. Responses to your questions are below:</p> <p>When will you hold the public meeting regarding the study's findings? We are currently targeting late May or early June for the public consultation on the preferred alignment and preliminary design for the new north-south street and other transportation improvements (e.g. multi-use trail, other active transportation improvements and optimization of traffic signals in the area).</p> <p>When will a secondary entry/exit be created? I assume this is in reference to the new north-south street that connects Village Green Square across the rail corridor and up to Sheppard Avenue East. We anticipate that we will be reporting on the EA Study to City Council early in the new year. The EA Study would be finalized shortly after. The City uses a Council-directed stage gate process for advancing major infrastructure projects like the north-south street once required EAs are completed. This process typically consists of:</p> <ul style="list-style-type: none"> <li>• Seeking funding from Council to advance detailed design (required for all infrastructure projects) and secure necessary property once the EA Study is complete. It typically takes 2 years or so to complete detailed design and to secure any necessary property for new streets and underpasses; and</li> <li>• Advancing the construction funding request once the detailed design has been advanced and we are closer to actual construction.</li> </ul> <p>The funding requests above are determined on annual basis as part of the City's Capital budgeting process. Once all funding is secured, it will likely take 2+ years for the actual construction because we need to build a new underpass.</p> <p>Given the complexity of the north-south street, we are working on identifying interim active transportation improvements that could be advanced sooner, such as the multi-use trail.</p> <p>At what point does the safety of the residents living in this community take precedents over building developments?</p>	02/23/2022
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43	03/26/2022	<p>Agincourt Village Community Association has questions:</p> <p>Have you driven to Village Green Square and tried to exit onto Kennedy Road recently?</p> <p>When will the Agincourt Southwest Transportation Study Public Meeting regarding the proposed connecting street from Village Green Square to Sheppard Avenue happen?</p> <p>Are you aware of the recent derailment on the CPR tracks at Morningside/McCleven?</p> <p>Should a train derailment happen within this new zoning how will residents exit given their boundaries are 401/CPR Tracks/Metrolinx Stouffville Corridor Tracks and one exit at Kennedy Road?</p> <p>How have you considered the safety of residents when passing Zoning By-law 179-2022?</p> <p>Timely answers to these questions are required.</p>	[Email was addressed to Councillor's office]	
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44	04/02/2022	<p>Good afternoon Councillor Mantas,</p> <p>I would like to address an issue that is dear to me and thousands of people living at Metrogate and Village Green. This issue has been ongoing for nearly a decade and continues to be ignored by the City. I hope that having you to represent us can finally address this problem in a timely manner.</p> <p>What is the issue?</p> <p>Our issue is not having the proper infrastructure needed to support the growth in our community and proposed buildings at Village Green Sq.</p> <p>A study has been on-going for nearly half a decade regarding an alternative exit and entrance into Village Green Sq that will connect our people to Sheppard Ave and Agincourt Go Station. Our people are frustrated that we are being neglected by the City. The City continues to approve and grant building permits to developers without building the proper infrastructures such as a road, school, community centre and access to much needed public transportation. We simply had enough.</p> <p>We request to have a town hall meeting with all the stakeholders and be part of the consultation. Meanwhile I believe that the following issues needs to be address and taken into serious considerations;</p> <ol style="list-style-type: none"> <li>1. Population increase at Village Green Sq - There are currently 7 high-rise condominiums and a hotel serving as a homeless shelter despite the request of the community. There are approximately 8,800 to 9,200 people currently living in this small subdivision. This population is set to increase by another 1,700 to 2,000 people in the next year with the two high rises set to go up. That will bring the total of 10,500 to 11,200 people living in our community. Given this population increase, it is important to ensure the safety of our people by providing them with the service that they need such as; <ol style="list-style-type: none"> <li>a. Infrastructure, another exit and entrance into and out of Village Green Sq.</li> <li>b. Access to public transportation. Our people need access to Agincourt Go Station either by way of a road or a pedestrian pathway from Village Green Sq.</li> </ol> </li> </ol> <p>We also need a longer TTC bus service that starts from 0530 am to 10pm.</p> <p>A and B are both important because our people deserve to have equal access to services and resources. Another reason is for the safety of our people. There have been many times when our people were unable to pick up their kids from school, take their family to a medical appointment because they could not get out of the subdivision because it was blocked by an accident, someone being run over by a car because of inadequate lighting or because of police investigation</p>	[Email was addressed to Councillor's office]	
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45	06/27/2022	<p>Hello Mr. Lo:</p> <p>It is my understanding that you are responsible for public consultation regarding the development at the intersection of Village Green Square and Kennedy Road. As far as I know, there has been NO public consultation regarding this poorly planned intersection!</p> <p>I live on Agincourt Drive which runs north of Sheppard Avenue East in the very active, vibrant, diverse community of Agincourt Village where people still walk dogs and talk with grandmas strolling with grandchildren in the evening...a nice neighbourhood. Over the past five years, we have been grateful to have young people moving in and bringing us their children. Many of those young families live in the high-rise complex at Village Green Square where they have no services and battle traffic to get in and out on the only road.</p> <p>An experience I had yesterday on what should have been a short 15-minute errand, compels me to write you, copying my City Councillor and my Community Association (Agincourt Village Community Association). Excuse the length, but I assume you are not familiar with the location and I attempted to build a picture. I left my home at 3:40 on Saturday afternoon, June 25 headed for Roadsport Honda dealership at the North East corner of Ellesmere and Kennedy Road to quickly pick up an arranged small parts order. I chose to go down Midland Avenue (right turns all the way) but the traffic was really slow and it took me 20 minutes and I arrived to find the parts department closed. I turned my car in the parking lot, slowly pushed my way back into the traffic and made the right turn onto Kennedy Northbound and there I sat in complete gridlock! All three lanes of trucks, buses, cars were virtually at a standstill. Traffic on William Kitchen at Kennedy Commons shopping centre was solidly blocked, as were the cars attempting to get off of the 401 BOTH directions - I can only imagine how far back the holdups were on the 401 - they had nowhere to go. At one point, an OPP cruiser inched alongside me and made a totally illegal turn southward as did a 401 Emergency Miller Truck – I assume they were both trying to identify the reason for the backup. I note that the ongoing 401 construction was NOT underway, as they were shut down for the weekend.</p> <p>More than forty-five minutes later, I had the answer when I reached Village Green Square.....yet another accident on Kennedy, in the middle of the stranded, dangerously badly planned mess of an intersection. There wasn't much to see. A smashed car, an ambulance, one Toronto Police car, no people, no police personnel visible, no-one directing traffic squeezing one car at a time through the</p>	<p>Thanks for your email. The City is currently undertaking the Southwest Agincourt Transportation Connections study to improve the safety and connectivity of the area, including new connections to the Village Green Square community.</p> <p>The first round of public consultation took place in September 2020, and we are about to notify residents through mail about the second round of consultation taking place next month in July. The virtual public meeting will be held on Wednesday, July 13, at 6:30 p.m. and we invite you to register and attend the meeting on our webpage linked above.</p>	06/27/2022
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46	06/29/2022	<p>Hi Ryan,</p> <p>I am a resident of Gordon Ave, Scarborough, ON. I have 2 questions here</p> <p>1) Will the introduction of C1 shorten my driveway?</p> <p>2) Does the introduction of D1 will make an new open/entry of my backyard</p> <p>Regards DQ</p>	<p>Thanks for reaching out.</p> <p>The recommended design option for the proposed complete street (C-1) would include widened sidewalks and buffered bike lanes. Your driveway within your private property (behind the existing sidewalk) would not be affected, but the short portion between the sidewalk and the roadway, which is on City property, would be reduced to make room for the improvements.</p> <p>The proposed multi-use trail (D-1) would not include any access points from private properties. The recommended alignment would meet the existing park entrance and trail at the end of Collingwood Street, which then bends toward West Highland Creek along the existing trail and bridge.</p> <p>Hope this clarifies any concerns you may have.</p>	06/29/2022
47	06/29/2022	<p>Hi Ryan</p> <p>Thank you so much for your important information.</p> <p>From your map in your email and the web in the City, we could not figure out that D1 details especially relate with the traffic lights and our buildings ( 4101 and 4091 Sheppard Ave East).</p> <p>Would you kindly send the details of it ? At least explain the relationship between the exit Go station , 4091/4101 exit and the Reidmount Ave &amp; New D1 ? That is the most important point.</p> <p>Thanks again for your help. Best regard</p> <p>Property Manager YCC289</p>	<p>Hi,</p> <p>Thanks for your email. On slide 54 of the presentation slides (available on our project webpage), you can see that the recommended alignment of the multi-use trail (D-1) would run north-south within the 4061 Sheppard Ave E property. There would be no impact to the 4101 and 4091 Sheppard Ave E properties.</p> <p>On the north end of the trail, there would be a separate bike crossing with designated bicycle signals to cross over to the Agincourt GO Station and Reidmount Ave. On the south end, the trail would meet the existing trail leading to the pedestrian bridge across the creek.</p> <p>Hope this clarifies the configuration of the multi-use trail and Sheppard Avenue intersection.</p> <p>On a related note, my colleagues will reach out to you to arrange a drop-off of our paper surveys after the public meeting on July 13, and pick up any completed surveys two weeks later. The survey will be available in both English and Simplified Chinese.</p> <p>Thanks,</p>	06/29/2022

48	06/30/2022	<p>Thanks Ryan.</p> <p>We have no problems with your plans. We have only one question...when to start???</p> <p>This is a typical example of Canada Speed...it has been talking and talking for more than eight years since I moved to this community. Population has doubled in the past years and traffic is still a problem...no improvement has been made so far...what are you guys doing???</p>		
49	06/30/2022	<p>Hi Ryan</p> <p>Is it possible you could show the map more clearly at the traffic light and the D1 before the meeting?</p> <p>That will be easy to discuss the topic. Otherwise the meeting for what ? Or the detailed information will be shown at the meeting?</p> <p>Best Regard</p>	<p>Hi,</p> <p>In the attached image, you should be able to see how the new multi-use trail would meet the intersection at Sheppard Avenue. This is also in slide 59 of the slide deck that will be presented at the meeting.</p> <p>Please let me know if you have any other questions.</p> <p>Thanks, Ryan</p>	06/30/2022

50	07/01/2022	<p>Thank you for the clarification.</p> <p>I do have some concerns regarding the concept of normalizing Gordon Ave to be a "complete street"</p> <p>1) according to the proposed planning, there are several traffic signals added. It will make the traffic even slower during the rush hour - it is already very slow on both sheppard and kennedy.</p> <p>2) the Gordon ave originally was not designed for taking such a capacity of traffic. A complete street will press more air pollution and be noisy to the neighborhood, particularly for the residence on Gordon ave.</p> <p>3) We may expect a traffic increase exponentially. It will change the Gordon/Collingwood neighborhood completely. Kennedy / Sheppard interaction is always busy, and drivers will reasonably switch route through Gordon ave given the new plan</p> <p>Do you mind letting me know the formal procedure I should follow to bring my concerns to the attention of the city?</p> <p>Regards and have a wonderful long weekend</p>	<p>Yes, additional traffic signals are proposed at the intersection of Gordon and Sheppard, and at the intersection of the new complete street and Cowdray Court. Along with the new signals, the City is proposing to optimize the existing traffic signals at other key intersections in the area, including Kennedy/Sheppard and Kennedy/Agincourt GO Station driveway, to address the issue of congestion. Closely spaced signals, such as those being recommended along Sheppard Avenue, will be coordinated, meaning they will work together in order to manage congestion.</p> <p>A number of future traffic scenarios were examined using a traffic model developed for this study that takes into consideration the new growth planned for the area. The traffic modelling results will be discussed during the public consultation meeting on July 13, and have also been included in the "Virtual Public Event #2 Presentation" PDF available on the project webpage: <a href="https://toronto.ca/ConnectingSWAgincourt">toronto.ca/ConnectingSWAgincourt</a>.</p> <p>The purpose of the new complete street is to provide a new north-south connection in the area. It is needed to accommodate the growing population, and will also benefit the Metrogate community, which currently has only one access point via Village Green Square at Kennedy Road. The complete street and the multi-use trail would improve the connectivity of the overall network, redirect some of the local traffic off of Kennedy Road, and relieve some of the congestion you experience today.</p> <p>Because the new complete street, including Gordon Avenue, would have only one vehicle lane in each direction, the new route is not likely to be such an attractive alternative that it would draw large amounts of traffic. The traffic modelling shows relatively low levels of vehicle traffic along the new complete street/Gordon, as it will mainly serve local traffic. Finally, the new walking and cycling connections proposed through this study will provide safe opportunities for new trips to be done out of the car, as the current routes for people driving (eg. Kennedy/Sheppard) are already at capacity during peak hours.</p> <p>We are exploring additional tree planting opportunities and new green infrastructure within the study area to mitigate the impact of air pollution and other environmental concerns such as flooding.</p> <p>You asked how you can bring your concerns to the attention of the City. By contacting us, you are bringing concerns directly to the project team. Your comments have been formally recorded and will be considered as part of the study and the design process. I would also</p>	07/05/2022
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51	07/04/2022	<p>Good afternoon Ryan,</p> <p>Thank you very much for your email. I would like to have more information on D1 multi-purpose trail, such as:</p> <p>1- Trail width and what part of it will be on 4091 Sheppard Ave property- what is the compensation?</p> <p>2- Tree treatment – Will you cut down all matured trees on the path?</p> <p>3- Construction plan</p> <p>Thanks Ryan.</p>	<p>Thanks for your email. I am following up on your questions regarding the proposed multi-use trail because Ryan is currently on leave.</p> <p>1. Trail width and what part of it will be on 4091 Sheppard Ave property- what is the compensation?</p> <p>The current recommended alignment of the trail would not impact the private property of 4091 Sheppard Ave E, as it is being proposed to fall within the property of 4061 Sheppard Ave E. The trail width, including buffer space on either side, would be 5.4 m in the segment near Sheppard Avenue East.</p> <p>2. Tree treatment – Will you cut down all matured trees on the path?</p> <p>Efforts are being made to minimize tree impacts from the proposed trail alignment. Tree impacts and plans for new trees and other plantings are part of the next steps of the Environmental Assessment and will be included in the final study report for public review.</p> <p>3. Construction plan</p> <p>At this stage, a construction plan has not yet been developed. Pending City Council approval of the recommendations of this study, more detailed design work will need to be carried out before a construction plan is developed for the trail.</p> <p>Please don't hesitate to follow up if you have any additional questions.</p>	07/05/2022
52	07/05/2022	<p>Ryan,</p> <p>I am the Principal of M. Behar Planning &amp; Design Limited. We are the planning consultants for the owner of 2221-2223 Kennedy Road and 3-7 Collingwood.</p> <p>We received the attached notice as it relates to the new road alignment. This doesn't appear to impact the site but it does pass right by it.</p> <p>Would it be possible to obtain this linework from the City? We would like to incorporate this into our overall site design / plan.</p> <p>Thank you,</p>	<p>Draft drawings sent by Peter Yu, WSP</p>	07/05/2022

53	07/12/2022	<p>I am one of the owners of 4091 Sheppard Ave E, Scarborough ON. We get the news that the government is planning to build a road and trail through the collingwood park and exit west of the 4091&amp; 4101 to Sheppard Ave East,</p> <p>I am very concerned the collingwood park. Although it is a very small park, it brings us so much that it is part of our life. Because there is not any park nearby, collingwood park is the only place for us to enjoy nature easily! There are so many animals on the small land: kinds of birds, squirrels, rabbits, ducks... the beautiful trees, plants, the clear stream and the short bridge. We give all our thanks to the government to preserve the small natural park protecting those wild animals, trees, plants and all of the natural things!</p> <p>Nowadays more and more natural lands are disappearing, more and more wild animals and plants are disappearing because there are fewer and fewer land for them to dwell. Please do not touch the park and keep the pitiful and tiny place for those wild animals and plants! without them around us, what is the meaning of our lives?</p> <p>Another reason is the kids. We notice that there is no place for all the kids around the community to play after their class. The collingwood park is their only heaven to let them run, to play basketball, to get close to nature. These kids are our future! our hope! Please keep the pitiful tiny park for them!</p>	<p>Thanks for your email. The City is recommending a multi-use trail that would run from Sheppard Avenue near Reidmount Avenue to Village Green Square. It would partially follow the existing trail in the park that runs north from Collingwood Street to the bridge over West Highland Creek.</p> <p>The multi-use trail would be a recreational facility for people walking, cycling, rollerblading, etc., and would make it easier for people to access and enjoy the park.</p> <p>The City is not recommending a new road through the park. The recommended street would extend from the south end of Gordon Street to Village Green Square.</p> <p>You can learn more about what is being proposed through the project web page: <a href="http://toronto.ca/ConnectingSWAgincourt">toronto.ca/ConnectingSWAgincourt</a> . The presentation in the Get Involved section provides details about the recommended road and trail alignments.</p> <p>I also want to point out that expansion of the park is being considered as part of the condominium development on Cowdray Court.</p> <p>Stephanie</p>	07/13/2022
54	07/12/2022	<p>Hi,</p> <p>I'm the owner of XXX-4091 Sheppard avenue east.</p> <p>I am against the construction of C-1 and D-1 trail.</p> <p><del>I can't attend the virtual event but I would like my voice to be heard</del></p>	<p>Thank you for your email. Your comments regarding the study recommendations have been noted and will be shared with the project team.</p>	07/26/2022
55	07/13/2022	<p>City's proposed land acquisition will have a major impact on the property at 4045 Sheppard Ave. E. Scarborough.</p> <p>In the meantime, the store at 4053 Sheppard Ave. E complained many times over the years to the City that the City fails to care or maintain the land at the Creek. This lack of care makes the land full of garbage. Mosquitoes and rats rampage the nearby stores.</p> <p>Can the City maintain the south side of the creek the same way as the north side, pave it? Can the City swap the creek land with us so that we do not lose land area and we can maintain the area to hygiene / health standard?</p>	<p>Thank you for your email. Yes, we can schedule a meeting to discuss the study recommendations and potential property impacts. Would a daytime meeting work for you? A virtual (online) meeting is easiest to schedule, if you are open to this.</p> <p>I would just like to clarify, are you the owner of the property or a representative contacting us on behalf of the owner?</p> <p>Stephanie</p>	07/14/2022

56	07/13/2022	<p>Hi there,</p> <p>I am a resident of 4101 Sheppard avenue east, Scarborough. I am writing to inform you that I object to your proposal of building a road adjacent to the driveway of 4091 Sheppard avenue east, Scarborough.</p>	<p>Thanks for your email. The City is recommending a multi-use trail that would run from Sheppard Avenue near Reidmount Avenue to Village Green Square. It would partially follow the existing trail in the park that runs north from Collingwood Street to the bridge over West Highland Creek.</p> <p>The multi-use trail would be a recreational facility for people walking, cycling, rollerblading, etc., and would make it easier for people to access and enjoy the park.</p> <p>The City is not recommending a new road adjacent to the driveway of 4091 Sheppard Avenue East. The recommended street would extend from the south end of Gordon Street to Village Green Square.</p> <p>You can learn more about what is being proposed through the project web page: <a href="https://toronto.ca/ConnectingSWAgincourt">toronto.ca/ConnectingSWAgincourt</a>. The presentation in the Get Involved section provides details about the recommended road and trail alignments.</p>	07/26/2022
57	07/13/2022	<p>Hello Ryan and Councillor Mantas,</p> <p>I have a couple questions regarding the SW Agincourt Transportation Study.</p> <p>The website mentions that construction timeline is dependent on private developments, such as the Cowdray Court development. That development has been on hold for several years. Are there alternative plans in place, in case that development continues to be delayed?</p> <p>Secondly, with the development of the multi-use trail and increased greenspace, is there a plan to build a leash free dog park? Something similar to the dog park in Lamoureux, by that multi-use trail.</p>	<p>Thanks for your email and for reaching out in Ryan's absence.</p> <p>At this time, besides the recommended north-south street, no other feasible alternatives are possible. This is due to property constraints between the CP Rail Corridor and 401 to the south, as well as construction coordination requirements (including the underpass and development along Cowdray Court) to the north.</p> <p>With regards to dog off-leash areas, this is not within the scope of the transportation study, so unfortunately I'm not able to comment on whether it's something that is being considered. You may want to reach out to City Planning to ask if it's something that may be considered as part of the development application review process.</p> <p>Stephanie</p>	07/14/2022

58	07/14/2022	<p>Hello Ryan: Have read the paper on Southwest Agincourt Transportation Connections Study.</p> <p>The board of directors of Village Green Square have always talked about and requested a sidewalk on the south side of Village Green Square to Kennedy Road. This is particularly important considering the number of people who walk daily to Kennedy Road and in particular because of the new buildings under construction at the corner of Village Green and Kennedy. We have discussed this issue with the area councilor both past and present.</p> <p>The sidewalk now goes from in front of the daycare to the Delta Inn, it should go all the way to Kennedy Road.</p>	<p>Thank you for your email and my apologies for the delay in response. It took some time for me to receive a response from other staff on your inquiry.</p> <p>The sidewalk on the south side of Village Green Square will be extended west to Kennedy Road as part of the development at 2031/2035 Kennedy Road (the Delta site).</p>	08/23/2022
59	07/14/2022	<p>After attending the meeting last night, I got a feeling - you don't want to listen to us. You don't even allocate enough time to allow attendees' speaking out their concerns. If it is only a form instead of a meaningful way to collect the feedbacks from Gordon Ave, why waste time and resource for both sides.</p> <p>The information your provide is rough, less informative, and not evidence supported. With what model, what simulation, which institute, you draw a conclusion that the proposed solution will release the traffic from Kennedy without damaging Gordon Ave Neighborhood.</p> <p>My observations and common sense tell me</p> <ul style="list-style-type: none"> <li>- tree need time grow, but pollution will be produced immediately</li> <li>- traffic will increase for Gordon exponentially. In such a short street, it is expected to see a long queue during the rush hour. [currently, you see 3-5 cars jammed during rush hour. it will not a surprise to see 10 -15 cars with your proposal</li> </ul> <p>Indeed, we need more information from you, instead of saying [research show, traffic model tells ....]. We want to know who exactly do the research, with what dataset, by what models, and the impact analysis regarding to your proposal</p>	<p>Thanks for your email. I do apologize that we didn't have time to respond to everyone's questions last night. For questions and comments that we did not get to, we do want to receive these by phone, email and through the online survey. Comments and feedback received through these channels are formally recorded as part of the consultation process, and are just as important as comments raised in the meeting.</p> <p>As for your request for more information, the technical analysis carried out as part of this study, including the traffic modeling, evaluation of alignment options, flood plain modeling, and emission comparison, will all be published in the EA study report, which will be available to the public for review.</p> <p>I have reached out to the project team to find out if this information can be made available now, and I will follow up with you as soon as I hear back.</p> <p>Stephanie</p>	07/14/2022

60	07/15/2022	<p>I recently attended the virtual public event presenting the recommended plan for the Southwest Agincourt Transportation Connections Study. Firstly I'd like to say I'm very excited to see the project moving forward. I live just adjacent to the study area by Bonis and am very much looking forward to seeing the area become more walkable, connected and at least slightly less car-oriented, though I continue to bike, walk, drive, and take public transit in the area.</p> <p>I had several questions and points of feedback that I wanted to share but didn't have a chance to speak at the event given the limited time. I would appreciate any insight you can provide regarding them:</p> <ol style="list-style-type: none"> <li>1. Why aren't we considering separation and protective barriers between cyclists and vehicular traffic on the new complete street north of Collingwood? Even the narrowest 19m street has separation to the south so what's the rationale for cycle lanes instead of cycle tracks north of Collingwood? I'm not necessarily asking for green gutters but any physical separation would go a long way towards safety and comfort and as Peter noted the green gutters were only considered a moderate expense.</li> <li>2. Dowry Street, as pictured on slide 58, seems a bit confusing for drivers. I say this since it's hard to tell if people are supposed to drive in the advisory bike lane section or down the middle of the road (especially given the lack of a central yellow boundary). Is there consideration of taking the western segment and turning it into a one way street for vehicular traffic heading westbound? The current design seems like it might provoke cars going down the middle to swerve into a cyclist. Or, given that cyclists are mostly expected to turn onto Reidmount, has the study considered moving the westbound bike lane onto the south side of the road and using the "unused" painted buffer currently shown on the northern edge of Dowry to separate the driving and bike lanes?</li> <li>3. For Reidmount north of Sheppard why aren't we putting the southbound bike lane next to the curb? The parking area could be used to protect the bike lane southbound much like the way Huntingwood Drive is today. Alternatively, especially if Dowry street is reconfigured as I suggested above, both cycle lanes could be turned into a cycle track on the east side of the roadway, almost completely removing the conflict area at the intersection of Dowry and Reidmount and providing what I would consider better protection overall.</li> <li>4. There was some mention at the meeting that construction of the multi-use trail could be expedited or completed well in advance of the complete street. I hope that we are also considering expediting construction of the sidewalk on</li> </ol>	<p>Thank you for your email and your participation in the public event earlier this month. I apologize for the late response as I am catching up on emails upon returning to work.</p> <p>The new complete street along Gordon Avenue north of Collingwood includes buffered bike lanes because of the number of existing residential driveways on both sides of the street. The frequent breaks required to provide access to these driveways would unfortunately make the installation of physical separation or barriers impractical.</p> <p>Advisory bike lanes are a fairly new concept in Toronto but they have been used widely in other cities in North America. The intent is to provide dedicated space for cyclists and to slow down drivers by narrowing the space for vehicles. This design is typically used on streets with limited width and low traffic volume. Making the west segment of Dowry Street one-way would not be possible as we would still need to maintain two-way access connecting the north and south legs of Reidmount Avenue. However, your comment about using the buffered space on the north side of Dowry Street to make room for more separation is an interesting one and I will make sure to share that with the project team.</p> <p>As for the configuration of parking spaces and bike lanes on Reidmount Ave, it has to do with the limited width of the street, which makes it difficult to put in two-way cycle tracks. The advisory bike lane design also requires the parking spaces to be placed next to the curb rather than the bike lane.</p> <p>The construction timing of each improvement has yet to be determined but I will share your comment about prioritizing the work on Dowry Street with the team as well.</p> <p>Finally, I will add your email address to our mailing list.</p> <p>Thanks,</p> <p>Ryan Lo (he/him)</p>	07/28/2022
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61	07/19/2022	<p>Thank you for involving Agincourt Village Community Association in the discussions for the Agincourt Southwest Transportation Study. The new street and multi-use trail connecting Village Green Square to Sheppard Avenue and Agincourt GO Station is much anticipated. AVCA is thrilled with the multi-use trail. As mentioned at the meeting this trail will connect the original “village” of old Agincourt together again as Agincourt Drive, Midland Avenue and Gordon Avenue are original streets in the original village of Agincourt. This new street is vital to the residents in the seven condominiums in Metrogate. The street and multi-use trail should have been built twenty years ago when the development began however construction needs to begin now. One exit to Kennedy Road is an unsafe situation for these residents. In response to the July 13, 2022 public meeting our AVCA community surrounding Agincourt GO Station has three concerns:</p> <ol style="list-style-type: none"> <li>1. AVCA mentioned at the July 13, 2022 meeting to extend the cycle markings on Reidmount Avenue north from Dowry Avenue to Marilyn Avenue to connect to the North Tunnel of the Agincourt GO Station. This brief cycle connection will provide a seamless path to Agincourt Drive, Havendale Road, Belgreen Avenue and the Huntingwood Avenue Bike Lanes! That short connection on Reidmount Avenue would connect cyclists at Village Green Square to the North Scarborough Green Cycle Loop.</li> <li>2. AVCA has concerns for safety for the bi-directional temporary bike lane proposed on the north side of Sheppard between Gordon Avenue and Agincourt G Station. Please make the barrier between the traffic and cyclists substantial.</li> <li>3. AVCA advocates for Safe Bike Lanes on Sheppard Avenue. Presently making residents in this community cycle unsafely on Sheppard Avenue to work, school, grocery shopping, library and for exercise and pleasure. We experience many e-bikes, e-scooters and bicycles on sidewalks as well. Sheppard Avenue, Kennedy Road and Midland Avenue are unsafe for cyclists.</li> </ol> <p>Thank you for considering our AVCA concerns in your next steps of the Agincourt Southwest Transportation Study.</p>	<p>Thanks for your email.</p> <ol style="list-style-type: none"> <li>1. Staff are currently working with Metrolinx, as well as City of Toronto Capital Planning (Cycling Network Planning staff) to investigate the potential for a cycling connection north of Dowry and Reidmount. While these streets are out of the Project Focus Area and out of scope for the Agincourt SW Connections EA, the pavement markings you have suggested do not require an EA. If feasible, the EA report will not that these connections should be further explored during the detailed design phase (following completion of the EA).</li> <li>2. Your concern about safety for the bi-directional cycle track is noted. Staff are exploring various barrier types, including jersey barriers.</li> <li>3. Your comments about safety for people cycling are noted. The City does have plans to install cycling infrastructure on Sheppard Avenue East in the future.</li> </ol> <p>Stephanie</p>	07/19/2022
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62	07/22/2022	<p>Hi Ryan,</p> <p>I attended the July 13th public consultation meeting and understand questions unanswered due to time constraints during the meeting are to be submitted to you.</p> <p>1. Solve for congestion/access in Village Green Sq – I understand the original allowance for growth in this area was Toronto Council plan for a Subway to this specific area. Subway = Residential Increase. But the subway plans were changed, so why did Toronto Council not adjust the growth allowance and reduce condo construction to accommodate the elimination of the subway to the area? Council has created this issue.</p> <p>2. Lights at Gordon Ave – as stated in the TO study, the changes are to “reduce traffic congestion”. How will adding a 3rd light between Midland and Kennedy on Sheppard reduce traffic WB congestion on Sheppard before Kennedy? This will impact the existing high traffic times on Sheppard and further frustrate the drivers. Niki stated this is “not intended to be a Kennedy or Sheppard” but frustrated drivers are not going to wait for lights at Kennedy/Sheppard, they will take Gordon to Collingwood, Cowdray or Village Green to access Kennedy south or the 401 ramps. The reverse will be true heading north to EB Sheppard.</p> <p>3. Gordon provides better access – Niki also stated the lights at Gordon provide better access for cyclist/pedestrians to cross as they now “have to walk further or backtrack”. Please explain? It is the same distance from Kennedy lights to the GO lights to cross Sheppard. The distance is very short which is the issue residents have regarding adding another light at Gordon.</p> <p>4. Why Complete Street and Multi-Use Trail – all the work and cost for 2 transportation connections to add another impactful light at Gordon. Why wasn’t the transportation creation combined to route to the existing lights at GO/Condo? This would assist the access from Village Green, mitigate the traffic at Kennedy/Sheppard, without adding impact to the traffic congestion on Sheppard. The trail will not be maintained in winter and with existing encampment issues that if never permanently resolved will reduce the indented use of the trail and return residents to cars.</p> <p>5. Bike lane Sheppard – this is only a short distance from the GO to Kennedy. Or is it only to Gordon? I wasn’t clear. Either way is not a far distance and does nothing for cyclist proceeding further EB beyond GO or WB beyond Kennedy on Sheppard. They will return to the street or sidewalk. Why are bike lanes not an extension from Bonis via Cardwell and Dowry to the GO?</p>	<p>Thank you for your patience as I sought responses from the project team. Please see our responses below:</p> <p>1.Solve for congestion/access in Village Green Sq – I understand the original allowance for growth in this area was Toronto Council plan for a Subway to this specific area. Subway = Residential Increase. But the subway plans were changed, so why did Toronto Council not adjust the growth allowance and reduce condo construction to accommodate the elimination of the subway to the area? Council has created this issue.</p> <p>The original development applications in the area was subject to an Ontario Land Tribunal (formerly the Ontario Municipal Board or Local Planning Appeal Tribunal) decision and unfortunately, this is not something City Council can adjust or reverse. The advancement of this study is to implement the planned street network as identified in the Agincourt Secondary Plan area to enhance connectivity and travel options for area residents. Any new density proposed in Village Green Sq. would have to be supported by a Transportation Impact Study in addition to all the services studies that are reviewed by City staff. This process ensures that the infrastructure to support the growth is either already in place or planned.</p> <p>2.Lights at Gordon Ave – as stated in the TO study, the changes are to “reduce traffic congestion”. How will adding a 3rd light between Midland and Kennedy on Sheppard reduce traffic WB congestion on Sheppard before Kennedy? This will impact the existing high traffic times on Sheppard and further frustrate the drivers. Niki stated this is “not intended to be a Kennedy or Sheppard” but frustrated drivers are not going to wait for lights at Kennedy/Sheppard, they will take Gordon to Collingwood, Cowdray or Village Green to access Kennedy south or the 401 ramps. The reverse will be true heading north to EB Sheppard.</p> <p>Mitigating traffic congestion, improving connectivity, and improving safety and user comfort are all goals of the study. The recommended improvements are intended to achieve all these goals and strike a balance where necessary. The new complete street would provide an alternative connection between Village Green Square and Sheppard Avenue East, which would improve connectivity in the area and serve as a critical connection for people living within the Focus Area. The street is designed to only have one lane in each direction, with 3 all way-stops and two traffic signals. While it is an alternative, the number of stops coupled with the design of the street (with traffic calming) would not make this a very attractive</p>	08/19/2022
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63	07/25/2022	<p>hi ryan</p> <p>just wondering will the commercial/residential development project go ahead north of the CP rail within C-1 and D-1?</p> <p>i am concerned with too much construction work (both City and private project) going ahead for a long period of time.</p> <p>i live right south of CP rail and close to C-1 project.</p> <p>I support this southwest agincourt transportation connections project.</p> <p>when are we expecting this project finished?</p> <p>may i please hear from you.</p> <p>many thx</p>	<p>Thank you for your email. We currently don't have information regarding the timelines of the development at Cowdray Court, we only know that they have an active application and are working with our colleagues in City Planning.</p> <p>The new complete street (C-1) would be influenced by the Cowdray Court development to some extent because it would go through their site, so the timeline is dependent on their application. The multi-use trail (D-1) is more straightforward and can likely be constructed sooner. That said, unfortunately, I'm not able to provide any specific timelines at this stage of the study.</p> <p>Best, Ryan</p>	08/09/2022
64	07/28/2022	<p>Dear Ryan Lo et.al:</p> <p>My concerns are 5 : Traffic flow - 1. Village Green Square should be extended to Miland Ave. to relieve the congestion on Kennedy &amp; Sheppard Area.</p> <p>2. Options D1 &amp; D2 sound like the Regent Park and St. James Town problem that are not accessible to be policed.</p> <p>3. The option of the Cycling area on the North side of the street is not viable since the the past year pedestrian are forced to walk in the traffic, since the pedestrian walk on the bridge has been closed.</p> <p>4. The parking access should be on Agincourt Go Train parking Area from Sheppard Ave. East , since as residences we were assured this traffic would not come into our residential area of Reidmount Ave./ Dowry. - Traffic Signage restricting Left turns.</p> <p>5. Why is not Agincourt Dr. considered for the parking of the bicycles and the bike lane. A) There are sidewalks on Agincourt Drive.</p> <p>B) The street presently goes to Havendale Ave. which take traffic away from this area.</p>	<p>Thank you for your email. Please see our project team's responses to your questions:</p> <p>1.A road connection from Village Green Square to Midland Avenue is outside the scope of this study, which is advancing the Agincourt Secondary Plan's policy for a new north-south connection through the focus area.</p> <p>2.As the design of the multi-use trail progresses, the City would consider factors related to personal safety.</p> <p>3.The sidewalks on both sides of Sheppard Avenue East would remain accessible after the construction of the two-way cycle tracks proposed in this study. Any existing temporary closures of the sidewalk along Sheppard Avenue East are not related to this study.</p> <p>4.There would still be only one vehicle access point to Agincourt GO Station via the existing driveway at Sheppard Avenue East. The access point at the end of Dowry Street would only be for pedestrians and cyclists.</p> <p>5.Bike lanes are proposed on Reidmount Avenue and Dowry Street because they form the most direct and safe route between Village Green Square and Agincourt GO Station via the proposed new complete street and multi-use trail. There are currently no recommendations for cycling infrastructure along Agincourt Drive within this study.</p> <p>Thanks,</p>	08/09/2022

65	08/14/2022	<p>Dear Mr. Ryan Lo:</p> <p>Thank you for your response. In reviewing the listed responses:</p> <ol style="list-style-type: none"> <li>1. Why is the traffic flow not a consideration. The traffic congestion on Kennedy at Village Green Square is already very congested. Extending the Village Green Square to Midland would relieve the congestion, This a Health and Safety Issue that the City of Toronto should consider first before the construction of more structures to create more home for more residents.</li> <li>2. The Design of the multi- use trail should consider - 1# safety of all residents of Toronto - Since the recent multi- assaults on The Brimley Trail that are unresolved!</li> <li>3.The space currently on the south side of the Sheppard Ave.East TEMPORARY - SHOULD NOT A CLOSURE OF OVER A YEAR ON THE MAIN AREA OF SHEPPARD AVE. EAST BETWEEN GO ENTRANCE AND AGINCOURT AVE - AS A RESULT PEDESTRIANS ARE WALKING ON / THE CYCLISTS ARE DRIVING ON THE NORTH SIDE OF THE ROAD IN THE CONGESTED TRAFFIC ON THE NORTH SIDE OF THE ROAD WHILE THE SOUTH SIDE IS FREE.</li> <li>4. A) THE RESIDENCES OF REIDMOUNT AVE. AND DOWRY WERE GIVEN ASSURANCES THAT THERE WOULD BE NO ADDED TRAFFIC TO THIS NEIGHBOURHOOD. B)- PREVIOUS TO THE CONSTRUCTION- THE STOP SIGN WAS AT THE ENTRANCE TO GO STATION SITE - WHERE HAS THIS STOP SIGN GONE? C)- At present the construction site on Reidmount Ave. and DowryAve is very congested the street from the townhouses also spill out into this area - SINCE THERE IS NO STOP SIGN ON THE STREET FROM THE TOWNHOUSE STREET D)THERE ARE NO SIDEWALKS ON REIDMOUNT AVE OR DOWRY</li> <li>5. There should be a proposal should include the bike lockers on Agincourt Drive</li> </ol>	<p>Thanks again for your email.</p> <p>Regarding the ongoing construction near the Agincourt GO station, including the sidewalk closure on Sheppard and the work at Dowry and Reidmount, those are all related to the GO station improvement work that Metrolinx is undertaking. You can learn more about the work that is being done on the Metrolinx website: <a href="https://www.gotransit.com/en/the-future-go/improvements/agincourt">https://www.gotransit.com/en/the-future-go/improvements/agincourt</a>. These temporary closures will end once the Metrolinx work is completed. If you have further questions about the current Metrolinx construction, I would suggest reaching out to James Burchell at Metrolinx (torontoeast@metrolinx.com) directly.</p> <p>This study is recommending to install a new sidewalk on the south side of Dowry Street to connect with the existing sidewalks on Reidmount Avenue south of Dowry. Since there is no new road connection that directly links to Reidmount or Dowry, we do not anticipate an increase in car traffic on these two streets. The changes on these two streets are only intended to improve the safety of pedestrians and cyclists.</p> <p>Best, Ryan</p>	08/19/2022
66	09/11/2022	<p>If the proposed plans get approved for the new road/trail, is there any idea when that approval date would be? Is there any way of knowing of when this project would begin if it is approved, even just a general estimate. I'm just curious, I'm really hoping it does get approved.</p>	<p>Thanks for your email. We anticipate to report to the City's Infrastructure and Environment Committee and City Council in early 2023 for approval. Unfortunately, we are not able to provide estimated timelines in terms of construction.</p>	09/12/2022
67	01/31/2023	<p>I am a landowner in the area and would like to be added on the list to receive any updates and info sessions about traffic and planning. Are you able to help with this?</p> <p>Thanks</p>	<p>Thanks for your email. I have added you to our mailing list. You should receive any future updates via email.</p>	01/31/2023

68	02/02/2023	<p>Hello,</p> <p>I am reaching out to see if any further decision has been made regarding the progress of the SW Agincourt Transportation Study.</p> <p>The K Squared towers are progressing quickly. This will mean an increase of several thousand new residents to our community. Again with only one established roadway in and out.</p> <p>Spring is slowly coming around the corner and I am hoping that that will bring forth some construction plan.</p> <p>Any update would be greatly appreciated.</p>	<p>Thanks for your email. The project team is aiming to report to the Infrastructure and Environment Committee in March.</p> <p>We will be sending out an email update to our stakeholders list once the report is finalized.</p> <p>Thanks, Ryan</p>	02/03/2023
69	02/09/2023	<p>As mentioned in your email a report to the Infrastructure and Environment Committee and City Council is to happen in early 2023.</p> <p>This is February 2023. What is the date for that report?</p> <p>Accidents continue to happen at the only exit at Kennedy/Village Green Square and two more condominiums will soon be inhabited.</p>	<p>Thanks for your email. The report will be on the agenda of the Infrastructure and Environment Committee meeting on March 20. Once the committee meeting agenda is available, I will be sending out an email update to our mailing list.</p> <p>Best, Ryan</p>	02/09/2023

70	03/13/2023	<p>Hello Ryan and Councillor Mantas,</p> <p>I just read the most recent information regarding the Southwest Agincourt Transportation Study.</p> <p><a href="https://secure.toronto.ca/council/agenda-item.do?item=2023.IE2.4">https://secure.toronto.ca/council/agenda-item.do?item=2023.IE2.4</a></p> <p>I am looking to clarify some information presented on the document.</p> <p>The document indicates:</p> <p>No provision has been made for the projects identified in this Study in Transportation Services' 2023-2032 Capital Plan. Any potential City funding requirements would be considered part of future year Capital Budget processes.</p> <p>Does this mean that this project will not be acted on until 2032? Residents and businesses living/working on Village Green Square will have to wait an additional 9 years until any progress is made?</p> <p>The design of the original development was poorly planned to begin with. 7 high rise condos and multiple townhomes were built on a street with one way in and out.</p> <p>Additional condo buildings have almost reached completion, with new developments in the works.</p> <p>Again, I want to clarify, will it take an additional 9 years for any progress to be made to the creation of a new street?</p> <p>As well, does the creation of the new multi-use trail fall into the same 9 year plan as the new completed street?</p>	<p>Hello,</p> <p>Thank you for bringing forward your question. The response below was provided by the Project Lead from Transportation Services, Major Projects unit:</p> <p>Transportation Services' annual budget and 10-year Capital Plan are updated yearly, where new projects are added to the Capital Plan depending on budget and priorities. The Agincourt EA study has not been included in the 2023-2032 Capital Plan because the Capital Plan for this year has already been approved (it was approved in February 2023), and the Agincourt EA study had not yet been presented to City Council. Pending IEC/Council approval, various improvements identified in the study, including the new Complete Street and the Multi-use Trail, will be considered in Transportation Services' 2024 Capital Plan and budget submission for 2024-2033.</p> <p>For more complex projects like the new complete street, we typically 'stage gate' the budget process, where the detailed design process and any private property acquisitions are likely to be funded first, as these processes usually take two years to complete. Construction is typically funded only once the detailed design process is nearing completion and property acquisition is well underway. For some of the other recommended transportation improvements, like the multi-use trail, we will be working to get these advanced as soon as possible, though this too may be a few years out given that Transportation's programs are fully subscribed for 2024 and 2025. Where possible, we will also be working to secure improvements as sites in this area redevelop, and we will explore other delivery opportunities as we begin to prepare the Capital Plan for next year.</p> <p>I hope this provides some clarification. Please let me know if you have any further questions.</p> <p>Just a note that Ryan Lo has moved on from his position with the Public Consultation Unit, and I will be the primary contact for the Agincourt EA.</p>	03/20/2023
71	03/13/2023	<p>Hi Ryan, thank you for the transportation meeting info. Our community at Kennedy Rd and Village Green has grown extensively. The south bound Kennedy Rd to westbound 401 exit had been closed for a year. It was suppose to be opened Dec 2022 and now changed to Dec 2023. The closure has created a major inconvenience and traffic has to U turn at Atrium to go west on 401. Is there any reason that the exit is still closed as the construction appears to be completed. If this could be expedited it would be greatly appreciated by our community here and also I'm sure for all the drivers from Kennedy road north traveling south to exit 401 west.</p>	<p>Thanks for your email. Unfortunately, I don't have information about the current closure of the on-ramp. I have copied Councillor Mantas' office here as they may have more information to provide.</p> <p>Best, Ryan</p>	03/14/2023

72	03/14/2023	<p>Thank you. I am confused about the following statement.</p> <p>Is there a signalized intersection at Gordon Avenue and Sheppard Avenue East?</p> <p>In the summary of IE2.4 the statement is made: "new signalized intersections at Cowdray Court and Sheppard Avenue East"</p>	<p>Yes, the preferred design includes a signalized intersection at Gordon Avenue and Sheppard Avenue East.</p> <p>The 'New Complete Street' referenced in the report refers to the existing Gordon Avenue and the proposed extension to the south.</p>	03/14/2023
73	03/14/2023	<p>I wish to comment on the inaccuracies of your report 2023 IE2.4 which will be presented to the Environment &amp; Infrastructure Committee on March 20, 2023.</p> <p>Your Summary omitted the word "built." You mention "planned and proposed" developments. There are already 9 towers of 30+ floors with already approximately 12,000 residents plus 400 shelter residents at The Delta living at Village Green Square/Kennedy Road. Please change that wording - it is misleading for the Committee.</p> <p>1. Where else in Toronto are there 12,000 residents living with only ONE exit - and that exit is directly at the entrance to a busy highway. i.e. 401?</p> <p>You mention the area "lacks safe active transportation routes" and a new street "will improve emergency access." Are you waiting for a catastrophe? CPR derailment? Metrolinx Stouffville Corridor derailment? Blocked access at Kennedy/Village Green Square? No emergency vehicle access? An immense SAFETY risk exists now! Agincourt residents hold the City Planners responsible for this irresponsible planning for the SAFETY of Agincourt residents when these NINE condominiums were built and inhabited with only ONE safe access point.</p> <p>"No provision has been made for the projects identified in this Study in Transportation Services 2023-2032 Capital Plan. Any potential City funding requirements would be considered part of future year capital processes."</p> <p>You were aware in May, 2020 initial discussions with Agincourt Village Community Association of the importance of this street and study for the SAFETY of residents. Yet this essential complete street was not included in the 2023-2032 Capital Plan! That means these approximately 12,000 residents and 400 shelter residents will live in an UNSAFE situation well into 2040. Meanwhile more condominiums are planned for Kennedy Road and Cowdry Court.</p> <p>2. Who will move this complete street into the 2023-2032 Capital Plan immediately for the SAFETY of Agincourt residents?</p> <p>Should you be unable to answer these questions please forward this email to a City Staff member who can answer these questions.</p>	<p>Hello. I believe Ryan may have informed you that he is moving on from his position with the City of Toronto, and I will be the primary contact for the Agincourt EA going forward.</p> <p>Thank you for bringing forward your questions and concerns. The response below was provided by the Project Lead from Transportation Services, Major Projects unit:</p> <p>One of the key objectives of the Environmental Assessment Study was to address growth that the area has experienced as well as future growth. The study did take into account the units built in the Village Green Square area, for all the various technical analyses such as traffic modeling.</p> <p>Transportation Services' annual budget and 10-year Capital Plan are updated yearly, where new projects are added to the Capital Plan depending on budget and priorities. The Agincourt EA study has not been included in the 2023-2032 Capital Plan because the Capital Plan for this year has already been approved (it was approved in February 2023), and the Agincourt EA study had not yet been presented to City Council. Pending IEC/Council approval, various improvements identified in the study, including the new Complete Street and the Multi-use Trail, will be considered in Transportation Services' 2024 Capital Plan and budget submission for 2024-2033.</p> <p>For more complex projects like the new complete street, we typically 'stage gate' the budget process, where the detailed design process and any private property acquisitions are likely to be funded first, as these processes usually take two years to complete. Construction is typically funded only once the detailed design process is nearing completion and property acquisition is well underway. For some of the other recommended transportation improvements, like the multi-use trail, we will be working to get these advanced as soon as possible, though this too may be a few years out given that Transportation's programs are fully subscribed for 2024 and 2025. Where possible, we will also be working to secure improvements as sites in this area redevelop, and we will explore other delivery opportunities as we begin to prepare the Capital Plan for next year.</p> <p>I hope this provides some clarification. Please let me know if you have any further questions.</p>	

74	03/20/2023	Dear IEC Committee Members and Stephanie, I am submitting comments on the Southwest Agincourt Transportation Connections Study on behalf of my parents, who live on Reidmount Avenue. They can be reached for further comment.	<p>The items I would like to address are the fact this area is already highly congested at present.</p> <ol style="list-style-type: none"> <li>1) Reidmount Avenue is not wide enough to accomadate the addition of bike lanes and traffic.</li> <li>2) Bikes safely transit through Reidmount Avenue already without the requirement for bike lanes.</li> <li>3) Additional infrastructure is not required and no residents of Reidmount will ever tell you of hearing that Reidmount requires a bike lane. On the contrary, it would be an unwelcome addition.</li> <li>4) Parking should remain exclusively on the Go Train Site.</li> </ol>	
75	03/20/2023	Copied on email to Infrastructure & Environment Committee	<p>The items I would like to address are the fact this area is already highly congested at present.</p> <ol style="list-style-type: none"> <li>1) The Village Green Square should be connected to Midland Avenue with a traffic light at Midland Avenue and Village Green Square. Or alternatively another street south of Village Green Square, and North of the 401-exit ramp.</li> <li>2) The trail from Village Square to Sheppard should have a bicycle lane.</li> <li>3) There should be a bicycle lane on Village Square and proceed north on Midland Avenue to the Agincourt Collegiate intersection. The bicycle lane should proceed on south side of Sheppard to the already expropriated site on the north corner of Agincourt Drive and Sheppard Avenue.</li> <li>4) Reidmount Avenue from Sheppard does not have sufficient room for a car to go north/south on the street when cars are parked on both sides of the street. Reidmount Avenue does not presently have any sidewalk from Cardwell to Dowry. Reidmount Avenue would need sidewalks on both sides of the street if you propose to have bike lanes.</li> <li>5) The present section of Reidmount Avenue in the proposed study area does not have sidewalks on both sides of the street. If there are parked cars on Dowry Street, the cars proceeding South do not have a visible path around the bend in Reidmount Avenue. It is essential for Reidmount Avenue residents to have an exit to Sheppard Avenue.</li> <li>6) Parking should remain on the Go Train Site with leveled parking.</li> <li>7) The section from the townhouses on Reidmount Avenue to Dowry needs a light to allow residents to exit/entrance to this section.</li> </ol>	

76	03/20/2023	Copied on email from ML (Gemeterra) to IEC	Confirmed receipt	
77	03/20/2023	<p>Thank you for your response at 9:33 am on March 20, 2023 after I have made my way to City Hall as a speaker to the Infrastructure &amp; Environment Committee. No I was not aware that my contact on this Southwest Agincourt Transportation Study Ryan Lo had left his position.</p> <p>You mention that “the Agincourt EA study had not been presented to City Council.” Why not?</p> <p>An improved transportation connection from Sufferance(Village Green Square) was recommended in The Agincourt Secondary Plan in 2013!</p> <p>Why has it taken so long to complete and present an EA study to City Council? Yet Nlne condominiums were built! And residents presently live in Seven. Two more will be completed in Spring 2023! And Two more are planned on Village Green Square.</p> <p>Where were the Section 37 funds from these Nine condominiums spent? Why was a second street not included?</p> <p>Basing the funds for the complete street on the Cowdray Court planned condominiums is only going to push this complete street well into the future! Meanwhile residents of the Nine condominiums and the 400 Delta Hotel shelter residents are in an Unsafe situation with only One exit - Encircled by the CPR tracks, Stouffville Corridor and the 401.</p> <p>Surely the next two planned condominiums will not be built until the complete street is built.</p> <p>1. Where else in Toronto are there 12,000 residents living with only ONE exit - and that exit is directly at the entrance to a busy highway. i.e. 401?</p> <p>I request that you answer the above Three Questions.</p> <p>Responses will be shared with our community who feels neglected with unavailable connections, unsafe connections, walking and cycling obstacles to using Agincourt GO station, and traffic congestion yet willingness to use connections if available.</p> <p>This Agincourt Southwest Transportation should have been in the 2023-2032 Transportation Plan.</p> <p>I welcome further discussion on this urgent matter.</p> <p>Rhoda Potter President AVCA</p>	<p>Hello,</p> <p>I do apologize that the response to your previous email was not provided earlier. Below we have responded to your questions, which I have repeated in bold:</p> <p>You mention that the Agincourt EA study had not been presented to City Council. Why not? The process and timeline for the Agincourt EA were noted in the meeting with the AVCA in July 2022. Revisions to the recommended designs for the various transportation improvements occurred following the public consultation last year. March 2023 was the earliest meeting of the Infrastructure and Environment Committee that we could report to, once designs were refined and preferred designs were confirmed. Environmental Assessment studies are presented to City Council after the final recommendations of a study are identified. Staff recommendations are presented, first, to the Infrastructure &amp; Environment Committee, and once approved and/or amended by the committee, the Committee recommendations then proceed to City Council for their consideration.</p> <p>When City council adopts the recommendations coming out of one of our EA staff reports, they also authorize City staff to complete all the necessary steps to formally finalize the study. These include preparing the required final study report, issuing a Notice of Completion and filing the final study report on the public record for 30 days, all of which are required as set out in the Municipal Class EA requirements.</p> <p>An improved transportation connection from Sufferance (Village Green Square) was recommended in The Agincourt Secondary Plan in 2013. Why has it taken so long to complete and present an EA study to City Council?</p> <p>The policy for the future north-south road connection, identified in the Agincourt Secondary Plan, is tied to the redevelopment of Cowdray Court lands north of the rail corridor, and once constructed, will benefit the Village Green Square area – see Site and Area Specific Policy #4, which states that development of the lands will provide a future road connection between Sheppard Avenue and Village Green Square. A new north-south street was not specifically identified as a policy for the development of Village Green Square. The Village Green Square development was originally approved by the Ontario Municipal Board (OMB) with the single access to Kennedy Road. It's our understanding the OMB's approval was based on planned transit at the time.</p>	03/28/2023

78	03/28/2023	<p>Regarding clarification of the direction of the complete street - I am aware that in the 2013 Agincourt Secondary Plan a street from Village Green Square was not proposed to connect to Midland Avenue. It was proposed to connect north/south to Sheppard Avenue.</p> <p>Since more condominium development separate from Metrogate is happening and plans changed for the location of public transit at Village Green Square - that north/south street should have been made a priority. No one is looking out for the "people" who live here!</p> <p>Please also answer my first question that was asked of Ryan Lo on March 14,2023:</p> <p>1. Where else in Toronto are there 12,000 residents living with only ONE exit - and that exit is directly at the entrance to a busy highway. i.e. 401?</p> <p>I agree that the Agincourt Secondary Plan included GO Transit at Village Green Square. However that did not happen!</p> <p>City Council under Mayor Miller proposed the Sheppard LRT. Thus the Agincourt GO Station remained on Sheppard Avenue!</p> <p>Then Mayor Ford cancelled the Sheppard LRT because a Sheppard Subway was to be built.</p> <p>That did not happen!</p> <p>However many more condominium developments have happened and are planned on Kennedy Road and along Sheppard Avenue to the Don Valley Parkway.</p> <p>As both MG and I stated in our deputations to the Infrastructure &amp; Environment Committee traffic congestion is problematic and safety is an issue in our community.</p> <p>The Cowdray Court Development is many years away - if it ever happens!</p> <p>Our Scarborough community is neglected, ignored and left behind. Meanwhile City Planners and City Council continue to plan and approve development with no consideration of the impact on residents in our Scarborough community.</p> <p>Our community is asking that this north/south street to connect Village Green Square to Sheppard Avenue be expedited due to the changes in plans and the continual approval being made for more development.</p> <p>Again I question:</p> <p>1. Where else in Toronto are there 12,000 residents living with only ONE exit - and that exit is directly at the entrance to a busy highway. i.e. 401?</p> <p>Please answer this question.</p>		
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79	04/28/2023	<p>Hello,</p> <p>I am wondering if there is any update on the progress of the Agincourt Transportation Study. On March 30th, City Council passed a motion to include the Transportation Study as part of the 2024 capital budget. The City website has not been updated and still mentions the Infrastructure and Environment Committee meeting that took place on March 20.</p> <p>There are currently several construction projects occurring in and around the Kennedy and Village Green Square intersection:</p> <ul style="list-style-type: none"> <li>•401 westbound on ramp has been closed since last year and is not scheduled to be reopened until December 2023</li> <li>•401 Kennedy westbound exit ramp is under construction, with the Kennedy northbound lane reduced from 3 to 2. This 1 lane closure is causing major bottlenecking and traffic congestion on Kennedy and the 401 off ramp</li> <li>•A construction notice has been sent regarding road and traffic work occurring at Kennedy and Village Green Square from June - September 2023.</li> </ul> <p>With increased construction and traffic in the area, this causes increased congestion, frustration and inconvenience to residents living in the community and people who work in the community. Getting in and out of Village Green Square is already taking 20 - 30 minutes longer than usual.</p> <p>I realize that these construction projects have no bearing on the transportation study. However, what they do highlight is the importance of expediting the creation of a new street and multi-use trail.</p> <p>Therefore I am asking, what are the next steps for the transportation study?</p>	<p>Hello</p> <p>Thanks for bringing the issue with the web page to our attention. I have notified our publishing team and the page has been updated to reflect Council direction regarding the study.</p> <p>We recognize that there is a sense of urgency from the community in moving forward with the construction of the new street. The EA process has taken the design of the recommended improvements to 30% completion. Additional 'detail design' work is needed to advance the engineering and design process before construction can begin. There will be separate design processes for the trail and the new north-south street going forward.</p> <p>Each of the various improvements recommended in the EA study will be considered in the Transportation Services' 2024 Capital Plan and the budget submission for 2024-2033. The funding and timeline for detail design work and delivery (construction) of the new street and the multi-use trail, will be determined through the Capital Plan and budget submission process.</p> <p>For complex projects like the new street, funding is typically allocated in stages. Detail design work and private property acquisitions are likely to be funded first, as these processes typically take two years to complete. Construction is typically funded only once the detailed design process is nearing completion and property acquisition is well underway.</p> <p>For some of the other recommended transportation improvements and the multi-use trail, City staff will be working to get these advanced as soon as possible, though these too may be a few years out.</p> <p>I do want to note that a more immediate next step is formal completion of the Environmental Assessment:</p> <ul style="list-style-type: none"> <li>•An Environmental Study Report (ESR) detailing all elements of the study will be published in the coming months and made available to the public.</li> <li>•A Notice of Completion will be issued, followed by a 30-day public review period. You will receive an email notifying you.</li> </ul> <p>I hope that this information has given you a better idea of the process going forward.</p>	05/03/2023
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80	05/04/2023	<p>AVCA hopes for the safety of residents on Village Green Square that you are able to expedite the process to have the multi-use trail and a complete street built. After others and my deputation at the Infrastructure and Environment Committee and Councillor Mantas motion at Council our hope is that City Planners realize the urgency of this matter.</p> <p>Our community is asking the following questions:</p> <ol style="list-style-type: none"> <li>1. What is the next step? When will that happen? When will we hear about it?</li> <li>2. Where else in Toronto are there 12,000 residents living with only ONE exit - and that exit is directly at the entrance to a busy highway. i.e. 401?</li> </ol> <p>For many reasons those of us living in Scarborough feel we are treated differently - that is left behind! This is a perfect example. Our present catastrophe with public transit is another!</p> <p>Please respond. I will share your answers with our concerned residents.</p> <p>Thank you for helping. Rhoda Potter President Agincourt Village Community Association</p>	<p>We recognize that there is a sense of urgency from the community in moving forward with the construction of the new street and multi-use trail. The EA process has taken the design of the recommended improvements to 30% completion. Additional detail design work is needed to advance the engineering and design process before construction can begin. There will be separate design processes for the trail and the new north-south street going forward.</p> <p>Each of the various improvements recommended in the EA study will be considered in the Transportation Services' 2024 Capital Plan and the budget submission for 2024-2033. The funding and timeline for detail design work and delivery (construction) of the new street and the multi-use trail, will be determined through the Capital Plan and budget submission process.</p> <p>For complex projects like the new street, funding is typically allocated in stages. Detail design work and private property acquisitions are likely to be funded first, as these processes typically take two years to complete. Construction is typically funded only once the detailed design process is nearing completion and property acquisition is well underway.</p> <p>For some of the other recommended transportation improvements and the multi-use trail, City staff will be working to get these advanced as soon as possible, though these too may be a few years out.</p> <p>I do want to note that a more immediate next step is formal completion of the Environmental Assessment:</p> <ul style="list-style-type: none"> <li>•An Environmental Study Report (ESR) detailing all elements of the study will be published in the coming months and made available to the public.</li> <li>•A Notice of Completion will be issued, followed by a 30-day public review period. You (and any other individuals who have participated in previous consultations) will receive a notification email.</li> </ul> <p>With regards to your second question, the City does not have information about the number of residents at other developments with only one point of entry/exit. I do want to clarify that current estimates for the number of residents at Village Green Square is 7,500-8,500. The estimate of 12,000 residents includes the future developments at Cowdray Court.</p>	05/05/2023
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81		<p>Hello Councillor Mantas and Stephanie,</p> <p>I am inquiring on an update regarding the Southwest Agincourt Transportation Study.</p> <p>On the City website, it indicates that a study report will be made available for a 30 day period. When will this report be ready?</p> <p>As well, I would like to share some images with you on the detrimental effects of having one entry and exit point to a large growing community has done.</p> <p>I realize that expediting the construction of the new street will not fix the current issue. However, it is the years of neglect from the City, that led to this point.</p> <p>Village Green Square is experiencing heavy construction and roadwork from each side of the street. This has caused, what should be a 2 minute drive out of the community, to turn into a 10 minute drive. There is limited space for pedestrians, families with strollers and individuals using wheelchairs.</p> <p>Like I said, expediting the creation of the new street will not fix the current situation. However, I am asking that the study be expedited to ensure this current situation does not happen again.</p> <p>Regards,</p> <p>Agincourt Metrogate: <a href="https://www.facebook.com/groups/602412270477002/?ref=share_group_link">https://www.facebook.com/groups/602412270477002/?ref=share_group_link</a></p>		
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82	07/24/2023	<p>Hello Stephanie,</p> <p>I am sending a follow up email regarding the status of the report that will be available for 30 days.</p> <p>The Infrastructure and Environment Committee, along with City Council, took place at the end of March. City Council passed a motion to have this study be part of the 2024 budget.</p> <p>I have attached another picture, showing the detrimental effects having 1 entrance and exit has when there is extensive construction happening on Village Green Square. The street also serves as a TTC bus route. This construction is going on till at least September. During this time, an additional thousand plus new residents will be moving into the newly built condos.</p> <p>Again, I am aware that the study will not fix the current situation. However, it is the City's neglect of this community that has caused the current situation. Prolonging the creation of the new street and walking trail are not ideal. The sooner the construction begins, the sooner this current situation does not get repeated.</p> <p>Therefore, can you please provide an update on the status of the report.</p>	<p>I am following up with some additional details about the completion of the Southwest Agincourt Transportation Connections EA.</p> <p>Since the public consultation last summer, the project team has been working on advancing the Southwest Agincourt Transportation Study. Your feedback, along with those from community members and stakeholders, has been invaluable in guiding this effort.</p> <p>The team has now conducted all necessary technical investigations and made significant progress towards completion of the project's 'preliminary design' phase (30% design). The functional design (10% design) presented in the second public meeting has been advanced to 30% and will be included in the upcoming Environmental Study Report (ESR).</p> <p>The 30% mark is a pivotal point marking the transition to 'detail design'. During detail design the project team will further refine the preliminary design to ensure it's feasible from a construction standpoint. The team has been coordinating with internal and external City agencies to ensure all technical requirements are satisfied as per the Municipal Class Environmental Assessment process. As an example, the design team has ensured that the new street, multi-use trail, and other transportation improvements are well-coordinated with utilities, watermains, stormwater infrastructure, and sewers.</p> <p>As we've noted, the next step is making the Environmental Study Report available to the public for a 30-day review period this fall. You will receive notification by email when the Study Report is available for review. Interested persons may provide written comments to the City. Following the 30-day review, the study report will be revised and finalized, taking into consideration any comments received.</p> <p>I hope this additional information is helpful in understanding the progress of the EA. We appreciate your patience and involvement throughout this process.</p> <p>Stephanie</p>	07/31/2023
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83	07/31/2023	<p>Hello Stephanie,</p> <p>Thank you for the update.</p> <p>Just to confirm, you mentioned in a previous email that the 30 day report will be available in the fall of this year. Is that correct?</p> <p>Lastly, as per the March 29 City Council motion, is the Transportation Study on path with the 2024 budget? Is the aim to start construction some time in the new year?</p>	<p>Yes, the project team is aiming to have the final study report available for review this fall.</p> <p>With regards to funding, the budget team is currently in the process of putting together Transportation's budget submission that will form part of the 2024 City budget presented to City Council. The improvements recommended in the Southwest Agincourt EA are being considered and prioritized as part of Transportation Services' 2024 Capital Plan and budget submission.</p> <p>Construction on the new north-south street is not anticipated to begin in 2024. Before the new multi-use trail or north-south street can be constructed, detailed engineering design work must be completed. A project is ready for construction once it reaches 100% design.</p> <p>For complex projects like the new street, funding is typically allocated in stages. Detail design work and private property acquisitions are likely to be funded first, as these processes typically take two years to complete. Construction is typically funded only once the detailed design process is nearing completion and property acquisition is well underway.</p>	07/31/2023
84	10/05/2023	<p>Copied on email: With only one exit thousands of people living in the condominiums and 400 residents living in The Delta Shelter are living in an unsafe situation.</p> <p>Residents of Metrogate and Agincourt Village Community Association have participated in the preparation for the Southwest Agincourt Transportation Study for the second street installation, attended online meetings, made deputations, activated a media article, discussed the safety issue with our Councillor, MPP and MP, and sent emails to Stephanie Gris Bringas.</p> <p>We have not seen the updated report that we were promised in Fall 2023!</p> <p>The next step is making the Environmental Study Report available to the public for a 30-day review period this fall.</p> <p>Now on October 5, 2023 in the afternoon - a fire has happened in The Delta resulting in many fire trucks and first responders responding to the situation blocking Village Green Square for residents and impacting Kennedy Road - the only access point!</p> <p>This is an unsafe situation!</p> <p>Our questions:</p> <p>When will the study be complete, budget be allocated for the second street and construction begin?</p> <p>Mike can you help our community publish the seriousness of the Metrogate residents' situation?</p> <p>Thank you</p> <p>Rhoda Potter</p> <p>President AVCA</p>		

85	10/05/2023	<p>Hi Stephanie,</p> <p>Just want to follow up regarding the progress of the report.</p> <p>I want to share some pictures. There was a fire at the Delta today and there numerous emergency vehicles.</p> <p>As you can see from the pictures, traffic in and out of Village Green Square was severely impeded.</p> <p>I understand that there is a process involved, in getting the new street and path created. I just want to share with you the urgency of the matter.</p>	<p>The project team is nearing the final stages of the study report and we anticipate that it will be available for public review within a matter of weeks. The report will be posted as a PDF file on the project web page, and a copy will be available at the Agincourt public library.</p> <p>You and any other individuals who have expressed interest in the study or participated in past consultations will receive an email notification when the report is posted on the project web page.</p>	10/06/2023
86	11/21/2023	<p>Our Agincourt community that is now heavy affected by traffic congestion needs to know that the new multi-use trail and the new street are moving forward with budget to construct a second access point.</p> <p>Thousands of residents are living on Village Green Square and at Kennedy Road/401 in the nine condominiums. These are residents who bought theses condominiums because the Agincourt Secondary Plan planned a subway station at the base of their condominiums. That did not happen! The Kennedy/Sheppard intersection is also impacted with traffic due to the closure of the 401 westbound entrance. Added to the congestion is the now lane closures on Kennedy, Ellesmere and Midland due to the dedicated bus lane due to the SRT Closure.</p> <p>Our community needs your help to move this street and multi-purpose trail froward with Transportation Budget Funds.</p> <p>According to the City website: "City Council adopted staff recommendations from this study at its meeting in March 2023. City staff will prepare a study report and make it available for a 30-day review period this year."</p> <p>I personally did a deputation at that Infrastructure Committee Meeting. We were told an Environmental Assessment would be available in Fall 2023.</p> <p>Please respond with the date for the public access to the Environmental Assessment for the Agincourt Southwest Connection Study.</p> <p>Rhoda Potter President Agincourt Village Community Association</p>	<p>City staff are very aware of the desire of Agincourt residents to see the construction of the new north-south street.</p> <p>There are some outstanding details that we are working on in order to finalize the Environmental Study Report for the study, and we now anticipate that it will be available for review in early January.</p> <p>Please note that the delay in finalizing the report does not impact the budget submission process. The funding required to carry out the detailed design process for both the multi-use trail and the new north-south street will be prioritized as part of Transportation Services' 2024 Capital Plan and budget submission. Once approved, detailed design will start in 2024.</p>	11/24/2023

87	11/21/2023	<p>Hello Stephanie and Councillor Mantas,</p> <p>I am inquiring about the status of the study report. It has been 1.5 months, since you indicated it will be released in a matter of weeks.</p> <p>I am assuming, this delay is a rather foreboding sign. Due to the delays in other construction projects, north of Village Green Square, this will inevitably cause further delays in the Transportation construction project.</p> <p>We just want to know when will shovels hit the ground?</p> <p>It seems that condo development projects are moving much faster than infrastructure projects. It also seems that the City is more concerned about putting money in their pockets versus safety.</p> <p>Again I want to reiterate, with the added developments, thousand more new residents moving into the community, continued construction in the one entrance/exit of Village Green Square, continued closure of the 401 WB ramp (yes, I am aware this is a provincial matter), this community will continue to be less safe and more congested.</p> <p>I am well aware that construction will take time and these issues will continue to cause an impact. However, we just want to know when will the construction begin? It has been almost 15 years, since the development of this community and false promises made from previous Councillors. Will we be waiting another 15 years for any changes to be made?</p>	<p>City staff are very aware of the desire of Agincourt residents to see the construction of the new north-south street.</p> <p>There are some outstanding details that we are working on in order to finalize the Environmental Study Report for the EA, and we now anticipate that it will be available for review in early January.</p> <p>Please note that the delay in finalizing the report does not impact the budget submission process. The funding required to carry out the detailed design process for both the multi-use trail and the new north-south street will be prioritized as part of Transportation Services' 2024 Capital Plan and budget submission. Once approved, detailed design will start in 2024.</p> <p>With regards to timeline, the current EA study has completed the design for the new north-south street and the new multi-use trail to 30% design. A separate 'detailed design' process is needed to take the design to 100%, at which point it is ready to construct. The detailed design process for the multi-use trail and new north-south street is likely to take at least 2 years to complete once City Council approves the budget for the detailed design.</p> <p>City staff are also working on the private property acquisition process required for the new street and multi-use trail. The process of acquisition typically takes between 18-24 months.</p>	11/24/2023
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## Community Consultation on Transportation

Summary: The Virtual meeting of the City presentation last night regarding the plans that the City wishes and they are looking for feedback from the community with the opening the current road of Village Green Square and connecting it up to Sheppard Avenue. I have included the presentation that was provided last night.

It would be good to have feedback from the community as it will affect all residents in the Metrogate community. Due to the increased density of the condo's that will be going up at the Delta Hotel lands and the proposed buildings north on Cowdray and Sheppard, the City is proposing to open the street at the current dead end to make a road up towards Sheppard. There is also proposed walking and multi-use trails for bikes proposed.

### Proposed Feedback/Concern

### Proposed Solutions

1	Concern of busy two-way street in front of the North Daycare with parents and children being dropped off, when layby is full.	Install traffic calming humps to reduce speed on both sides of the daycare.
2	Other drivers will be using this as a short-cut from Sheppard to get to the 401 on Kennedy and speeding through the community. There would be parents and pedestrians crossing the street to get to the City Park.	Install lower speed limit signs and two crosswalks on the south side of the park near Ventus and by Avani. Change the Yield signs from the townhome and Ventus to two stop signs. Also consider installing traffic lights and radar camera to catch speeders since there are two daycare centres in the area.
3	Proposed TTC buses will be going through the street and currently the street is narrow with cars parked by the park side.	Enlarge the street for two-way traffic and do not permit street parking during peak times or do not permit parking at all to prevent traffic jams as there are two daycare where parents will be dropping off and picking up their children. There is also a public parking by the office tower that the public can park while using the park.
4	One of the plans show an option of having the multi use trail behind the Condo tower which could cause increase vandalism/graffiti on the crash wall and security risk as it is not out in the open or well lit.	Use the other option where the multi use trail is right beside the main roadway so that cyclist, pedestrian can be well seen out in the open with lit roadway.
5	If the Crash wall is graffitied it would cause undue burden to the Condo's in getting those areas cleaned as they are resp for both sides of the wall.	Move multi use trail to where the main roadway is located.
6	Increased in traffic causing congestion.	Make Village Green Sq a one-way traffic going north.

RECEIVED: October 30 2020 from DEL Property Management, Metrogate condominiums at Village Green Square

**From:** [REDACTED]  
**To:** [Stephanie Gris Bringas](#)  
**Subject:** Comments on Southwest Agincourt Transportation Connections Study  
**Date:** Wednesday, October 7, 2020 10:44:46 PM

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Hi Stephanie,

We spoke earlier, and I was a participant in your Virtual Public Meeting on September 23rd, and the following are a few comments and suggestions:

### Study organization and consultation

This was my first exposure to the Study. My interest ties in with my lengthy career in transportation planning and my last position was Manager of Transportation Planning for Peel Region.

I'd like to commend you and the study team for the thorough and well-organized groundwork for the study to date and for the professional and well-run virtual public consultation on Sept 23<sup>rd</sup>

I was also impressed with the depth and organization of the technical work done by WSD to date in a very complex study

I have lived in the Agincourt area for 50 years, with my first home just south of Agincourt Mall. And in the early years, I was a regular user of GO Transit to Union Station. My community is very interested in this study.

### Observations about the traffic and planning context for the Connections Study

- Extreme residential growth is forecast for the entire Kennedy/Sheppard area and Sheppard Corridor to 404
  - Presentation slide 10 visually shows the expected massing of residential development in the Cowdray/ VillageGreen area
  - What is not shown is the parallel expected massing of the proposed Agincourt Mall development, a few blocks to the north. When this proposal was originally submitted, it was the second largest residential proposal in all of Toronto. It would house an additional 12,000 people, approximately.

- Taken together, the two neighbouring development areas would generate a larger increment of road traffic than is produced today in the entire City of Lindsay, but that traffic would be a layer added on top of today's traffic in the Kennedy/Sheppard area.
- Ideally, what should have been in place and made available to the Connections Study is an Area Transportation Master Plan covering at least the Kennedy/Sheppard development areas and the Sheppard corridor over to Hwy 404. Without it, the Study technical team is having to pull together data from whatever individual studies happen to be available.
- With today's traffic at the Kennedy/Sheppard intersection, it is already a safety hotspot
  - This intersection is frequently operating at capacity in peak periods
  - On weekends Kennedy Road is often backed up, down to the mall at Kennedy Commons
  - Toronto Police have already identified the Sheppard/Kennedy intersection as the second worst accident location in North Scarborough.
  - The Connections Study, through Synchro simulations, should examine the impact of each of the 4 Complete Street options for traffic volumes and safety consequences along Sheppard. Safety is particularly affected by the proximity of intersections, or traffic signals that are too closely spaced along Sheppard.
- Under the Agincourt Secondary Plan, higher development densities were made conditional on the availability of higher order transit on Sheppard Ave.
  - The most recent provincial announcement of the multi-billion dollar transit investment program for the GTHA did not include funds for either a Sheppard LRT or Sheppard subway.
  - The traffic forecasts for the Agincourt Mall expansion, for example, assumed a 40% transit modal share based on a subway level of service. If that higher level of transit service is not

available , the traffic congestion and delays could ramp up significantly in the Sheppard/Kennedy area.

### Considerations of Quality of Life

- The evaluation of options could give more attention to quality of life impacts in the structure of the Criteria
- The proposed developments at Village Green and Cowdray, when completed will house some 12,000 people. That's a lot of people living in a relatively small area. They should be given access to adequate parkland and trails. The currently-underutilized Collingwood Park and the West Highland Creek setting provide a very attractive natural environment for leisure activity. If possible, Collingwood Park should be expanded. Is it possible this could also be done on the lands along the west side of West Highland Creek, just north of the CP trestle? I occasionally walk my dog there and it's a very relaxing setting. There are a number of opportunities that could be acted upon by the team, the developers and the City together, opportunities that could make a big difference to quality of life.

### Coordination with GO Transit

- Agincourt Go service is currently being ramped up to 2 way all day service. And the station is being totally rebuilt. The new residents of the Village Green and Cowdray accommodations will depend heavily on access to both Go Rail and the TTC at the Agincourt station. But there are still some problems at the new station, like the lack of a TTC bus loop right at the station level. We hope that early, high level discussions by the study team with GO Transit, TTC and the City could win some additional transit advantage here for new residents and the community.

I hope these observations and suggestions are helpful. I look forward to hearing about your progress at the next public meeting.

Best Regards,



Past President of Chartland Community Association

**From:** [Stephanie Gris Bringas](#)  
**To:** ["Rhoda Potter"](#); ["randy@expsys.com"](mailto:randy@expsys.com); ["Sarah Martin"](#); ["richard.yangster52@gmail.com"](mailto:richard.yangster52@gmail.com)  
**Cc:** ["AVCA Agincourt Village Community Association"](#)  
**Subject:** RE: SW Agincourt Transportation Study - Stakeholder meeting follow up  
**Date:** September 17, 2020 3:55:17 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)

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Hello Everyone,

I hope that you are all in good health. I am following up on the recommendation that was made when we met back in July to consider the possibility of a **pedestrian bridge** over Sheppard Avenue, to connect with the GO Station.

Metrolinx has informed the Agincourt EA project team that a pedestrian bridge was not considered as part of the Sheppard grade separation near Agincourt GO station. In addition, the set of planned station improvements does not consider a pedestrian bridge over Sheppard Avenue East. For the current EA study, the project team's focus will be on at-grade improvements for pedestrian and cyclist crossing of Sheppard, which are traditionally easier to deliver and more cost-effective.

The challenges and complications of a pedestrian bridge may include:

- Additional property impacts and spatial constraints with the condos at 4091 & 4101 Sheppard Ave East
- More infrastructures that are very close to the TRCA flood plain
- High cost to rebuild portions of the relatively new retaining wall along Sheppard Avenue East and the existing stairs
- Would involve significant coordination efforts with the planned Agincourt station improvements
- Would require ramp or elevator plus stairs on both the north and south sides of Sheppard Avenue East for the pedestrian bridge to be accessible

If you have any follow up questions or comments about this, please do not hesitate to reach out. Improving safety for all road users is a key element of this study, and resident input is essential.

I hope to 'see' you at the virtual public meeting,  
Stephanie

Stephanie Gris Bringas  
Senior Consultation Coordinator  
Policy, Planning, Finance & Administration  
[City of Toronto](#)  
416-392-3643



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**From:** Stephanie Gris Bringas

**Sent:** Friday, July 24, 2020 12:52 PM

**To:** Rhoda Potter <Econnect@outlook.com>; 'randy@expsys.com' <randy@expsys.com>; 'Sarah Martin' <smartinccg@outlook.com>; 'richard.yangster52@gmail.com' <richard.yangster52@gmail.com>

**Cc:** 'AVCA Agincourt Village Community Association' <avcatoronto@gmail.com>

**Subject:** SW Agincourt Transportation Study - Stakeholder meeting follow up

Hello Rhoda, Sarah, Richard and Randy,

I hope that you are all doing well and enjoying the fantastic weather we are having. I apologize that it has taken me so long to follow up with you after our meeting in June.

To start, I want to thank you again for making the time to meet with the project team and for providing such helpful feedback. Attached to this e-mail is a copy of the meeting minutes. Please let me know if you think that we have not accurately captured parts of the discussion, or if any key points are missing.

I have also attached a copy of the slides used for the presentation. They do note that the potential transportation improvements ('solutions') that we shared were preliminary and conceptual, for the purpose of our discussion, so we ask that these not be shared outside the AVCA Executive at this time.

We do plan to present a version of this information to the wider public in late September and provide opportunities for residents and other key stakeholders to provide feedback. I assume that you all received the notice about the study in the mail. There will be a second notice sent out with information about a virtual public event.

Finally, I want to let you know that the project team is still in the process of gathering information about whether a pedestrian bridge connection was considered as part of the Agincourt GO station redevelopment, and if not, whether it is something that could be considered as part of this project. I will update you as more information becomes available.

Feel free to contact me with any questions or additional feedback you may have about the study.

Take care and enjoy your weekend,  
Stephanie

Stephanie Gris Bringas  
Senior Consultation Coordinator  
Policy, Planning, Finance & Administration  
[City of Toronto](#)  
416-392-3643



**APPENDIX X**

**Consultation Record  
Part G -  
Agencies Utilities**



August 5, 2020

EMAIL ONLY

Stephanie Gris Bringas  
Sr. Consultation Coordinator  
City of Toronto  
55 John Street, 19<sup>th</sup> floor  
Toronto, ON M5V 3C6  
[Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)

**MHSTCI File : 0012777**  
**Proponent : The City of Toronto**  
**Subject : Notice of Commencement**  
**Project : Southwest Agincourt Transportation Connections Study**  
**Location : Toronto**

Dear Stephanie Gris Bringas:

Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the Public Notice for the above-referenced project. MHSTCI's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources. The recommendations below are for a Schedule C Municipal Class EA project, as described in the notice of study commencement.

### **Project Summary**

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 study is being carried out by the City of Toronto under Schedule 'C' of the Municipal Class Environmental Assessment.

### **Identifying Cultural Heritage Resources**

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

**Archaeological Resources**

This EA project may impact archaeological resources and should be screened using the MHSTCI [Criteria for Evaluating Archaeological Potential](#) to determine if an archaeological assessment is needed. MHSTCI archaeological sites data are available at [archaeology@ontario.ca](mailto:archaeology@ontario.ca). If the EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the *OHA*, who is responsible for submitting the report directly to MHSTCI for review.

**Built Heritage and Cultural Heritage Landscapes**

The MHSTCI [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) should be completed to help determine whether this EA project may impact cultural heritage resources. If potential or known heritage resources exist, MHSTCI recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send the HIA to MHSTCI for review and make it available to local organizations or individuals who have expressed interest in review.

**Environmental Assessment Reporting**

All technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MHSTCI whether any technical cultural heritage studies will be completed for this EA project, and provide them to MHSTCI before issuing a Notice of Completion or commencing any work on the site. If screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank you for consulting MHSTCI on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, do not hesitate to contact Dan Minkin.

Sincerely,

Joseph Harvey  
*On behalf of*

Dan Minkin  
Heritage Planner  
Heritage Planning Unit  
[Dan.Minkin@ontario.ca](mailto:Dan.Minkin@ontario.ca)

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MHSTCI makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MHSTCI be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MHSTCI if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the *Ontario Heritage Act* and the *Standards and Guidelines for Consultant Archaeologists*.

If human remains are encountered, all activities must cease immediately and the local police as well as the Registrar, Burials of the Ministry of Government and Consumer Services (416-326-8800) must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

**From:** [Stephanie Gris Bringas](#)  
**To:** ["robert.greene@ontario.ca"](mailto:robert.greene@ontario.ca)  
**Subject:** Southwest Agincourt Transportation Connections Study Municipal Class EA  
**Date:** July 17, 2020 4:40:07 PM  
**Attachments:** [Public Notice Southwest Agincourt Transportation Connections Study English.pdf](#)  
[image003.png](#)

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Hello,

This email is to inform you about the **Southwest Agincourt Transportation Connections Study**. Attached is a copy of the Notice of Commencement. This study is being carried out by the City of Toronto under Schedule 'C' of the Municipal Class Environmental Assessment.

Please contact us to indicate:

- if you are interested in providing input regarding this study;
- how your agency would like to participate

If we do not hear back, you will be kept on the contact list and you will continue to receive project updates.

Thank you,

Stephanie Gris Bringas  
Senior Consultation Coordinator  
Policy, Planning, Finance & Administration  
[City of Toronto](#)  
416-392-3643

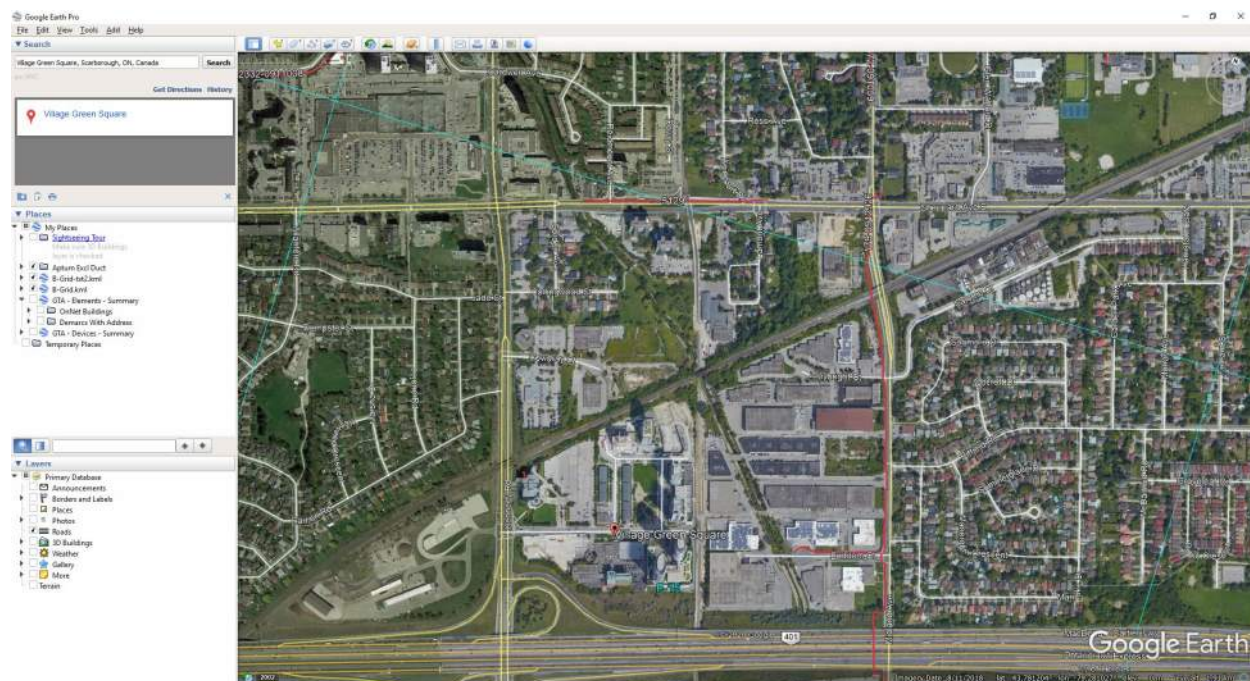


RE: Southwest Agincourt Transportation Connections Study Municipal Class EA  
Sent By: Stephanie Gris Bringas  
Received on: 7/17/2020 4:59:19 PM

Hello,

Aptum structure exists in the area .  
Once you provide us with PDF's of the proposed engineered drawing(s) and a PUEC sign-off sheet, we will then provide more detail (ie. As-built info, etc.)

See sketch below:



Thank You,  
Aptum Technologies (Canada) Inc. (formerly Cogeco Peer 1); Mark-Ups Team

**From:** [Stephanie Gris Bringas](#)  
**To:** [Tobias, Diego](#); [Birch, Gillian](#)  
**Subject:** RE: Southwest Agincourt Transportation Connections Study Municipal Class EA  
**Date:** August 31, 2020 4:51:14 PM  
**Attachments:** [Public Notice Southwest Agincourt Transportation Connections Study English.pdf](#)  
[image007.png](#)  
[image008.jpg](#)  
[image009.jpg](#)  
[image010.png](#)  
[image001.png](#)

---

Hello Jillian and Diego,

I am contacting you about the **Southwest Agincourt Transportation Connections Study**. Attached is a copy of the Notice of Commencement. This study is being carried out by the City of Toronto under Schedule 'C' of the Municipal Class Environmental Assessment.

A Telus representative identified that Bell has fibre along the rail corridor near Sheppard Avenue East, which is in the study focus area. Could you please follow up with me regarding the Bell infrastructure?

Could you also please notify me if I should continue to direct updates to you about this project as it moves forward? The Bell contacts I was initially provided are:

Lynn Chaput
Sharmila Kumar
Elaine Oakley
Blake Stutley

Thanks,

Stephanie

Stephanie Gris Bringas

Senior Consultation Coordinator

Policy, Planning, Finance & Administration

[City of Toronto](#)

416-392-3643



---

**From:** Fred Sua [mailto:[Frederic.Sua@telus.com](mailto:Frederic.Sua@telus.com)]

**Sent:** August 26, 2020 4:29 PM

**To:** Tobias, Diego ; Birch, Gillian

**Cc:** Marcel Vien ; Stephanie Gris Bringas

**Subject:** RE: Southwest Agincourt Transportation Connections Study Municipal Class EA

Hi Gillian and Diego,

Please see below request from Stephanie (City of Toronto).

Thanks

Fred Sua

TELUS Communications

416-912-5607

---

**From:** Marcel Vien

**Sent:** August 26, 2020 02:55 PM

**To:** Stephanie Gris Bringas <[Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)>; Fred Sua <[Frederic.Sua@telus.com](mailto:Frederic.Sua@telus.com)>

**Cc:** Marcel Vien <[Marcel.Vien@telus.com](mailto:Marcel.Vien@telus.com)>

**Subject:** RE: Southwest Agincourt Transportation Connections Study Municipal Class EA

**Importance:** High

+Fred

Hi Fred

Please see Stephanie email below

Can you please give Stephanie the Bell360 contact for the rail fibre @ Sheppard Ave E

Thank you.

---

**From:** Stephanie Gris Bringas <[Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)>

**Sent:** August 26, 2020 2:48 PM

**To:** Marcel Vien <[Marcel.Vien@telus.com](mailto:Marcel.Vien@telus.com)>

**Subject:** RE: Southwest Agincourt Transportation Connections Study Municipal Class EA

Hi Marcel,

As a follow up to my earlier e-mail, I am wondering you have contact information for a particular person at Bell360 who I should reach out to.

I did send the notice of study commencement to Bell, but I did not receive a response advising me of their conduit along the rail corridor.

Thank you,

Stephanie

Stephanie Gris Bringas

Senior Consultation Coordinator

Policy, Planning, Finance & Administration

[City of Toronto](#)

416-392-3643



---

**From:** Stephanie Gris Bringas

**Sent:** July 21, 2020 12:58 PM

**To:** 'Marcel Vien' <[Marcel.Vien@telus.com](mailto:Marcel.Vien@telus.com)>

**Subject:** RE: Southwest Agincourt Transportation Connections Study Municipal Class EA

Hi Marcel,

Thanks for your reply. I will reach out to Bell 360 and follow up with you when I receive a response from them.

Stephanie

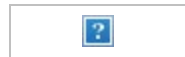
Stephanie Gris Bringas

Senior Consultation Coordinator

Policy, Planning, Finance & Administration

[City of Toronto](#)

416-392-3643



---

**From:** Marcel Vien [<mailto:Marcel.Vien@telus.com>]

**Sent:** July 21, 2020 12:37 PM

**To:** Stephanie Gris Bringas <[Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)>

**Cc:** Anthony Segreto <[Anthony.Segreto@telus.com](mailto:Anthony.Segreto@telus.com)>; Fred Sua <[Frederic.Sua@telus.com](mailto:Frederic.Sua@telus.com)>; Marcel Vien <[Marcel.Vien@telus.com](mailto:Marcel.Vien@telus.com)>

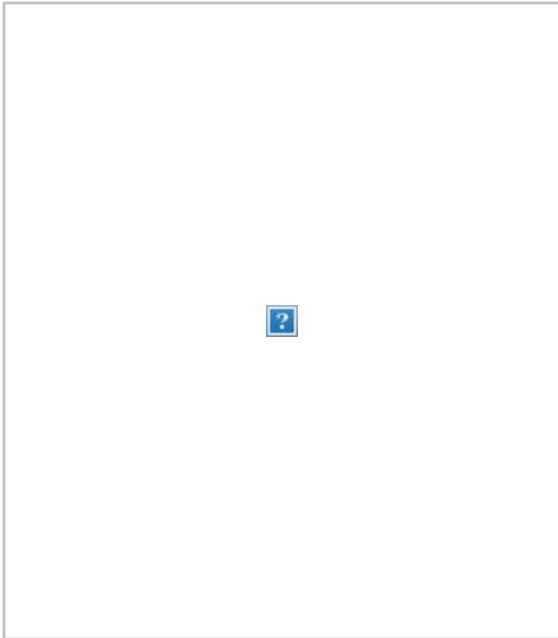
**Subject:** RE: Southwest Agincourt Transportation Connections Study Municipal Class EA

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If you have further questions, or require additional information, please do not hesitate to contact me.

Please send future TELUS utility mark-ups to [telusutilitymarkups@Telecon.ca](mailto:telusutilitymarkups@Telecon.ca)

**Marcel Vien**



**Network Project Manager II – Access Engineering**

22<sup>nd</sup> Floor, 25 York St. Toronto, Ontario, M5J2V5

Cell: (647) 218-8105

Work: (647) 837-4672

Email: [marcel.vien@telus.com](mailto:marcel.vien@telus.com)

**TELUS | the future is friendly®**

---

**From:** Fred Sua <[Frederic.Sua@telus.com](mailto:Frederic.Sua@telus.com)>

**Sent:** July 20, 2020 1:37 PM

**To:** Anthony Segreto <[Anthony.Segreto@telus.com](mailto:Anthony.Segreto@telus.com)>; Marcel Vien <[Marcel.Vien@telus.com](mailto:Marcel.Vien@telus.com)>

**Subject:** FW: Southwest Agincourt Transportation Connections Study Municipal Class EA

FYI

Thanks

Fred Sua

TELUS Communications

416-912-5607

---

**From:** Telus Utility Markups [<mailto:telusutilitymarkups@Telecon.ca>]

**Sent:** July 20, 2020 01:17 PM

**To:** Fred Sua <[Frederic.Sua@telus.com](mailto:Frederic.Sua@telus.com)>

**Subject:** FW: Southwest Agincourt Transportation Connections Study Municipal Class EA

Hi Fred,

FYI

Indira Sharma

**Project Support**

289-657-8256

7777 Weston Road

Vaughan, ON L4L 0G9



[www.telecon.ca](http://www.telecon.ca)

---

**From:** Stephanie Gris Bringas <[Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)>

**Sent:** Friday, July 17, 2020 5:09 PM

**To:** Telus Utility Markups <[telusutilitymarkups@Telecon.ca](mailto:telusutilitymarkups@Telecon.ca)>

**Subject:** Southwest Agincourt Transportation Connections Study Municipal Class EA

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- how your agency would like to participate

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Thank you,

Stephanie Gris Bringas

Senior Consultation Coordinator

Policy, Planning, Finance & Administration

[City of Toronto](http://City of Toronto)

416-392-3643



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**From:** [Nejadtaghi, Roya](#)  
**To:** [Stephanie Gris Bringas](#)  
**Cc:** [GTA Mark-ups](#); [Rogers.MOC](#)  
**Subject:** T204423\_Sheppard Ave E and Kennedy Rd  
**Date:** August 10, 2020 1:56:33 PM  
**Attachments:** [image003.png](#)  
[T204423\\_Sheppard Ave E and Kennedy Rd.dwg](#)  
[T204423\\_Sheppard Ave E and Kennedy Rd\\_Rogers Markup Response Letter.pdf](#)

---

Hi,

Please find attached completed markup request.

**\*\*\* Please use "REGEN" command for proper line style \*\*\***

Thank you.

Regards,

**Roya Nejadtaghi**

CAD Technician, Engineering - Central Canada  
Technicien CAO, Ingénierie - Centre du Canada

T 289-657-8020  
7777 Weston Rd, Woodbridge (Ontario) L4L 0G9  
[telecon.ca](http://telecon.ca)



---

**From:** Stephanie Gris Bringas <[Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)>  
**Sent:** Friday, July 17, 2020 5:06 PM  
**To:** GTA Mark-ups <[GTA.Markups@rci.rogers.com](mailto:GTA.Markups@rci.rogers.com)>  
**Subject:** Southwest Agincourt Transportation Connections Study Municipal Class EA

Hello,

This email is to inform you about the **Southwest Agincourt Transportation Connections Study**. Attached is a copy of the Notice of Commencement. This study is being carried out by the City of Toronto under Schedule 'C' of the Municipal Class Environmental Assessment.

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Thank you,

Stephanie Gris Bringas  
Senior Consultation Coordinator  
Policy, Planning, Finance & Administration  
[City of Toronto](#)  
416-392-3643



---

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**From:** [Jawaid, Maria \(MNRF\)](#)  
**To:** [Stephanie Gris Bringas](#)  
**Subject:** SWAgincourtTransportationStudy\_MNRF Preliminary Comments  
**Date:** Friday, September 18, 2020 11:27:32 AM  
**Attachments:** [image001.png](#)

---

Hi Stephanie,

Any works within the watercourse (West Highland Creek) with potential for fish handling (culvert replacement, new piers, etc.) may require authorizations under the Fish and Wildlife Conservation Act. Please continue to engage MNRF as construction details develop.

Thank you,

**Maria Jawaid (she/her)**

District Planner | Aurora District

Ministry of Natural Resources and Forestry

50 Bloomington Road, 3<sup>rd</sup> Floor, Aurora, ON | L4G 0L8

☎ 289-380-6817 | ✉ [maria.jawaid@ontario.ca](mailto:maria.jawaid@ontario.ca)



**Markup Response Form**

<b>Application Date</b>	July 17, 2020	<b>Applicant:</b>	City of Toronto
<b>Date Returned:</b>	August 10, 2020		
<b>Rogers Ref. No.:</b>	T204423	<b>Applicant Job No.:</b>	N/A
<b>Location:</b>	Sheppard Ave E and Kennedy Rd		

Rogers Communications has reviewed your drawing(s) as requested and returns one marked-up copy.  
Our comments follow below with an "X" indicating Rogers' stance on your proposed plan.

**Comments:**

- |                                     |   |  |
|-------------------------------------|---|--|
| <input type="checkbox"/>            | <b>No Conflict</b>                              | Rogers Communications currently does not possess existing plant in the area indicated on your attached plans.  |
| <input checked="" type="checkbox"/> | <b>No Conflict</b><br><b>For your Reference</b> | Rogers Communications currently has existing plant as marked on your drawing. Our standard depth in this municipality is: <b>1m</b> .<br>Please ensure you maintain clearances of 0.3m vertically and 0.6m horizontally. |
| <input type="checkbox"/>            | <b>EXTREME CAUTION</b>                          | Use vactruck and expose ducts, maintain minimum of 0.6m clearance.   |
| <input type="checkbox"/>            | <b>CONFLICT</b>                                 | Your proposed construction appears to encroach within existing Rogers Communications plant.<br>Please relocate your proposed construction to allow adequate clearance of 0.3m vertically and 1m horizontally.            |
| <input checked="" type="checkbox"/> | <b>CAUTION</b>                                  | Rogers Communications has aerial plant in this area, as it is indicated on the attached plans.   |
| <input checked="" type="checkbox"/> | <b>CAUTION</b>                                  | Fiber Optic Cable is present in the area of your proposed construction.  |
| <input type="checkbox"/>            | <b>Note</b>                                     | Proposed Fiber Optic Cable in a joint use duct structure .   |
| <input checked="" type="checkbox"/> | <b>Note</b>                                     | Plant currently under construction.  |
| <input checked="" type="checkbox"/> | <b>Note</b>                                     | Please inform Rogers Communications well in advance of the proposed construction schedule in order to coordinate our plant relocation.   |
| <input checked="" type="checkbox"/> | <b>Note</b>                                     | Locates are still required. Call for locates at 1-800-400-2255   |
| <input checked="" type="checkbox"/> | <b>Note</b>                                     | Hand dig when crossing, or within 1.0m of existing Rogers plant.   |
| <input checked="" type="checkbox"/> | <b>Note</b>                                     | Plant is to Approximation.   |

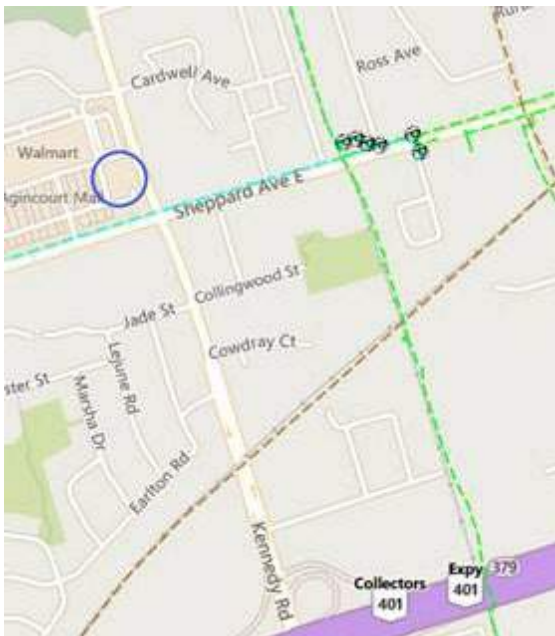
**From:** [Marcel Vien](#)  
**To:** [Stephanie Gris Bringas](#)  
**Cc:** [Anthony Segreto](#); [Fred Sua](#); [Marcel Vien](#)  
**Subject:** RE: Southwest Agincourt Transportation Connections Study Municipal Class EA  
**Date:** July 21, 2020 12:37:24 PM  
**Attachments:** [image005.png](#)  
[image006.png](#)  
[Public Notice\\_Southwest Agincourt Transportation Connections Study\\_English.pdf](#)  
**Importance:** High

---

Hi Stephanie,

TELUS does not have any existing structure that falls under your study area; TELUS has no issues with your proposed work.

TELUS does have existing fibre running along the rail in Bell360 conduit. Please reach out to Bell360 for their input. If Bell360 structure requires to be relocated, please advise and I can attend the meetings.



If you have further questions, or require additional information, please do not hesitate to contact me.

Please send future TELUS utility mark-ups to [telusutilitymarkups@Telecon.ca](mailto:telusutilitymarkups@Telecon.ca)

**Marcel Vien**



**Network Project Manager II – Access Engineering**

22<sup>nd</sup> Floor, 25 York St. Toronto, Ontario, M5J2V5

Cell: (647) 218-8105

Work: (647) 837-4672

Email: [marcel.vien@telus.com](mailto:marcel.vien@telus.com)

---

**From:** Fred Sua <Frederic.Sua@telus.com>

**Sent:** July 20, 2020 1:37 PM

**To:** Anthony Segreto <Anthony.Segreto@telus.com>; Marcel Vien <Marcel.Vien@telus.com>

**Subject:** FW: Southwest Agincourt Transportation Connections Study Municipal Class EA

FYI

Thanks

Fred Sua

TELUS Communications

416-912-5607

---

**From:** Telus Utility Markups [<mailto:telusutilitymarkups@Telecon.ca>]

**Sent:** July 20, 2020 01:17 PM

**To:** Fred Sua <[Frederic.Sua@telus.com](mailto:Frederic.Sua@telus.com)>

**Subject:** FW: Southwest Agincourt Transportation Connections Study Municipal Class EA

Hi Fred,

FYI

Indira Sharma

Project Support

289-657-8256

7777 Weston Road

Vaughan, ON L4L 0G9



[www.telecon.ca](http://www.telecon.ca)

---

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**Sent:** Friday, July 17, 2020 5:09 PM

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**Subject:** Southwest Agincourt Transportation Connections Study Municipal Class EA

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Thank you,

Stephanie Gris Bringas  
Senior Consultation Coordinator  
Policy, Planning, Finance & Administration  
[City of Toronto](#)  
416-392-3643



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**From:** [Stephanie Gris Bringas](#)  
**To:** ["robert.greene@ontario.ca"](mailto:robert.greene@ontario.ca)  
**Subject:** Notice of Public Consultation: Southwest Agincourt Transportation Connections Study  
**Date:** September 18, 2020 10:40:01 AM  
**Attachments:** [Public Consultation Notice\\_SWAgincourt Transportation Study\\_Sept 2020\\_English.pdf](#)  
[image003.png](#)

---

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This email is to update you about the Southwest Agincourt Transportation Connections Study Municipal Class EA, which is being carried out by the City of Toronto. Attached is a copy of the Notice of Public Consultation.

Please contact us to indicate:

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Senior Consultation Coordinator  
Public Consultation Unit  
[City of Toronto](#)  
416-392-3643



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[image007.png](#)  
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Could you also please notify me if I should continue to direct updates to you about this project as it moves forward? The Bell contacts I was initially provided are:

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Sharmila Kumar
Elaine Oakley
Blake Stutley

Thanks,  
Stephanie

Stephanie Gris Bringas  
Senior Consultation Coordinator  
Policy, Planning, Finance & Administration  
[City of Toronto](#)  
416-392-3643



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**Sent:** August 26, 2020 4:29 PM  
**To:** Tobias, Diego <Diego.Tobias@bell.ca>; Birch, Gillian <Gillian.Birch@bell.ca>  
**Cc:** Marcel Vien <Marcel.Vien@telus.com>; Stephanie Gris Bringas <Stephanie.GrisBringas@toronto.ca>  
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Policy, Planning, Finance & Administration  
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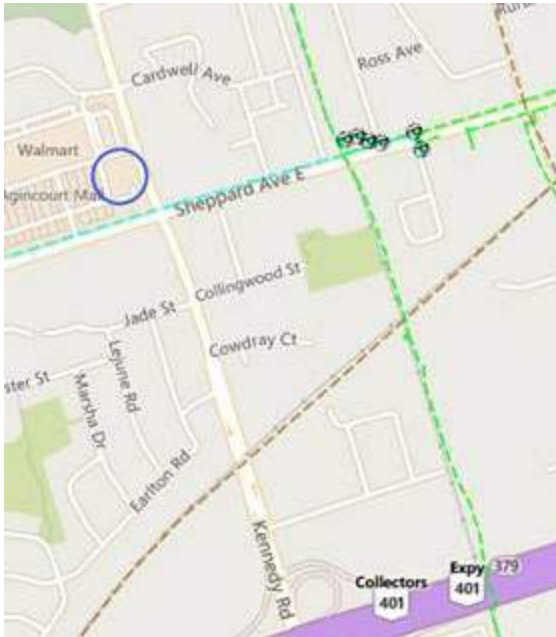
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**Cc:** Anthony Segreto <[Anthony.Segreto@telus.com](mailto:Anthony.Segreto@telus.com)>; Fred Sua <[Frederic.Sua@telus.com](mailto:Frederic.Sua@telus.com)>; Marcel Vien <[Marcel.Vien@telus.com](mailto:Marcel.Vien@telus.com)>  
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[www.telecon.ca](http://www.telecon.ca)

---

**From:** Stephanie Gris Bringas <[Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)>  
**Sent:** Friday, July 17, 2020 5:09 PM  
**To:** Telus Utility Markups <[telusutilitymarkups@Telecon.ca](mailto:telusutilitymarkups@Telecon.ca)>  
**Subject:** Southwest Agincourt Transportation Connections Study Municipal Class EA

Hello,

This email is to inform you about the **Southwest Agincourt Transportation Connections Study**. Attached is a copy of the Notice of Commencement. This study is being carried out by the City of Toronto under Schedule 'C' of the Municipal Class Environmental Assessment.

Please contact us to indicate:

- if you are interested in providing input regarding this study;
- how your agency would like to participate

If we do not hear back, you will be kept on the contact list and you will continue to receive project updates.

Thank you,

Stephanie Gris Bringas  
Senior Consultation Coordinator  
Policy, Planning, Finance & Administration  
[City of Toronto](#)  
416-392-3643



Le présent courriel et les documents qui y sont attachés s'adressent exclusivement au(x) destinataire(s) à qui ils sont adressés, sont confidentiels et pourraient contenir des renseignements sujets aux droits d'auteur ou protégés par la loi. Toute divulgation, reproduction, distribution ou utilisation non autorisée est interdite. Si vous avez reçu ce courriel par erreur, veuillez en aviser l'émetteur et supprimer toutes les copies du courriel ainsi que les documents qui y sont attachés.

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**Ministry of Citizenship  
and Multiculturalism**

Heritage Planning Unit  
Heritage Branch  
Citizenship, Inclusion and  
Heritage Division  
5th Flr, 400 University Ave  
Tel.: 613.242.3743

**Ministère des Affaires civiques  
et du Multiculturalisme**

Unité de la planification relative au  
patrimoine  
Direction du patrimoine  
Division des affaires civiques, de  
l'inclusion et du patrimoine  
Tél.: 613.242.3743



December 18, 2023

EMAIL ONLY

Stephanie Gris Bringas  
Sr. Consultation Coordinator  
City of Toronto  
55 John Street, 19th floor  
Toronto, ON M5V 3C6  
[Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)

**MCM File** : 0012777  
**Proponent** : City of Toronto  
**Subject** : Municipal Class Environmental Assessment – Schedule B –  
Cultural Heritage Report  
**Project** : Southwest Agincourt Transportation Connections Study  
**Location** : City of Toronto

---

Dear Stephanie Gris Bringas:

Thank you for providing the Ministry of Citizenship and Multiculturalism (MCM) with the document: *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment Southwest Agincourt Transportation Connections Study* (dated March 15, 2023, prepared by WSP).

MCM's interest in this project relates to its mandate of conserving Ontario's cultural heritage.

Under the EA process, the proponent is required to determine a project's potential impact on known (previously recognized) and potential cultural heritage resources.

**Project Summary**

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 study is being carried out by the City of Toronto under Schedule 'C' of the Municipal Class Environmental Assessment.

## Comments

We have reviewed the above referenced Cultural Heritage Report and find that overall, the report is consistent with the requirements and standards of the Municipal Class EA and with MCM's best practices. However, we have the following recommended edits to assist with due diligence documentation:

- Section 2 (Legislative Framework): This section should also reference the *Environmental Assessment Act* and the Municipal Class EA document.
  - Section 2.3.1: The criteria for determining cultural heritage value or interest continues to be defined in Ontario Regulation 9/06. Reg.569/22 was the number assigned to the amending regulation and didn't repeal and replace the regulation itself. Please continue to reference Ontario Regulation 9/06 and update throughout the report.
- Section 3.1 (Consultation)
  - The title of this section should be changed to "Information Gathering" (which is different from Consultation). A new section should be included entitled 'Community Engagement' which provides a brief summary of the groups and individuals who were engaged, how and when community engagement was undertaken and the results of the engagement, including responses, comments or concerns expressed and how these were considered (a detailed summary can be attached as an appendix).

Please clarify whether Indigenous communities and/or heritage organizations were (or will be) contacted. Cultural heritage resources are often of importance to Indigenous communities. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to them.

- Section 3.5 (Agency Data Requests): This section should also be merged with Section 3.1 above.
  - Table 3-1 incorrectly indicates that MCM confirmed there are no provincial heritage properties within or adjacent to the study area. This section should be revised to reflect our response, dated February 21, 2023, which indicates that we are not aware of any provincial heritage properties within or adjacent to the study area. Please update Karla's position to Team Lead, Heritage Planning Unit.
- Section 7.1 (Preliminary Impact on Cultural Heritage Resources)
  - Table 7-1 indicates that a Cultural Heritage Evaluation Report (CHER) (dated 2017 by AECOM) was prepared for the property at 30 Collingwood Street (CHL-3) which determined the property to not be of cultural heritage value or interest. To document due diligence for the property at 30 Collingwood Street, please include the CHER as an appendix to this report.
- Section 9 (Recommendations)
  - For consistency with table 7-1, please include the following additional recommendation:
    - For BHR 3, BHR 4, BHR 5 and BHR 8, if a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06 prior to detailed design. If the property has CHVI, an HIA should also be completed, as early as possible during detailed design and prior to any ground disturbing activities, assess potential impacts to the resource, and recommend appropriate mitigation measures.

CHER and/or HIA shall be submitted for review and comment to MCM, City of Toronto heritage planning staff and other interested parties.

### **Environmental Assessment Reporting**

All technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MCM whether any technical cultural heritage studies will be completed for this EA project and provide them to MCM before issuing a Notice of Completion or commencing any work on the site. If screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank you for providing us with the Cultural Heritage Report for our review and comment. If you have any questions or require clarification, please do not hesitate to contact me.

Sincerely,

Joseph Harvey  
Heritage Planner  
Heritage Planning Unit  
[joseph.harvey@Ontario.ca](mailto:joseph.harvey@Ontario.ca)

Copied to: Dan Minkin, Heritage Planner, Ministry of Citizenship and Multiculturalism  
Karla Barboza, Team Lead – Heritage Planning Unit, Ministry of Citizenship and Multiculturalism  
Sonali Praharaj, City of Toronto

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. The Ministry of Citizenship and Multiculturalism (MCM) makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MCM be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the *Ontario Heritage Act*.

The *Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33* requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with *Ontario Regulation 30/11* the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at [archaeology@ontario.ca](mailto:archaeology@ontario.ca)) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

**From:** [Harvey, Joseph \(MCM\)](#)  
**To:** [Stephanie Gris Bringas](#)  
**Cc:** [Barboza, Karla \(She/Her\) \(MCM\)](#); [Minkin, Dan \(MCM\)](#); [Sonali Praharaj](#)  
**Subject:** [External Sender] FW: MCM comments: Recommended solutions: Southwest Agincourt Transportation Connections EA Study [MCM File 0012777]  
**Date:** December 18, 2023 4:28:24 PM  
**Attachments:** [image001.png](#)  
[2023-12-18\\_SouthwestAgincourtCHR-MCM.pdf](#)

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Stephanie Gris Bringas,

Please find attached our comments on the Cultural Heritage Report prepared in support of the above referenced undertaking.

Our records indicate that the Stage 1 archaeological assessment (under Project Information Form (PIF) PIF P1105-0007-2020) has yet to be submitted to MCM.

Please note that archaeological concerns have not been addressed until reports have been entered into the Ontario Public Register of Archaeological Reports where those reports recommend that:

1. the archaeological assessment of the project area is complete and
2. all archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the OHA) or that mitigation of impacts has been accomplished through excavation or an avoidance and protection strategy.

Please do not hesitate to contact me with any questions or concerns.

Regards,

**Joseph Harvey | Heritage Planner**

**Citizenship, Inclusion and Heritage Division | Heritage Branch | Heritage Planning Unit**

**Ministry of Citizenship and Multiculturalism**

613.242.3743

[Joseph.Harvey@ontario.ca](mailto:Joseph.Harvey@ontario.ca)

---

**From:** Stephanie Gris Bringas  
**Sent:** November 3, 2023 5:09 PM  
**To:** Barboza, Karla (MCM) <[Karla.Barboza@ontario.ca](mailto:Karla.Barboza@ontario.ca)>  
**Cc:** Sonali Praharaj <[Sonali.Praharaj@toronto.ca](mailto:Sonali.Praharaj@toronto.ca)>; Harvey, Joseph (MCM) <[Joseph.Harvey@ontario.ca](mailto:Joseph.Harvey@ontario.ca)>; Minkin, Dan (MCM) <[Dan.Minkin@ontario.ca](mailto:Dan.Minkin@ontario.ca)>  
**Subject:** RE: MCM comments: Recommended solutions: Southwest Agincourt Transportation Connections EA Study [MCM File 0012777]

Hello Karla,

I have asked the project team for the 2017 CHER and will forward a copy to you when I receive it.

A Stage 1 Archeology Assessment was undertaken for the project. The Project Information Form number is PIF P1105-0007-2020.

The City's Heritage Planning Unit has reviewed the Cultural Heritage Report and they had minor comments on the language on page 41:

*Please revise 'A CHER was completed in 2020. The property at 9 Collingwood Street was determined not to possess cultural heritage value or interest' to read: "The results of the CHER determine that 9 Collingwood Street does not meet the criteria for determining cultural heritage value or interest, in accordance with O. Reg. 9/06."*

Heritage staff had no further comments. The Agincourt project team will include their requested revision in the final ESR.

With regards to your review of the Cultural Heritage Report, if it is at all possible to provide comments earlier, that would be appreciated, however, I realize that your team may be limited with staff on leave.

Stephanie

Stephanie Gris Bringas  
Supervisor, Public Consultation Unit  
City of Toronto  
[Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)  
416-392-3643



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**From:** Barboza, Karla (MCM) <[Karla.Barboza@ontario.ca](mailto:Karla.Barboza@ontario.ca)>

**Sent:** November 2, 2023 12:15 PM

**To:** Stephanie Gris Bringas <[Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)>

**Cc:** Sonali Praharaj <[Sonali.Praharaj@toronto.ca](mailto:Sonali.Praharaj@toronto.ca)>; Harvey, Joseph (MCM) <[Joseph.Harvey@ontario.ca](mailto:Joseph.Harvey@ontario.ca)>; Minkin, Dan (MCM) <[Dan.Minkin@ontario.ca](mailto:Dan.Minkin@ontario.ca)>

**Subject:** [External Sender] RE: MCM comments: Recommended solutions: Southwest Agincourt Transportation Connections EA Study [MCM File 0012777]

Hi Stephanie,

Thanks for sending the Cultural Heritage Report for this project. We will review and provide comments, as appropriate, by late November. Could you please let us know if the City of Toronto Heritage Planning Unit has already review this report?

Could you please share the CHER (AECOM, 2017) for the property at 9 Collingwood St? Could

you also advise if archaeological assessment is being undertaken for this project? If yes, could you please send us the Project Information Form number?

Thanks again,  
Karla

**Karla Barboza**, RPP, MCIP, CAHP

Team Lead, Heritage | Heritage Planning Unit | **Ministry of Citizenship and Multiculturalism** | 416-660-1027 |

[karla.barboza@ontario.ca](mailto:karla.barboza@ontario.ca)

---

**From:** Stephanie Gris Bringas <[Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)>

**Sent:** October-31-23 1:20 PM

**To:** Barboza, Karla (MCM) <[Karla.Barboza@ontario.ca](mailto:Karla.Barboza@ontario.ca)>

**Cc:** Minkin, Dan (MCM) <[Dan.Minkin@ontario.ca](mailto:Dan.Minkin@ontario.ca)>; Sonali Praharaj <[Sonali.Praharaj@toronto.ca](mailto:Sonali.Praharaj@toronto.ca)>

**Subject:** RE: MCM comments: Recommended solutions: Southwest Agincourt Transportation Connections EA Study [MCM File 0012777]

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi Karla,

Attached is the Cultural Heritage Report for the project, which includes reference to a CHER that was done for one property in the study area, 9 Collingwood Street.

Please follow up if you have any questions.

Stephanie

Stephanie Gris Bringas  
Supervisor, Public Consultation Unit  
City of Toronto

[Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)

416-392-3643



---

**From:** Barboza, Karla (MCM) <[Karla.Barboza@ontario.ca](mailto:Karla.Barboza@ontario.ca)>

**Sent:** October 26, 2023 2:40 PM

**To:** Stephanie Gris Bringas <[Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)>

**Cc:** Minkin, Dan (MCM) <[Dan.Minkin@ontario.ca](mailto:Dan.Minkin@ontario.ca)>

**Subject:** [External Sender] MCM comments: Recommended solutions: Southwest Agincourt

Transportation Connections EA Study [MCM File 0012777]

Hi Stephanie,

Thanks for your email about the Southwest Agincourt Transportation Connections Study.

Please note that the responsibility for administration of the *Ontario Heritage Act* and matters related to cultural heritage matters have been transferred from the Ministry of Tourism, Culture and Sport (MTCS), previously known as the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI), to the Ministry of Citizenship and Multiculturalism (MCM).

The project may impact on known (previously recognized) or potential cultural heritage resources and preliminary comments were sent on August 5, 2020 – see attached. Could you please advise on whether there is potential for cultural heritage resources in the study area? If yes, could you please advise on the status of technical cultural heritage studies?

Please continue to send any notices to me, as Dan Minkin, MCM Heritage Planner, will be on parental leave as of Monday, October 30.

Thanks in advance,  
Karla

**Karla Barboza**, RPP, MCIP, CAHP

Team Lead, Heritage | Heritage Planning Unit | **Ministry of Citizenship and Multiculturalism** | 416-660-1027 | [karla.barboza@ontario.ca](mailto:karla.barboza@ontario.ca)

---

**From:** Stephanie Gris Bringas <[Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)>

**Sent:** October-26-23 1:43 PM

**To:** Stephanie Gris Bringas <[Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)>

**Subject:** Recommended solutions: Southwest Agincourt Transportation Connections EA Study

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hello,

This email provides an update on the Southwest Agincourt Transportation Connections Study that is being carried out by the City of Toronto. The purpose of this study is to identify transportation improvements to support growth in the project area. The study will meet the requirements for Schedule C projects, as outlined in the Municipal Class EA process.

You may have received previous notification to inform you that the City has identified recommended solutions and additional transportation improvements in the study area, including:

- a **recommended alignment for the new north-south street** connecting Sheppard

Avenue East and Village Green Square via Gordon Avenue;

- a **recommended alignment for the new multi-use trail** connecting Sheppard Avenue East and Village Green Square across the existing pedestrian bridge over West Highland Creek;
- a **recommended design** for the new north-south street;
- new sidewalks on Collingwood Street and Dowry Street;
- new cycling connections along Sheppard Avenue East, Reidmount Avenue and Dowry Street;
- intersection safety improvements at Sheppard Avenue East and Agincourt GO Station driveway.

Details about the alternatives evaluation and recommended solutions are available on the project web page: [toronto.ca/ConnectingSWAgincourt](https://toronto.ca/ConnectingSWAgincourt) .

If you would like to provide comments or have questions for the project team, please respond by Friday, November 8, 2023.

Stephanie Gris Bringas  
Supervisor, Public Consultation Unit  
City of Toronto  
[Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)  
416-392-3643



**Ministry of Citizenship and Multiculturalism (MCM)**

Archaeology Program Unit  
Heritage Branch  
Citizenship, Inclusion and Heritage Division  
5th Floor, 400 University Ave.  
Toronto ON M7A 2R9  
Tel.: (705) 571-0035  
Email: Teresa.Tremblay@ontario.ca

**Ministère des Affaires civiques et du Multiculturalisme (MCM)**

Unité des programme d'archéologie  
Direction du patrimoine  
Division de la citoyenneté, de l'inclusion et du patrimoine  
5e étage, 400 ave. University  
Toronto ON M7A 2R9  
Tél. : (705) 571-0035  
Email: Teresa.Tremblay@ontario.ca



Jan 15, 2024

Jason Stephenson (P1105)  
WSP Canada  
1 - 309 Exeter London ON N6L 1C1

**RE: Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, "Stage 1 Archaeological Assessment: Agincourt North-South Street and Grade Separation Project, part of Lots 24, 25, 26, 27, 28, 29, 30 and 31, Concessions 2 and 3, Former Geographic Township of Scarborough, Former County of York, Now City of Toronto, Ontario.", Dated Dec 15, 2020, Filed with MCM Toronto Office on N/A, MCM Project Information Form Number P1105-0007-2020, MCM File Number 0012372**

Dear Mr. Stephenson:

The above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18, has been entered into the Ontario Public Register of Archaeological Reports without technical review.<sup>1</sup>

Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Should you require further information, please do not hesitate to send your inquiry to [Archaeology@Ontario.ca](mailto:Archaeology@Ontario.ca)

cc. Archaeology Licensing Officer  
Niki Siabanis, City of Toronto  
Niki Siabanis, City of Toronto

<sup>1</sup>In no way will the ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.

**Yu, Peter**

---

**From:** Stephenson, Jason  
**Sent:** January 15, 2024 3:03 PM  
**To:** Yu, Peter  
**Subject:** FW: ENTERED INTO REGISTER: Archaeological Report for P1105-0007-2020 / \*  
**Attachments:** ENTERED INTO REGISTER Archaeological Report for P1105-0007-2020.pdf

Hi Peter,

FYI the archaeology report has been entered into the register.

Sincerely,



**Jason Stephenson**

Senior Archaeologist

MES

He/Him

T+ 1 519-904-1882

M+ 1 226-577-6554

---

**From:** pastport <pastport@ontario.ca>  
**Sent:** Monday, January 15, 2024 3:00 PM  
**To:** Stephenson, Jason <Jason.Stephenson@wsp.com>  
**Cc:** Niki Siabanis <niki.siabanis@toronto.ca>; Niki Siabanis <niki.siabanis@toronto.ca>; PastPort@ontario.ca  
**Subject:** ENTERED INTO REGISTER: Archaeological Report for P1105-0007-2020 / \*

Dear Jason Stephenson,

The Original report for PIF P1105-0007-2020, submitted by you as a condition of your licence, has been entered into the *Ontario Public Register of Archaeological Reports* without technical review. Please refer to the attached letter.

**Note:** the ministry makes no representation or warrant as to the completeness, accuracy or quality of reports in the register.

**Development proponents and approval authorities:** the Ontario Ministry of Citizenship and Multiculturalism has copied you on this email as you have been identified by the consultant archaeologist as either the proponent or approval authority for this project.

Please **do not** reply to this e-mail. The message will be undeliverable and we are unable to respond from this address.

If you have any questions about this report email us at: [Archaeology@ontario.ca](mailto:Archaeology@ontario.ca)

April 1, 2020

CFN 61097

**BY E-MAIL ONLY** ([Johanna.Kyte@toronto.ca](mailto:Johanna.Kyte@toronto.ca); [Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca))

Johanna Kyte  
Senior Project Manager  
Major Projects, Transportation Services  
Toronto City Hall  
100 Queen Street East, 22<sup>nd</sup> Floor  
Toronto, ON M5H 2N2

Stephanie Gris Bringas  
Senior Consultation Coordinator  
Public Consultation Unit  
Metro Hall  
55 John Street, 19<sup>th</sup> Floor  
Toronto, ON M5V 3C6

Dear Johanna and Stephanie:

**Re: Complete Street Evaluation - Review  
Southwest Agincourt Transportation Connections Study – between Cardwell Avenue and Village Green Square (North-South), as well as Kennedy Road and the Stouffville GO Corridor (West-East)  
Municipal Class Environmental Assessment – Schedule C  
Highland Creek Watershed; City of Toronto – Scarborough**

Toronto and Region Conservation Authority (TRCA) staff received the street analysis for the above-noted study on March 18, 2021. The analysis included a high-level evaluation of the four (4) complete street options, and a memo for the cross-section options for Collingwood Street and Gordon Avenue. Feedback was requested by March 31, 2021. The draft Analysis and Evaluation of Complete Streets Alternative table was received on March 30, 2021.

#### **PROJECT OVERVIEW**

The City of Toronto is studying ways to improve transportation connections between Village Green Square, Sheppard Avenue East and the Agincourt GO Station. The need for a new north-south street connecting Sheppard Avenue East with the streets east of Kennedy Road was identified in the City's Official Plan and the Council-approved Agincourt Secondary Plan. The transportation improvements being considered through this study include:

- a new north-south "complete street" that would connect Village Green Square, Cowdray Court, Collingwood Street and Sheppard Avenue East
- a new north-south multi-use trail that would connect Village Green Square and Sheppard Avenue East
- improvements to existing streets and intersections in the study area
- improvements to transit (bus) service in the study area

According to the City of Toronto, “complete streets” are “streets that are designed to be safe for all users: people who walk, bicycle, take transit or drive, and people of varying ages and levels of ability. They also consider other uses like sidewalk cafés, street furniture, street trees, utilities, and stormwater management.”<sup>1</sup>

Four potential alignment options for the new north-south street are being considered. The four street options are the same from the grade-separated crossing of the CP Rail corridor to south of Chowdray Court.

Northbound from Chowdray Court the options are as follows:

- **Complete Street Alignment C-1** – new northwest segment connecting Chowdray Court to Collingwood Street/Gordon Avenue through private properties, continuing north on Gordon Avenue.
- **Complete Street Alignment C-2** – new northeast segment along boundary of Collingwood Park, connecting to the terminus of Collingwood Street, along Collingwood Street, continuing north on Gordon Avenue.
- **Complete Street Alignment C-3** – new street on general alignment of Reidmount Avenue, on the boundary of Collingwood Park, requiring a crossing of West Highland Creek.
- **Complete Street Alignment C-4** – new street through Collingwood Park, across West Highland Creek, aligning with Agincourt GO Station driveway.

Additionally, two potential alignment options for the new multi-use trail are proposed:

- **Multi-Use Trail Alignment D-1** – connecting with the cul-de-sac at the east side of Village Green Square, northbound along the GO Corridor and the west side of Highland Creek, and across Highland Creek at the existing pedestrian bridge.
- **Multi-Use Trail Alignment D-2** – connecting with the cul-de-sac at the west side Village Green Square, northbound to Chowdray Court and the western boundary of Collingwood Park, and across Highland Creek at the existing pedestrian bridge.

The City has identified the preferred solution is **Alternative C-1**. Additionally, since this alternative will require connections to Collingwood Street and Gordon Avenue, different cross-sections that worked within the existing 20 m right-of-way (ROW) were developed. Based on the evaluation, the results show that a 20 m ROW along Collingwood Street and Gordon Avenue can accommodate some form of active transportation facility, if a new complete street was to connect to either street. To minimize property impacts, the recommended approach is to design a complete street within the existing 20 m ROW. Staff understand that the multi-use trail alternatives are under evaluation.

An Environmental Study Report (ESR) will be prepared and made publicly available at the end of the study, which is anticipated to be completed by the end of 2021.

## **PROJECT REVIEW**

As stipulated in TRCA’s 2014 “The Living City Policies for Planning and Development in the Watersheds of the TRCA” (LCP), the technical comments are being provided as part of TRCA’s review and commenting roles under the *Ontario Environmental Assessment Act* as well as the *Planning Act*.

TRCA staff have reviewed the evaluation of the alignment options and cross-section options. Please note however, that the comments provided are related **only** to the complete street evaluation and not the multi-use trail alignments. In general, we are supportive of the preferred Alternative C-1 complete street design within the existing 20 m ROW since TRCA staff had significant concerns with the other three (3) options. Detailed

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<sup>1</sup> <https://www.toronto.ca/services-payments/streets-parking-transportation/enhancing-our-streets-and-public-realm/complete-streets/overview/>

comments on the alternatives are provided in the attached **Appendix A** for incorporation into the ESR. Additionally, Appendix A includes comments previously made at TAC 2 and TAC 3 that still apply.

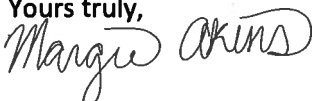
Although TRCA staff has no objection in principle to the preferred solution, there are key elements that must be designed to meet our regulatory objectives as outlined in our LCP document to receive TRCA approval. Of particular interest is the multi-use trail and the potential for significant changes to the preferred street alternative upon further examination and discussion with landowners.

#### **RESUBMISSION REQUIREMENTS**

Please ensure that the submission of the draft ESR addresses the comments provided in **Appendix A** and includes a comprehensive set of the revised materials for review. We look forward to working with the City of Toronto at this and future stages.

Should you have any questions or require any additional information please contact me at extension 5925 or at [margie.akins@trca.ca](mailto:margie.akins@trca.ca).

Yours truly,



Margie Akins  
Planner, Infrastructure Planning and Permits  
Development and Engineering Services

Attach.: Appendix A (CFN 61097)\_TRCA Comments on Complete Streets Evaluation  
TRCA Staff Comments on TAC 2 (*email w/attachment*)

#### **BY E-MAIL**

cc: Consultant: Peter Yu, WSP Canada Group Ltd. (Peter.Yu@wsp.com)  
TRCA: Caroline Mugo, Senior Planner, Infrastructure Planning and Permits



May 5, 2021

CFN 61097

**BY E-MAIL ONLY** ([Cassidy.Ritz@toronto.ca](mailto:Cassidy.Ritz@toronto.ca); [Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca))

Cassidy Ritz  
Senior Project Manager  
Major Projects, Transportation Services  
Toronto City Hall  
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Toronto, ON M5H 2N2

Stephanie Gris Bringas  
Senior Consultation Coordinator  
Public Consultation Unit  
Metro Hall  
55 John Street, 19<sup>th</sup> Floor  
Toronto, ON M5V 3C6

Dear Cassidy and Stephanie:

**Re: Multi-Use Trail Alternatives Evaluation - Review  
Southwest Agincourt Transportation Connections Study – between Cardwell Avenue and Village Green Square (North-South), as well as Kennedy Road and the Stouffville GO Corridor (West-East)  
Municipal Class Environmental Assessment – Schedule C  
Highland Creek Watershed; City of Toronto – Scarborough**

Toronto and Region Conservation Authority (TRCA) staff received the analysis and evaluation table for the multi-use trail alternatives for the above-noted study on April 28<sup>th</sup>, 2021. Feedback was requested by May 5<sup>th</sup>, 2021.

#### **PROJECT OVERVIEW**

The City of Toronto is studying ways to improve transportation connections between Village Green Square, Sheppard Avenue East and the Agincourt GO Station. The need for a new north-south street connecting Sheppard Avenue East with the streets east of Kennedy Road was identified in the City's Official Plan and the Council-approved Agincourt Secondary Plan. The transportation improvements being considered through this study include:

- a new north-south "complete street" that would connect Village Green Square, Cowdray Court, Collingwood Street and Sheppard Avenue East
- a new north-south multi-use trail that would connect Village Green Square and Sheppard Avenue East
- improvements to existing streets and intersections in the study area
- improvements to transit (bus) service in the study area

According to the City of Toronto, "complete streets" are "streets that are designed to be safe for all users: people who walk, bicycle, take transit or drive, and people of varying ages and levels of ability. They also consider other uses like sidewalk cafés, street furniture, street trees, utilities, and stormwater management."<sup>1</sup>

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<sup>1</sup> <https://www.toronto.ca/services-payments/streets-parking-transportation/enhancing-our-streets-and-public-realm/complete-streets/overview/>

The evaluation of four (4) potential alignment options for the new north-south street was provided on March 18<sup>th</sup>, 2021. The four street options are the same from the grade-separated crossing of the CP Rail corridor to south of Cowdray Court. Northbound from Cowdray Court, the City identified the preferred solution as **Alternative C-1**, which proposes a new alignment connecting the existing end of Cowdray Court to Collingwood Street/Gordon Avenue on a northwest angle through private properties and continuing north on Gordon Avenue. Since this alternative will require connections to Collingwood Street and Gordon Avenue, different cross-sections that worked within the existing 20 m right-of-way (ROW) were developed. Based on the evaluation, and to minimize property impacts, the recommended approach is to design a complete street within the existing 20 m ROW. In general, TRCA staff are supportive of the preferred Complete Street Alternative C-1 since there are significant outstanding concerns with the other three options, as specified in our response dated April 1<sup>st</sup>, 2021.

Three (3) multi-use trail alternatives are also being considered:

- **Do Nothing** – with only the preferred Complete Street Alternative C1.
- **Multi-Use Trail Alternative D-1** – connecting with the cul-de-sac at the east side of Village Green Square, crossing the CP rail tracks adjacent to the GO rail tracks, continuing northbound through the middle of Collingwood Park, and across Highland Creek at the existing pedestrian bridge.
- **Multi-Use Trail Alternative D-2** – connecting at the terminus of Cowdray Court northbound along the western boundary of Collingwood Park, and across Highland Creek at the existing pedestrian bridge.

The City identified **Alternative D2** as the preferred solution since Alternative D1 has constructability and design issues and the Do-Nothing alternative can likely only accommodate short-term active transportation needs. As development progresses and population within the study area increases, it is anticipated that demand for active transportation facilities will also increase.

A second Public Information Centre (PIC) is anticipated for June 2021. An Environmental Study Report (ESR) will be prepared and made publicly available at the end of the study, which is anticipated to be completed by the end of 2021.

### **PROJECT REVIEW**

As stipulated in TRCA's 2014 "The Living City Policies for Planning and Development in the Watersheds of the TRCA" (LCP), the technical comments are being provided as part of TRCA's review and commenting roles under the *Ontario Environmental Assessment Act* as well as the *Planning Act*.

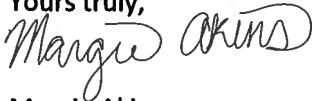
TRCA staff have reviewed the evaluation of the multi-use trail options. Although we have no objection in principle to the preferred Alternative D2, there are key elements that must be designed to meet our regulatory objectives, as detailed in the attached **Appendix A**. Additionally, TRCA staff would like to review and comment on the upcoming PIC materials.

### **RESUBMISSION REQUIREMENTS**

Please ensure that the submission of the draft ESR addresses the comments provided in **Appendix A**, for this and previous submissions, and includes a comprehensive set of the revised materials for review. We look forward to working with the City of Toronto at this and future stages.

Should you have any questions or require any additional information please contact me at extension 5925 or at [margie.akers@trca.ca](mailto:margie.akers@trca.ca).

Yours truly,



Margie Akins  
Planner, Infrastructure Planning and Permits  
Development and Engineering Services

Attach.: Appendix A (CFN 61097)\_TRCA Comments on Multi-Use Trail Options

**BY E-MAIL**

cc: Consultant: Peter Yu, WSP Canada Group Ltd. (Peter.Yu@wsp.com)  
TRCA: Caroline Mugo, Senior Planner, Infrastructure Planning and Permits



**From:** [Luka Medved](#)  
**To:** [Margie Akins](#)  
**Subject:** FW: SW Agincourt EA - Review of Public Consultation Material  
**Date:** April 1, 2021 7:52:52 AM  
**Attachments:** [image001.png](#)  
[CFN 61097 Revised July 30th WR Meeting Comments - TAC 2 Meeting .docx](#)

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**From:** Luka Medved  
**Sent:** Wednesday, August 26, 2020 11:46 AM  
**To:** Yu, Peter <Peter.Yu@wsp.com>  
**Cc:** Niki Siabanis <Niki.Siabanis@toronto.ca>  
**Subject:** RE: SW Agincourt EA - Review of Public Consultation Material

Hello Peter,

Please find TRCA staff comments below in relation to the SW Agincourt EA PE Panels shared as part of the TAC 2 Meeting:

- Please revise Point 8 under Policy Framework on Page 30/33 to state the following: "TRCA Living City Policies and applicable TRCA guidelines."
- The watershed impermeability in the Highland Creek currently stands at 57% far exceeding the commonly used threshold of 10% where it is generally accepted that aquatic ecosystem health starts to decline. Mitigation for water quality, quantity, thermal impacts, and salt should be added to the Natural Environment section on Page 31/33. This should include improvements to the existing conditions.
- In addition to the assessments listed in Natural Environment section on Page 31/33 TRCA staff also requests that the ample restoration and ecological improvement opportunities for this area be explored as part of the EA.
- Please see the attached word document containing slightly revised WR comments from those provided as part of the July 30<sup>th</sup> meeting. The changes to the comments previously provided have been highlighted in yellow for reference.
- Please include the City of Toronto's Strategic Forest Management Plan and the Highland Creek Greening Strategy in the Draft Evaluation Criteria:
  - [https://www.toronto.ca/wp-content/uploads/2017/12/8e0e-Strategic-Forest-Management-Plan-2012\\_22.pdf](https://www.toronto.ca/wp-content/uploads/2017/12/8e0e-Strategic-Forest-Management-Plan-2012_22.pdf)
  - Please note the Highland Creek Greening Strategy is expected to be released to the public in September 2020.

In addition to the comments above, please find preliminary geotechnical comments based on review of the panels:

- There is a slope/channel of about 3 m or more which runs through the site, depending on the proximity of the proposed works to the top of bank, there may be a risk of long-term erosion hazards from the combination of toe erosion and slope instability. Therefore, all of the elements including the streets, multi-use trails/paths and the abutment for the crossings are also needed to be located with safe setback from the Long-Term Stable Top of Slope (LTSTOS) line for a factor of safety of 1.5, which is the combination of the setbacks needed against the toe erosion and slope instability in the long-term (see TRCA Geotechnical Engineering and Design Requirements (November 2007) <http://www.trca.on.ca/dotAsset/40047.pdf>). Therefore, the LTSTOS line is needed to be developed by a geotechnical engineer using appropriate level of geotechnical studies and to be delineated along with other constraints and hazards for this site to ensure that all elements of this project is also safely located from the top of bank against potential long-term erosion and slope instability hazards;
- The crossings will require geotechnical study to provide the geotechnical design recommendations for the crossing elements (i.e. abutments, wing walls and piers);
- Once the preferred option has been identified, the conceptual grading plan is needed to be

provided on both site plan and cross-sections to ensure the adopted grading strategy does not result in steep earthworks or extensive retaining walls. These pieces of information are also required to be provided in support of the preferred option to verify its soundness.

Thanks,

**Luka Medved, MEM**

Planner

Infrastructure Planning and Permits | Development and Engineering Services Division

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Toronto and Region Conservation Authority (TRCA) | [trca.ca](http://trca.ca)

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**From:** Yu, Peter <[Peter.Yu@wsp.com](mailto:Peter.Yu@wsp.com)>

**Sent:** Thursday, August 20, 2020 12:56 PM

**To:** Niki Siabanis <[Niki.Siabanis@toronto.ca](mailto:Niki.Siabanis@toronto.ca)>; Alison Torrie-Lapaire <[alison.torrie-lapaire@toronto.ca](mailto:alison.torrie-lapaire@toronto.ca)>; Luka Medved <[Luka.Medved@trca.ca](mailto:Luka.Medved@trca.ca)>; Mark Rapus <[Mark.Rapus@trca.ca](mailto:Mark.Rapus@trca.ca)>; Alan Filipuzzi <[Alan.Filipuzzi@toronto.ca](mailto:Alan.Filipuzzi@toronto.ca)>; Joe Muller <[Joe.Muller@toronto.ca](mailto:Joe.Muller@toronto.ca)>; Jessica Beare <[Jessica.Beare@toronto.ca](mailto:Jessica.Beare@toronto.ca)>; Andrew Au <[Andrew.Au@toronto.ca](mailto:Andrew.Au@toronto.ca)>; Joanne Di Caro <[Joanne.DiCaro@toronto.ca](mailto:Joanne.DiCaro@toronto.ca)>; Les Arishenkoff <[Les.Arishenkoff@toronto.ca](mailto:Les.Arishenkoff@toronto.ca)>; Dhiren Barot <[Dhiren.Barot@toronto.ca](mailto:Dhiren.Barot@toronto.ca)>; John Stuckless <[John.Stuckless@toronto.ca](mailto:John.Stuckless@toronto.ca)>; Katrien Darling <[Katrien.Darling@toronto.ca](mailto:Katrien.Darling@toronto.ca)>; Vesna Stevanovic-Briatico <[Vesna.Stevanovic-Briatico@toronto.ca](mailto:Vesna.Stevanovic-Briatico@toronto.ca)>; Pezhman Imani <[Pezhman.Imani@toronto.ca](mailto:Pezhman.Imani@toronto.ca)>; Kelly Jones <[Kelly.Jones@toronto.ca](mailto:Kelly.Jones@toronto.ca)>; Jennifer Hyland <[Jennifer.Hyland@toronto.ca](mailto:Jennifer.Hyland@toronto.ca)>; 'Jennifer Benedict' <[Jennifer\\_Benedict@cpr.ca](mailto:Jennifer_Benedict@cpr.ca)>; Hao Zhang <[Hao.Zhang@toronto.ca](mailto:Hao.Zhang@toronto.ca)>; Sasha Terry <[Sasha.Terry@toronto.ca](mailto:Sasha.Terry@toronto.ca)>; 'Brandon Gaffoor' <[Brandon.Gaffoor@metrolinx.com](mailto:Brandon.Gaffoor@metrolinx.com)>; 'Anjhela.Salonga@ttc.ca' <[Anjhela.Salonga@ttc.ca](mailto:Anjhela.Salonga@ttc.ca)>; 'Alexander.Takarabe@ttc.ca' <[Alexander.Takarabe@ttc.ca](mailto:Alexander.Takarabe@ttc.ca)>; 'Reiner Kravis' <[Reiner.Kravis@metrolinx.com](mailto:Reiner.Kravis@metrolinx.com)>; 'david.fallows@ontario.ca' <[david.fallows@ontario.ca](mailto:david.fallows@ontario.ca)>; Gough, Jim <[Jim.Gough@wsp.com](mailto:Jim.Gough@wsp.com)>; Gopa Pal <[Gopa.Pal@toronto.ca](mailto:Gopa.Pal@toronto.ca)>; 'laurence.lui@ttc.ca' <[laurence.lui@ttc.ca](mailto:laurence.lui@ttc.ca)>

**Cc:** Stephanie Gris Bringas <[Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)>; Kung, Katherine <[Katherine.Kung@wsp.com](mailto:Katherine.Kung@wsp.com)>; Erin Smith <[Erin.Smith@toronto.ca](mailto:Erin.Smith@toronto.ca)>; [Andrine.Jackson-Scott@ttc.ca](mailto:Andrine.Jackson-Scott@ttc.ca)

**Subject:** SW Agincourt EA - Review of Public Consultation Material

Hi everyone,

As discussed during this morning's TAC meeting, please find attached the draft material for the first Public Consultation Event planned for September 23.

Please send us your comments by **August 27** so we can incorporate your feedback.

Thank you

Peter

October 30, 2023

CFN 61097

**BY E-MAIL ONLY** ([Ryan.Lo2@toronto.ca](mailto:Ryan.Lo2@toronto.ca))

Ryan Lo  
Sr. Consultation Coordinator  
City of Toronto  
Metro Hall  
55 John Street, 19<sup>th</sup> Floor  
Toronto ON M5V 3C6

Dear Ryan Lo,

**Re: Draft Environmental Study Report (ESR)  
Southwest Agincourt Transportation Connections Study  
Class Environmental Assessment – Schedule C**

These comments respond to the application received by Toronto and Region Conservation Authority (TRCA) on September 21, 2023.

## **OVERVIEW**

This project involves studying methods for enhancing transportation connectivity between Village Green Square, Cowdray Court, Collingwood Street, and Sheppard Avenue East. The study is proposed in order to accommodate expected population growth resulting from planned development.

The objectives of the study are to:

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; and
3. Improve the safety of people walking, cycling, taking public transit, and driving.

The study evaluates options including new roads, improvements to existing roads, new active transportation facilities, and improvements to existing active transportation facilities. The study therefore aims at improving transportation network connectivity, safety, user comfort for all modes of transportation; providing high quality transportation infrastructure that addresses the area's current and future needs and mitigating traffic congestion. The following recommendations were considered and carried forward:

**Complete Street Alternative:**

The preferred alignment (Alternative C1) via Gordon Avenue addresses the problem and opportunity statement and will cross the CP Rail line via an underpass. South of Collingwood Street, the new north-south street features a 23m ROW with one traffic lane in each direction, uni-directional in boulevard cycle tracks and standard sidewalk. The new north-south street crosses the CP Rail corridor through a road underpass and connect to Village Green Square south of the rail corridor.

**Multi-use-Trail Alignments:**

The preferred alternative (Alternative D1) is a multi-use trail that aims to connect to destinations (Agincourt GO Station, transit stops on Sheppard Avenue, Collingwood Park and Metrogate Park). The trail will generally follow the westerly limit of Collingwood Park and cross West Highland Creek via the existing pedestrian bridge within Collingwood Park.

**Improvements to Existing Networks:**

1. New sidewalks along Collingwood Street
2. Interim two-way cycle track along Sheppard Avenue East between Gordon Avenue and Agincourt GO Station driveway
3. Advisory bike lanes on Reidmount Avenue and western segment of Dowry Street, and new sidewalk on Dowry Street
4. Dedicated pedestrian and cycling facilities on Dowry Street
5. Pedestrian and cycling safety enhancements to Sheppard Avenue intersection at Agincourt GO driveway

A listing of documents reviewed is included/provided in **Appendix A: Documents Reviewed by TRCA**.

**COMMENTING ROLE**

Staff have reviewed the study area associated with this project in accordance with the Conservation Authorities Act, including mandatory commenting on Planning Act and Environmental Assessment Act applications. TRCA undertakes review and commenting functions in accordance with [The Living City Policies](#).

**TRCA REVIEW**

Staff have completed the review of the draft ESR report and has no objection in principle to the preferred alternatives. Notwithstanding, in reviewing the ESR document, staff note that there are several commitments related to detail design in *Section 9.11 TRCA* that will need to be addressed in future. Staff also have several comments which are reiterated and enclosed as **Appendix B: TRCA Comments and Proponent Responses**.

## **RESUBMISSION REQUIREMENTS**

1. Follow the [TRCA Digital Submission Requirements for Environmental Assessment Documents](#) to ensure all required information is provided in future submissions.
2. This application was subject to a \$ 21,355.00 application review fee as per our [Fee Schedule](#). This fee has been paid.

Should you have any questions or comments, please contact the undersigned.

Regards,



Caroline Mugo  
Senior Planner

Infrastructure Planning and Permits | Development and Engineering Services

Telephone: (437) 880-2390

Email: [Caroline.Mugo@trca.ca](mailto:Caroline.Mugo@trca.ca)

/CM

Attached: Appendix A: Documents Reviewed by TRCA  
Appendix B: TRCA Comments and Proponent Responses

Enclosed: Appendix A: TRCA Comments on Final TAC and for Detailed Design  
Appendix A: TRCA Comments

### **BY E-MAIL**

cc: City of Toronto: Asad Yousfani ([Asad.Yousfani@toronto.ca](mailto:Asad.Yousfani@toronto.ca))  
WSP: Peter Yu ([Peter.Yu@wsp.com](mailto:Peter.Yu@wsp.com))

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## **APPENDIX A: DOCUMENTS REVIEWED BY TRCA**

### **DOCUMENTS REVIEWED**

1. Southwest Agincourt Transportation Connections Study – Environmental Study Report (147 pages); prepared by WSP on behalf of the City of Toronto; received by TRCA on September 21, 2023.
2. Southwest Agincourt Transportation Connections Study – Environmental Study Report – Appendices A-Y (3,221 pages); prepared by WSP on behalf of the City of Toronto; received by TRCA on September 21, 2023.



## AGENDA

<b>Job Title</b>	Aginccourt North-South Street & Grade Separation EA		
<b>Project Number</b>	19M-01888-00	<b>Date</b>	February 8, 2021
<b>Time</b>	1:00 P.M.	<b>Venue</b>	Conference Call
<b>Purpose</b>	Meeting with CP Rail re: Grade Separation		

ATTENDEES			
Name	Company	Phone	Email
Jennifer Benedict (JB)	CP		Jennifer.Benedict@cpr.ca
Johanna Kyte (JK)	City of Toronto		<a href="mailto:Johanna.Kyte@toronto.ca">Johanna.Kyte@toronto.ca</a>
Mehran Noori (MN)	WSP		Mehran.Noori@wsp.com
Mehdi Zanganeh (MZ)	WSP		Mehdi.Zanganeh@wsp.com
Jim Gough (JG)	WSP	+1 905-882-7283	Jim.Gough@wsp.com
Peter Yu (PY)	WSP		Peter.Yu@wsp.com

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Daniel Nalliah	WSP		<a href="mailto:Daniel.Nalliah@wsp.com">Daniel.Nalliah@wsp.com</a>

### ITEM

### ACTIONS

<b>1.0 INTRODUCTIONS</b>	
<b>2.0 BACKGROUND INFORMATION / OPTIONS</b>  The WSP team provided an overview presentation of the project, and alternatives for constructing the underpass below the CP Rail corridor. Comments were as follows: <ul style="list-style-type: none"><li>JB asked if WSP has the CP design manual. MZ indicated that he does</li><li>With respect to the road profile, JB noted that a 5.2m clearance is required, or if this cannot be achieved, a crash bar is required</li><li>JB noted that a 3<sup>rd</sup> party is looking to add a rail line to the corridor – the identity of the party is confidential at this time. Some track realignment is expected to be required. It is not certain if the third track would be on the north or south of the existing tracks</li><li>JB noted that during construction, the corridor can be reduced from 2 lines to 1. A diversion track would be required. MZ suggested that one diversion track should be able to handle traffic for 2 rail lines. It would be required to maintain the existing corridor speed on the diversion track (believed to be CP's standard of 40 mph – CP is to confirm this)</li><li>20 foot lateral clearance is required, for the 3<sup>rd</sup> line</li><li>With respect to the options for constructing the bridge for the underpass, JB offered the following comments:<ul style="list-style-type: none"><li>Option 1 - acceptable</li><li>Option 2 – CP hasn't used this in 10 years, not preferred option</li></ul></li></ul>	CP

- Option 3 – not going to get 24-48 hour shut down
- Option 4 – not going to get enough time for this option – 6 hours max closure. This line is the “Highway 401 of the rail network”
- Thus the only option is the diversion track. WSP need to define a design that works with the existing adjacent bridges over the creek and at Kennedy Road
- JB noted that CP is not asking the City to build the rail bridge, but allow for space to build 3<sup>rd</sup> track. The rail project will likely proceed first (within 2 years for construction)
- MN will check the diversion track “S” curve speed when WSP has the relevant info.

MN

The two options for the multi-use trail were presented. Comments were as follows:

- JB had no concerns with respect to the provision of the multi-use trail under the existing CP bridge over the creek. She noted that anything from the bridge can fall onto pedestrians, and thus protection would need to be included. MZ indicated that a 3m canopy from the edge of the bridge should be sufficient. CP will need to enter into an agreement with the City for the arrangement.

CP’s involvement in the EA was reviewed. Comments were as follows:

- JB noted that CP staff would typically not too involved with EAs. When the project is funded and there is an approved 30% design, there is a application process (2 years notice) and CP will assign a project manager to the track diversion.
- MZ asked if CP want to see a general arrangement as part of this project. JB noted that preliminary design won’t be reviewed by CP at this stage. Once it goes into detailed design, then CP will be involved.



## AGENDA

<b>Job Title</b>	Aginccourt North-South Street & Grade Separation EA		
<b>Project Number</b>	19M-01888-00	<b>Date</b>	March 5, 2020
<b>Time</b>	10:00 A.M.	<b>Venue</b>	23 <sup>rd</sup> Floor Boardroom, East Tower, City Hall
<b>Purpose</b>	Meeting with CP Rail re: Grade Separation		

ATTENDEES			
Name	Company	Phone	Email
Brian Costigan	CP		Brian.Costigan@cpr.ca
Niki Siabanis	City of Toronto		Niki.Siabanis@toronto.ca
Amir Fakhroo	WSP		Amir.Fakhroo@wsp.com
Mehdi Zanganeh	WSP		Mehdi.Zanganeh@wsp.com
Jim Gough	WSP	+1 905-882-7283	Jim.Gough@wsp.com

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### ITEM

<b>1.0 INTRODUCTIONS</b>	
<b>2.0 BACKGROUND INFORMATION</b>  Niki and Jim provided an introduction to the study area and the project. The presentation will be provided to CP for their information.	WSP
<b>3.0 2014 FEASIBILITY STUDY FINDINGS</b>  Jim reviewed the findings of the feasibility study, in terms of alternative street connections and the preferred options.	
<b>4.0 EXISTING RAIL OPERATIONS</b>  Jim identified the information required from CP. This includes the current timetable, and the planned expansions on this subdivision. Brian will follow up on the information required. He noted that the schedule is fairly consistent day to day – there is not really a slow day.	CP
<b>5.0 GRADE SEPARATION EVALUATION</b>  Jim reviewed the options considered for the road – underpass and overpass. The underpass option will be carried forward. Brian noted that a vertical clearance of 5 m would be acceptable.  With respect to the required clearance to the rail ballast, Mehdi noted that WSP has the manual documenting this and will update preliminary grade separation drawings to include required clearances.	

<p><b>6.0 PRELIMINARY BRIDGE STRUCTURE OPTIONS</b></p> <p>Mehdi reviewed the options under consideration.</p> <p><b>Option 1: DPG, Single Span and Secant Wall Abutment</b></p> <ul style="list-style-type: none"> <li>- Secant walls would be used for construction</li> <li>- One week closure needed. Brian said it is doubtful that this could be permitted: a closure of up to 6 hours is likely possible</li> <li>- Longer closure times could be possible by closing one track at a time</li> </ul> <p><b>Option 2: Double Span, DVB, Staged Construction</b></p> <ul style="list-style-type: none"> <li>- Similar to Option 1 in terms of construction</li> </ul> <p><b>Option 3: Double Span, Rapid Construction</b></p> <ul style="list-style-type: none"> <li>- Weekend construction, would require complete track closure</li> <li>- This has been used for Metrolinx projects</li> <li>- More space would be needed for set-up. Niki pointed out that further coordination would be needed to provide this</li> </ul> <p><b>Option 4: Single Span, Jacked Box</b></p> <ul style="list-style-type: none"> <li>- Could be double spanned if needed</li> <li>- Would be constructed near site then jacked into place</li> <li>- Used for Ottawa LRT</li> <li>- Needs slow order for perhaps 6 months</li> </ul> <p>WSP needs to know how much CP can accommodate in terms of shutdown. Also, are there bypass lines that CP could use for shutdown? Brian will check.</p> <p>Brian asked if diversion of the rail corridor is possible. This is not possible, based on the space available, the height of the berm, and the presence of the cross-overs.</p> <p>Brian asked if a jump span option was possible. Mehdi noted that this is more costly, and does not have much advantage over the secant wall option.</p> <p>With the cross-overs present, it was noted that longer shutdowns could be possible. Shoring could be used to facilitate this.</p>	<p>CP</p>
<p><b>7.0 CONSTRUCTABILITY</b></p> <p>Mehdi led the discussion regarding constructability. Key points:</p> <ul style="list-style-type: none"> <li>- Option 1 likely most feasible</li> <li>- Skew of the road relative to the rail needs to be considered. WSP will review cross-section to see if less than 18 m is possible, and whether the skew can be minimized</li> </ul>	<p>WSP</p>
<p><b>8.0 MULTI-USE PATH CONNECTION</b></p> <p>Jim and Niki reviewed the options for the path connection. Niki confirmed that this is all part of the same environmental assessment.</p> <p>Mehdi noted that the path connection would not affect the piers for the rail bridge.</p>	

<p>It was noted that the connection appears to fall within CP Rail property. Niki asked what legal arrangement would be needed. Brian will check for other similar situations.</p> <p>NS noted that the access to the south into the development needs to be determined by WSP.</p>	CP
<p><b>9.0 NEXT STEPS</b></p> <p>Brian will check on the technical details noted above. Timeline should be 2 weeks.</p> <p>Niki noted the Technical Advisory Committee meeting being scheduled for mid-March.</p> <p>Brian noted that he will not be in this position after May – Jennifer Benedict will be back.</p> <p>With regard to overall schedule, Niki noted that EA completion is proposed for June 2021, and construction schedule would depend on coordination with development.</p>	CP

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## AGENDA

<b>3.0</b>	<b>ROADWAY ALIGNMENT VARIABLES</b>
3.1	Horizontal Alignment Options
3.2	Vertical Alignment Options and Flood Impact Discussion
<b>4.0</b>	<b>NEXT STEPS</b>

# **SOUTHWEST AGINCOURT TRANSPORTATION CONNECTIONS STUDY ENVIRONMENTAL ASSESSMENT – SCHEDULE ‘C’ CP RAIL MEETING**

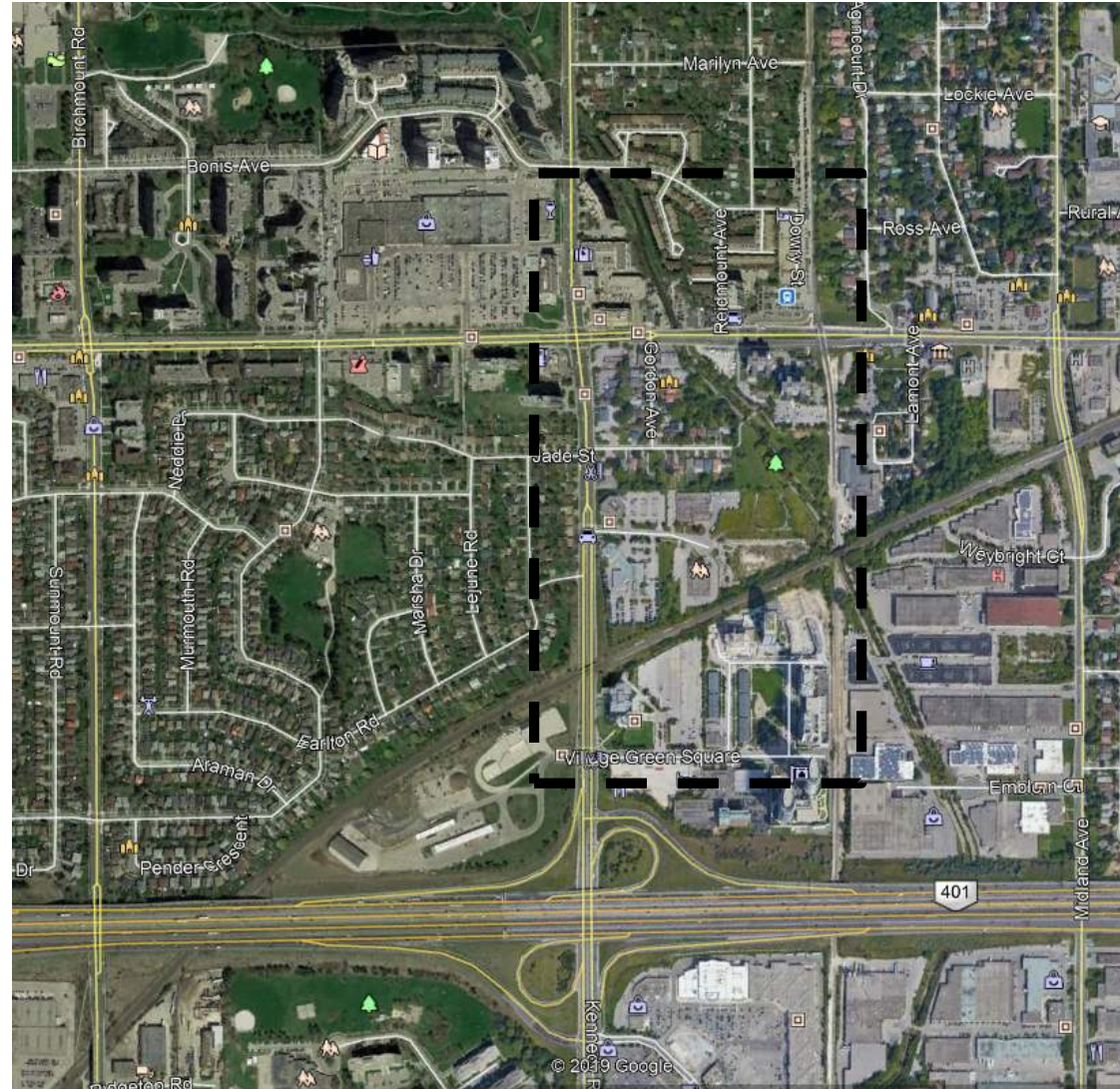
March 5, 2020



# Agenda

1. Introductions
2. Background information
3. 2014 Feasibility study findings
4. Existing rail operations
5. Grade separation evaluation
6. Preliminary bridge structure options
7. Constructability
8. Multi-use path connection
9. Next Steps

# Focus Area



# Study Background, Objectives & Challenges

- A north-south connection is identified in the Agincourt Secondary Plan, to support planned growth
- A feasibility study was completed in 2014 for the north-south street, grade separation and active transportation facilities
- There is significant development growth in the study area plus ongoing applications
- The local road network is not integrated due to the CP & Metrolinx rail corridors and the West Highland Creek
- The objective of the EA is to improve access for all modes of transportation in the study area to the Agincourt GO station and enhance network connectivity
- Design of the north-south street influences the timing of development applications in the study area

# Options Evaluated in the Feasibility Study

(to be confirmed/refined through EA process with other potential alternative options)

Figure 10-1: Alternative Road Concept A with Key Issues

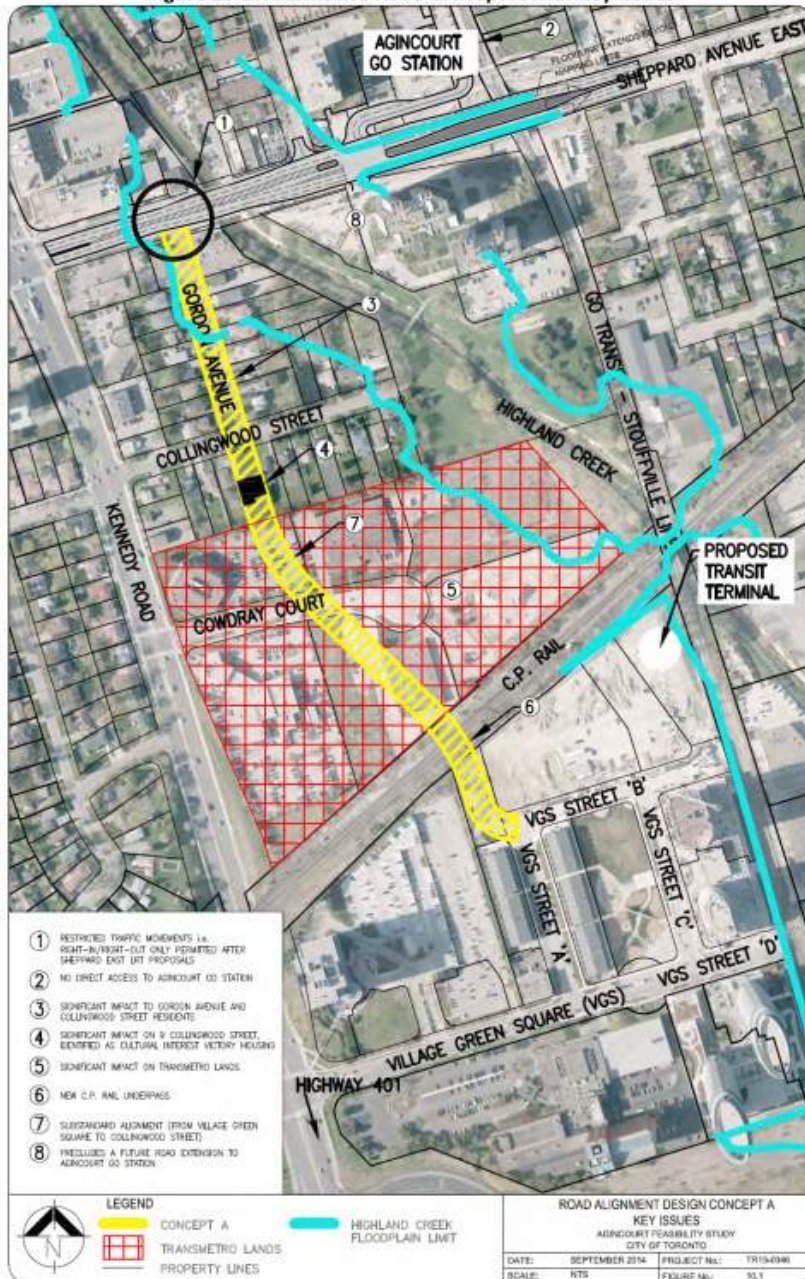
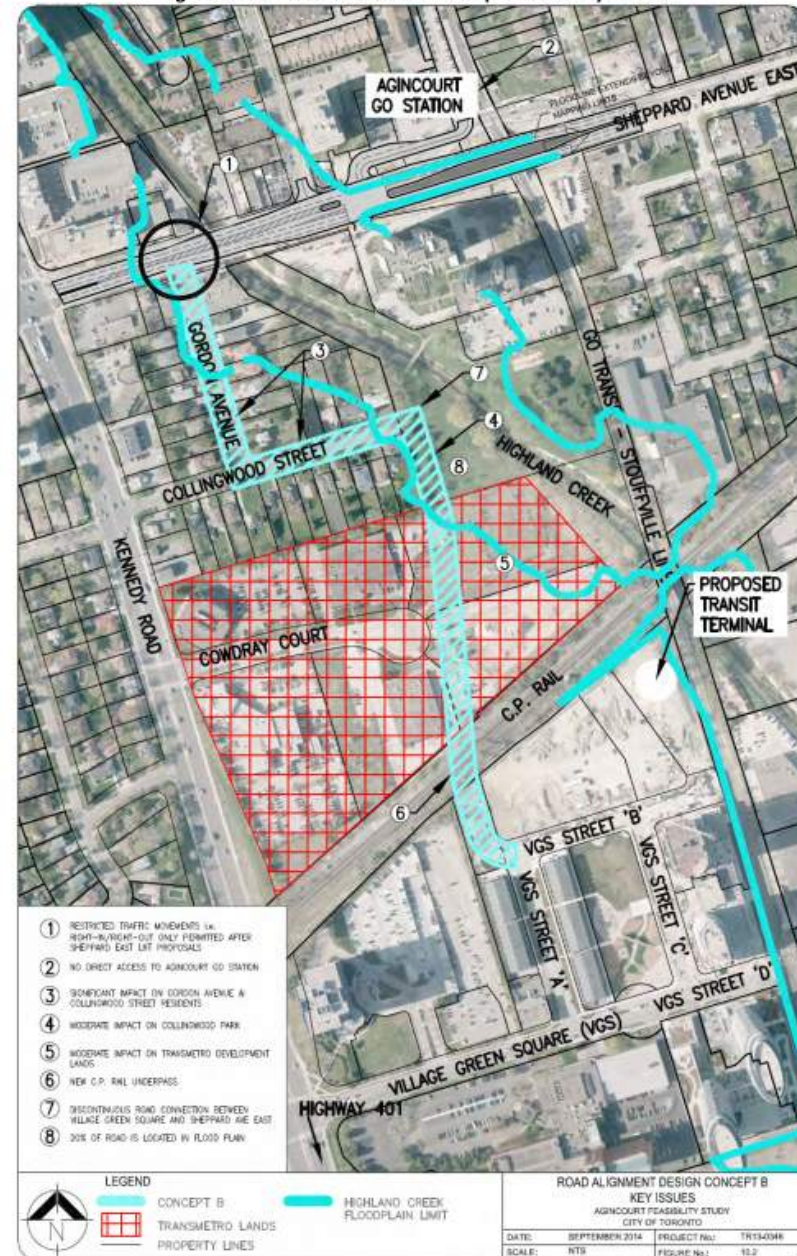
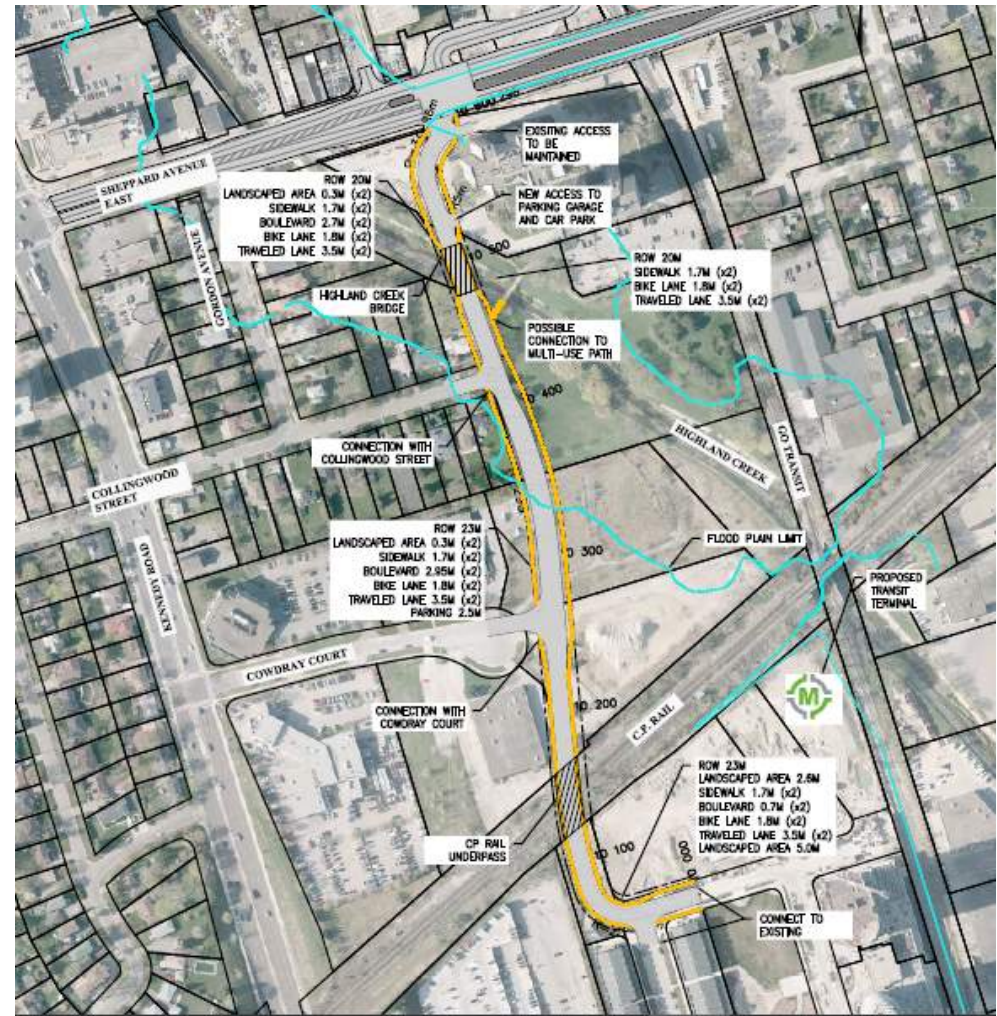
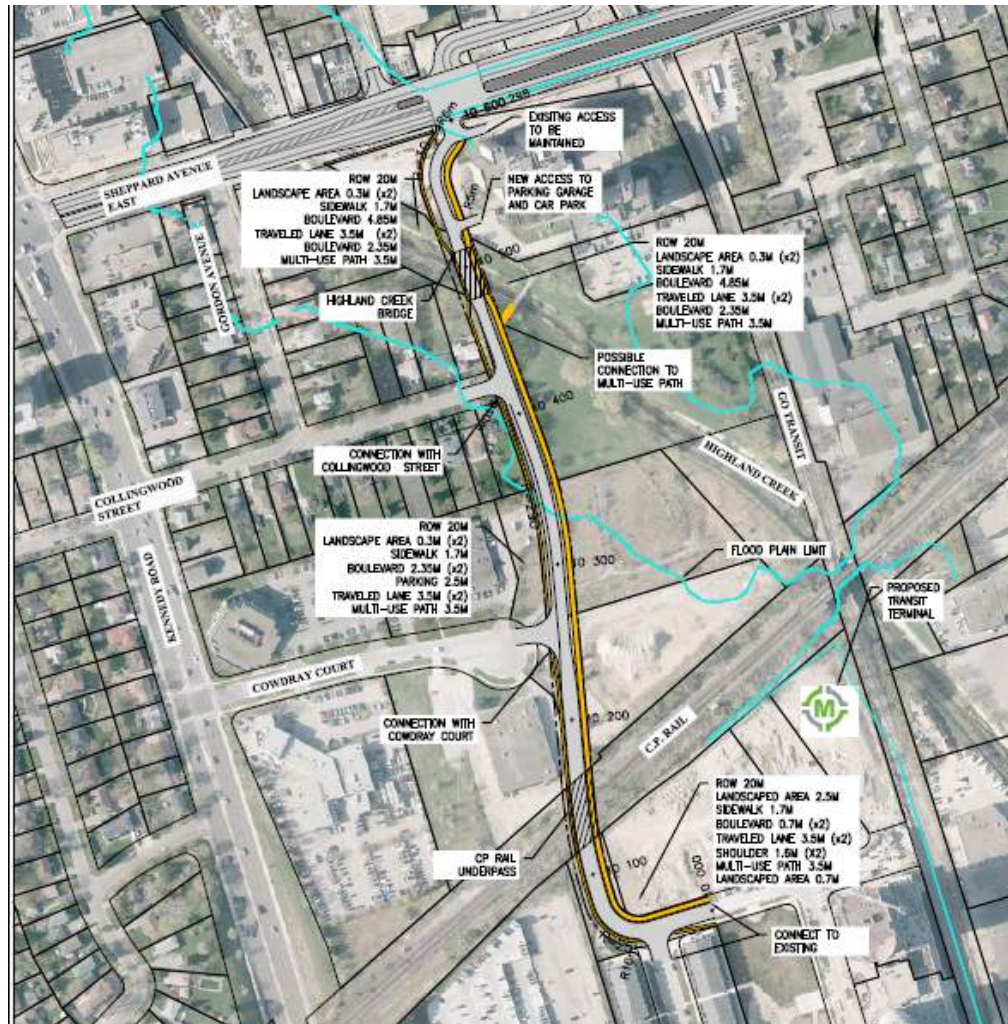


Figure 10-2: Alternative Road Concept B with Key Issues



# Preferred Options from Feasibility Study

(to be confirmed/refined through EA process with other potential alternative options)



# Existing Rail Operations

- CP Belleville Subdivision is a two-track corridor
- Road Crossing at about mile 199.5 Belleville Subdivision
- In addition to the existing tracks, how many tracks does the bridge need to accommodate, and what are the track centers?
- Future expansions and planned improvements on this subdivision – to be confirmed
- Current CP timetable for this section? (Freight operations – frequency and schedule)

**View from south of the CPR corridor**



**View from north of the CPR corridor**

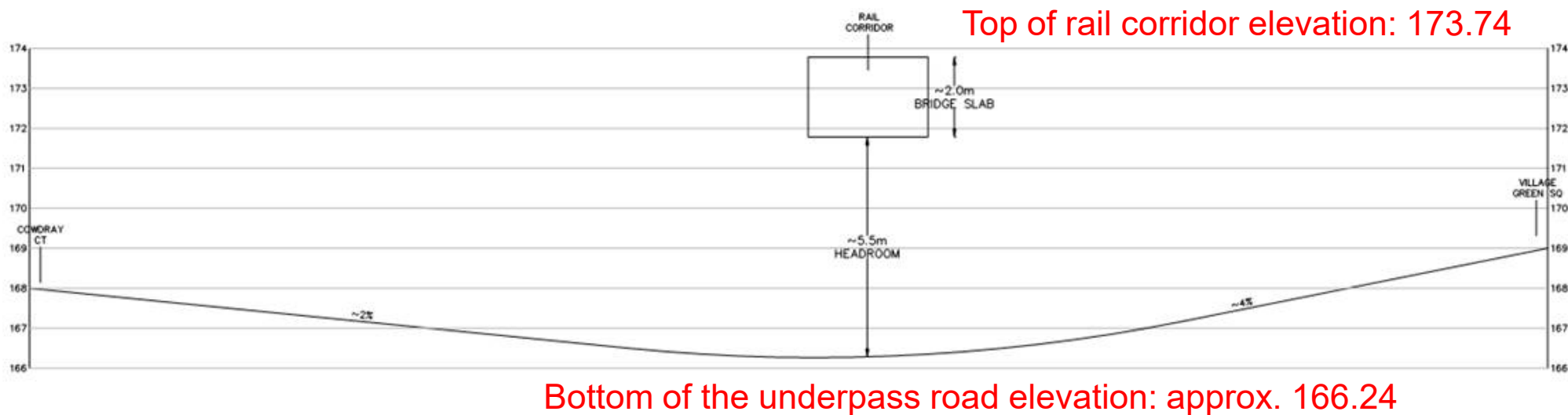
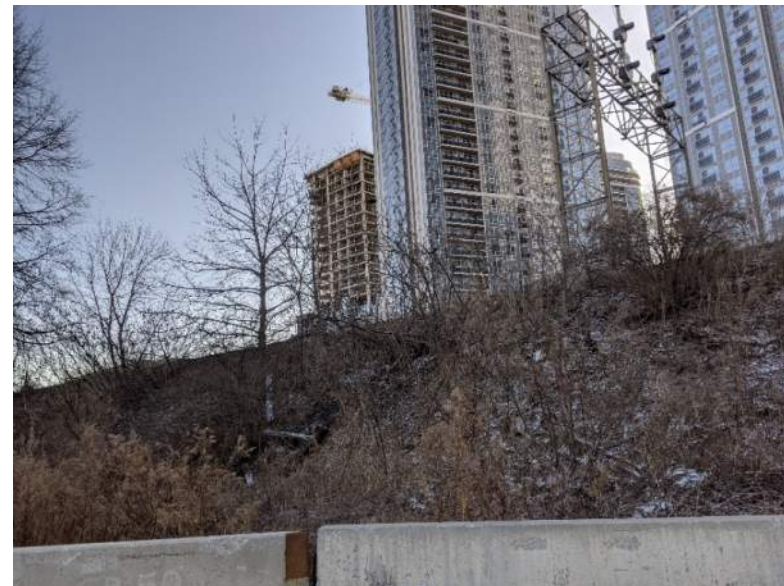


# Grade Separation Feasibility Review

Underpass and overpass grade separation alternatives at the CP rail corridor were assessed at a high level for the N-S street.

Based on survey data available from 20 Cowdray Court, the **overpass option should be ruled out**. A road elevation of ~181.2m would be necessary for an overpass, but the highest road elevation achievable based on a 6% slope is ~173.7m.

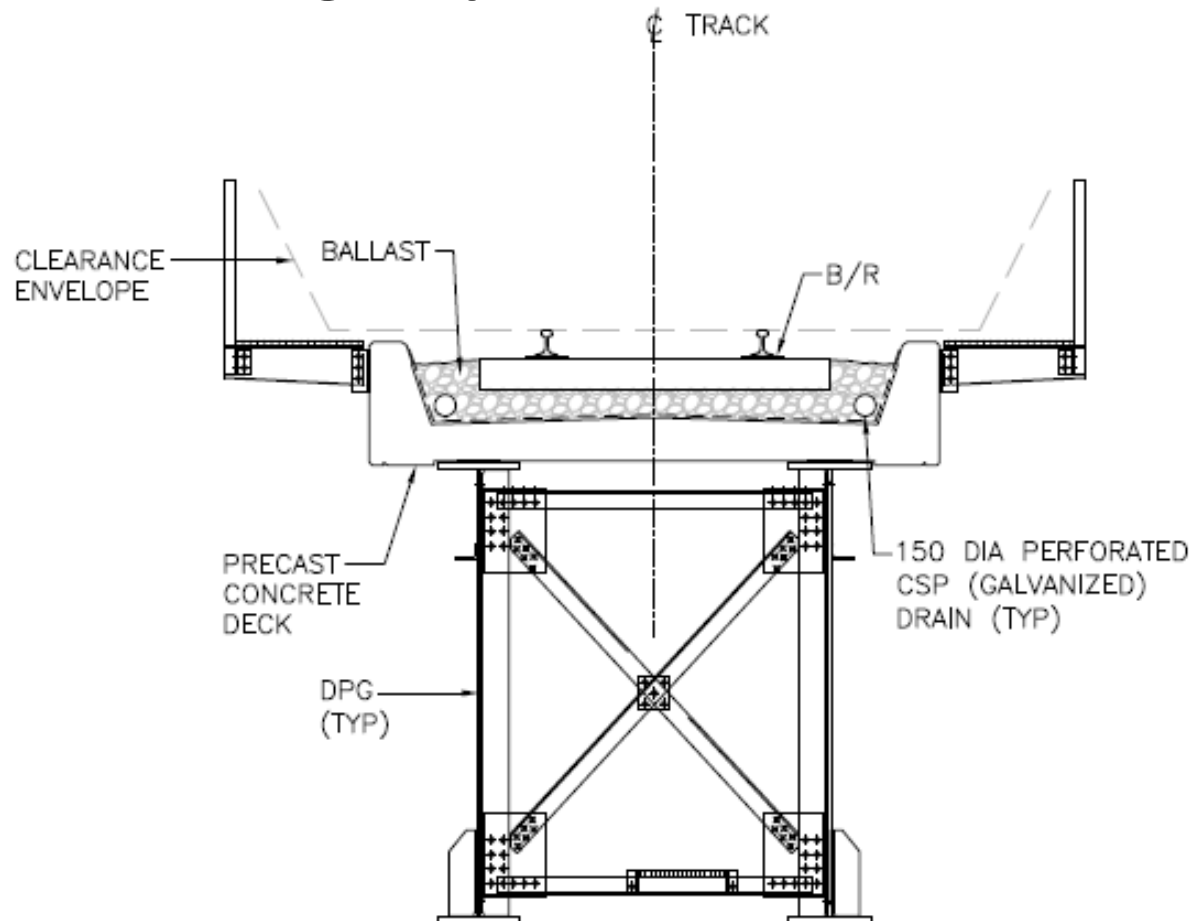
The **underpass option is considered feasible**. Assuming a headroom clearance of 5.5m and bridge deck thickness of 2m, it is feasible for ~4% slope from Village Green Square to the Rail Corridor and ~2% slope from Cowdray Ct to the Rail Corridor. The sketch below illustrates this condition. A 6% slope will decrease the horizontal distances necessary and tie back to existing elevations.



# Preliminary Bridge Options

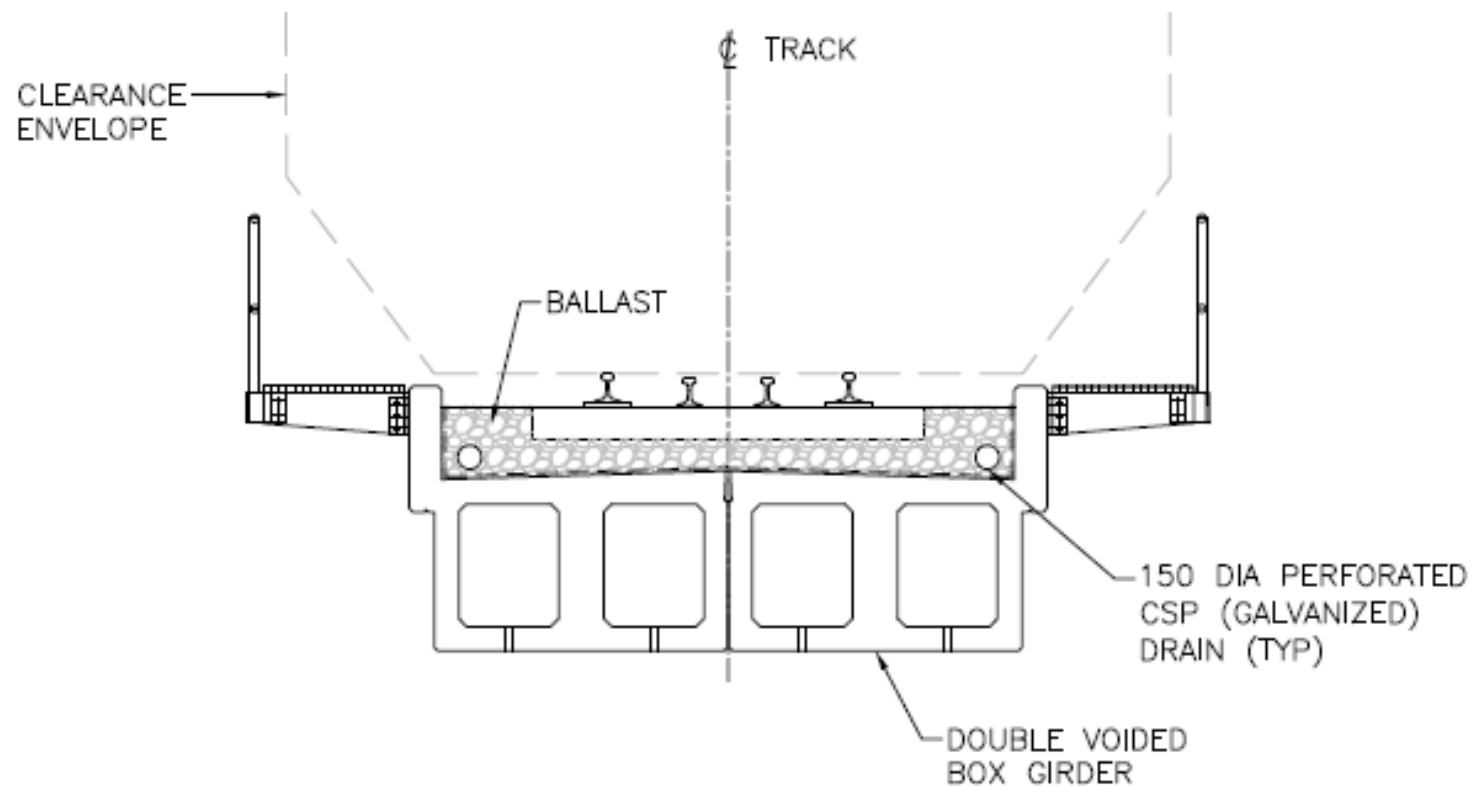
Based on the span required for the N-S street cross-section (approximately 18m pending further analysis), the following bridge options have been considered:

## Option 1 – DPG, Single Span and Secant Wall Abutment



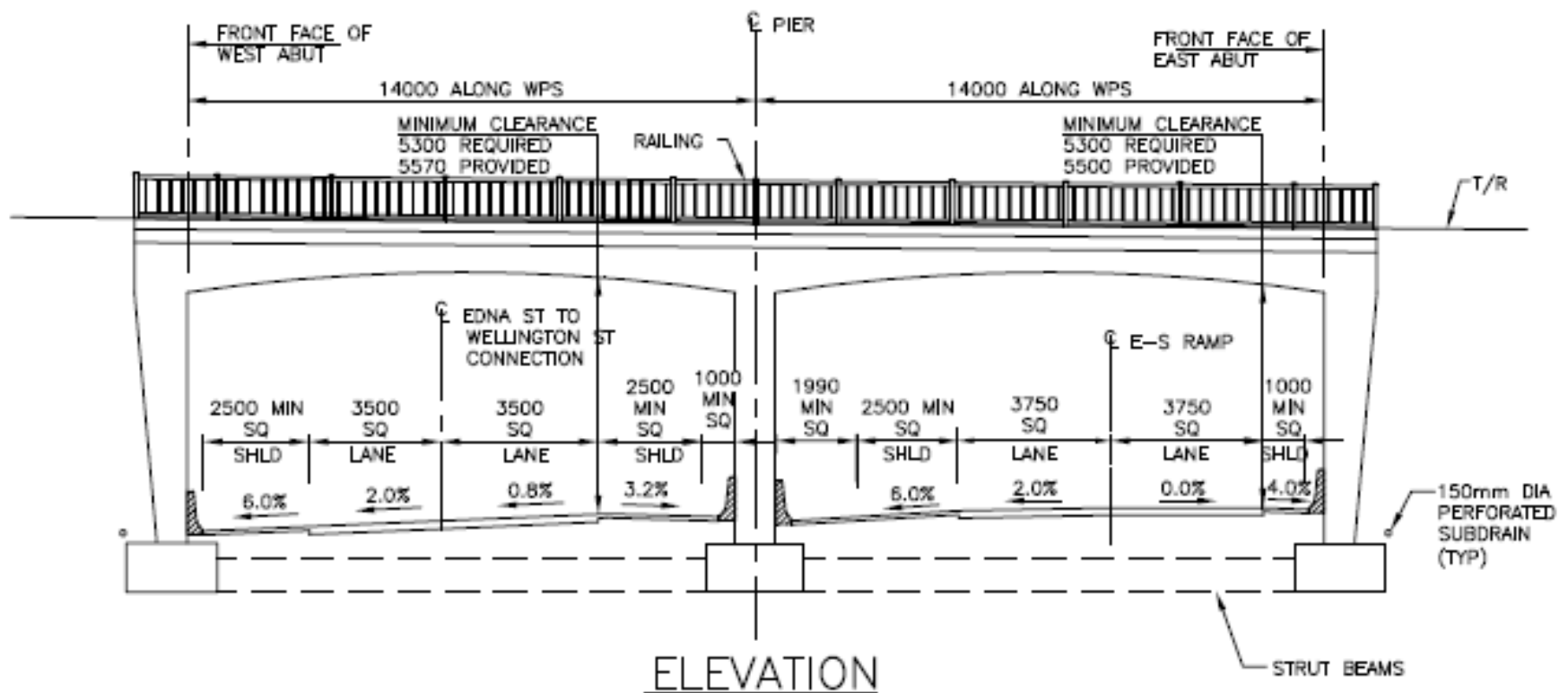
# Preliminary Bridge Options

## Option 2 – Double Span, DVB, Staged Construction



# Preliminary Bridge Options

## Option 3 – Double Span, Rapid Construction



# Preliminary Bridge Options

## Option 3 – Double Span, Rapid Construction Example



# Preliminary Bridge Options

## Option 4 – Single Span, Jacked Box



# Preliminary Constructability Considerations

- Is a slow order allowed during construction?
- What will the design speed be during construction?
- How many tracks need to be in service during construction?
- How many major track shut downs are allowed during construction?

# Multi-use Path Preliminary Design

The 2014 Feasibility study assessed a multi-use path connection through the existing CPR bridge opening, as shown below.

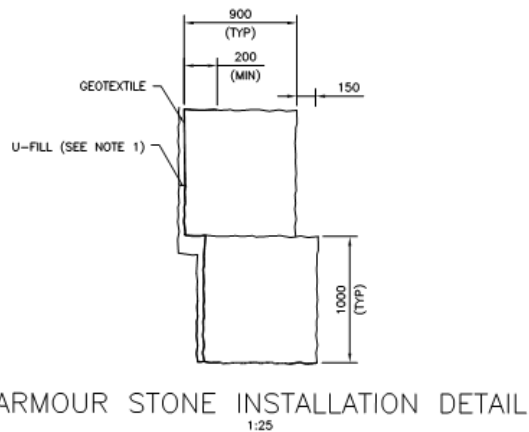
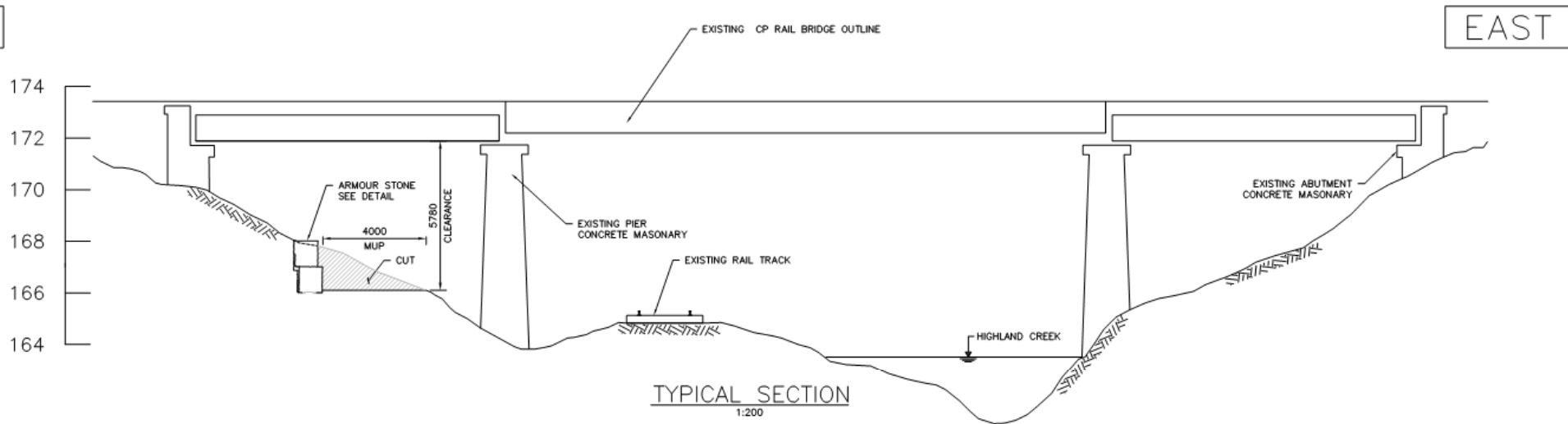




**Toronto**



# Multi-use Path Preliminary Design



WSD

# Questions and Next Steps

- Information and requirement exchange
- A Technical Advisory Committee meeting is planned in mid-March 2020
- Regular updates will be provided to CP Rail as the study progresses

## Yu, Peter

---

**From:** Nafey Gill <Nafey\_Gill@cpr.ca>  
**Sent:** August 27, 2021 5:28 PM  
**To:** Yu, Peter; Jennifer Benedict  
**Cc:** Gough, Jim; Cassidy Ritz; Asad Yousfani; Ryan Lo  
**Subject:** RE: SW Agincourt EA - CP Rail widening follow up

Hi Peter,

We agree with the recommendation from WSP that the 3<sup>rd</sup> track widening option is likely to be on the south of the 2 existing tracks.

Thanks,



**Nafey Gill, P.Eng.**  
Manager Public Works - Ontario  
Engineering Projects & Public Works  
**O:** 416-609-7879 **C:** 416-712-0752  
1290 Central Parkway West, Suite 600  
Mississauga ON L5C4R3

---

**From:** Yu, Peter <Peter.Yu@wsp.com>  
**Sent:** Monday, August 23, 2021 10:00 AM  
**To:** Jennifer Benedict <Jennifer\_Benedict@cpr.ca>; Nafey Gill <Nafey\_Gill@cpr.ca>  
**Cc:** Gough, Jim <Jim.Gough@wsp.com>; Cassidy Ritz <Cassidy.Ritz@toronto.ca>; Asad Yousfani <Asad.Yousfani@toronto.ca>; Ryan Lo <Ryan.Lo2@toronto.ca>  
**Subject:** RE: SW Agincourt EA - CP Rail widening follow up  
**Importance:** High

This email did not originate from Canadian Pacific. Please exercise caution with any links or attachments.

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Hi Jennifer, Nafey,

Wanted to follow up on the email below and see if you have any questions/comments. As I noted this is a critical path item for subsequent designs.

Thank you

Peter

---

**From:** Yu, Peter  
**Sent:** August 13, 2021 9:54 AM  
**To:** Jennifer Benedict <[Jennifer\\_Benedict@cpr.ca](mailto:Jennifer_Benedict@cpr.ca)>; [Nafey\\_Gill@cpr.ca](mailto:Nafey_Gill@cpr.ca)  
**Cc:** Gough, Jim <[Jim.Gough@wsp.com](mailto:Jim.Gough@wsp.com)>; Cassidy Ritz <[Cassidy.Ritz@toronto.ca](mailto:Cassidy.Ritz@toronto.ca)>; Zanganeh, Mehdi <[Mehdi.Zanganeh@wsp.com](mailto:Mehdi.Zanganeh@wsp.com)>; Noori, Mehran <[Mehran.Noori@wsp.com](mailto:Mehran.Noori@wsp.com)>; Asad Yousfani <[Asad.Yousfani@toronto.ca](mailto:Asad.Yousfani@toronto.ca)>; Ryan Lo <[Ryan.Lo2@toronto.ca](mailto:Ryan.Lo2@toronto.ca)>  
**Subject:** SW Agincourt EA - CP Rail widening follow up  
**Importance:** High

Good morning Jennifer, Nafey,

As part of the SW Agincourt EA, a new road underpass is proposed at the location shown below clouded in red. To date, the EA project team has worked with CP Rail to understand the requirements and design parameters as it relates to the underpass. Based on the most recent discussion, WSP understands that CP Rail has identified the desire to add a 3<sup>rd</sup> track (for Metrolinx) within the existing rail right-of-way.

It is important from a road and underpass design to know whether the 3<sup>rd</sup> track will be added to the north or south of the 2 existing tracks. The attached memo contains WSP's review of the rail track addition, which comes to the conclusion that **the 3<sup>rd</sup> track is most feasible when added south of the 2 existing tracks**. The project team would therefore design the road underpass accordingly by providing the minimum 5.2m vertical clearance.

**Please review the memo and advise at your earliest convenience.** The project team would be happy to host a call as well to discuss the findings. In the meantime, if you have any questions, please reach out to me.



Thank you

Peter



**Peter Yu, P.Eng., PMP**

Project Manager

Transportation Planning and Science

T+ 1 289-982-4764

M+ 1 647-283-7530

---

**From:** Jennifer Benedict <[Jennifer\\_Benedict@cpr.ca](mailto:Jennifer_Benedict@cpr.ca)>

**Sent:** January 26, 2021 10:58 AM

**To:** Gough, Jim <[Jim.Gough@wsp.com](mailto:Jim.Gough@wsp.com)>

**Cc:** Yu, Peter <[Peter.Yu@wsp.com](mailto:Peter.Yu@wsp.com)>; Zanganeh, Mehdi <[Mehdi.Zanganeh@wsp.com](mailto:Mehdi.Zanganeh@wsp.com)>; Johanna Kyte <[Johanna.Kyte@toronto.ca](mailto:Johanna.Kyte@toronto.ca)>

**Subject:** RE: Agincourt EA - CP action items / request for conference call

Hi Jim,

Thanks for the meeting invitation and the link to the study background.

I have responded to your questions/requests below.

- Current timetable

What information are you looking for specifically from the timetable? The timetable is our operational instructions for the subdivision and CP does not release operational documents. Other than track speed, there shouldn't be any other information you require for your project. I'll look up the track speed for this location and get back to you.

- Info on any planned expansions to the corridor infrastructure

Yes, there is a plan, and a signed agreement with the government for a third party rail line through this corridor.

- If we need to do a shutdown of rail operations to implement an underpass, are there bypass lines CP could use?

The Belleville Subdivision is CP's only route between eastern Canada and Western Canada and from Eastern Canada to the US. There are no bypass lines or alternate routes. Any project (including CP's own projects) must be coordinated in such a way that there is no operational impact, no train delays and absolutely no loss of service. I don't know if there is a suitable location here for a track diversion, but it is something that can be explored. This location is going to be quite challenging as CP's yard is to the east and there is a high volume of traffic. The MTO is currently working at the 401, to the west of Kennedy and they are working 12-hour shifts on evenings and weekends since the daily rail operations do not allow for enough track time. We have not been able to get any track blocks at this location over the last year, so I want to manage expectations. Once I know more about your project and construction methodology, I will be able to comment more. When the time comes, I will provide comments for the tender packages to ensure that contractors are aware of the operational constraints in order to bid accordingly.

Your Oakville office has a lot of experience with CP rail carrying structures and I would recommend reaching out to someone there for their expertise. Bob Rooke is probably the most experienced but I can recommend a few other people who know CP operations and protocols well enough to provide guidance on constructability.

- Legal requirements for passing a multi-use trail across CP property

There will be 2 agreements required. One agreement grants the rights to the crossing and outlines future maintenance responsibilities. This agreement gets filed with the CTA. The other is a Construction Agreement, which covers the design and property access protocols. There may also be requirements for utility permits if any utilities will be crossing CP property.

If you have any other questions in the meantime, please let me know.

Thanks.



**Jennifer Benedict, P. Eng.**  
Assistant Director  
Public Works & Crossing Compliance  
O 905-803-5989  
C 416-995-0031  
1290 Central Parkway West, Suite 600  
Mississauga ON L5C4R3

---

**From:** Gough, Jim <[Jim.Gough@wsp.com](mailto:Jim.Gough@wsp.com)>  
**Sent:** Tuesday, January 26, 2021 8:59 AM  
**To:** Jennifer Benedict <[Jennifer\\_Benedict@cpr.ca](mailto:Jennifer_Benedict@cpr.ca)>  
**Cc:** Yu, Peter <[Peter.Yu@wsp.com](mailto:Peter.Yu@wsp.com)>; Zanganeh, Mehdi <[Mehdi.Zanganeh@wsp.com](mailto:Mehdi.Zanganeh@wsp.com)>; Johanna Kyte <[Johanna.Kyte@toronto.ca](mailto:Johanna.Kyte@toronto.ca)>  
**Subject:** RE: Agincourt EA - CP action items / request for conference call

This email did not originate from Canadian Pacific. Please exercise caution with any links or attachments.

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Hi Jennifer

Well that's strange, I thought I got it off an old email from you. If not, my mistake, sorry!

I will send an invite for February 8, our team is all available then.

The best source of background on the study is here:

[https://www.toronto.ca/wp-content/uploads/2020/09/8fee-Connecting-SW-Agincourt\\_Public-Consultation-Panels.pdf](https://www.toronto.ca/wp-content/uploads/2020/09/8fee-Connecting-SW-Agincourt_Public-Consultation-Panels.pdf)

These are the consultation displays.

As noted below, what we are looking for is the following info:

- Current timetable
- Info on any planned expansions to the corridor infrastructure
- If we need to do a shutdown of rail operations to implement an underpass, are there bypass lines CP could use?
- Legal requirements for passing a multi-use trail across CP property

Thanks

Jim

---

**From:** Jennifer Benedict [[mailto:Jennifer\\_Benedict@cpr.ca](mailto:Jennifer_Benedict@cpr.ca)]  
**Sent:** Monday, January 25, 2021 4:59 PM  
**To:** Gough, Jim <[Jim.Gough@wsp.com](mailto:Jim.Gough@wsp.com)>  
**Cc:** Yu, Peter <[Peter.Yu@wsp.com](mailto:Peter.Yu@wsp.com)>; Zanganeh, Mehdi <[Mehdi.Zanganeh@wsp.com](mailto:Mehdi.Zanganeh@wsp.com)>; Johanna Kyte <[Johanna.Kyte@toronto.ca](mailto:Johanna.Kyte@toronto.ca)>  
**Subject:** RE: Agincourt EA - CP action items / request for conference call

Hi Jim,

You seem to have had my e-mail address incorrect. CP's Community Connect has passed your e-mail along to me.

Since I don't have any background on your project, you will need to provide me with a little more detail.

If you'd like to send me some background, I'd be happy to review and then arrange a conference call to discuss.

Unfortunately my schedule is quite full this week and the only time I have available is Thursday morning from 9:30am to 10:30am.

After that I am available:

February 4<sup>th</sup> - 9am to 11am

February 8<sup>th</sup> - 1pm to 4pm

February 9<sup>th</sup> - 9am to 1:30pm

When you provide your details, please also provide your timelines as well.

Thanks.



**Jennifer Benedict, P. Eng.**

Assistant Director

Public Works & Crossing Compliance

☎ 905-803-5989

☎ 416-995-0031

1290 Central Parkway West, Suite 600

Mississauga ON L5C4R3

---

**From:** Community Connect <[Community\\_Connect@cpr.ca](mailto:Community_Connect@cpr.ca)>

**Sent:** Monday, January 25, 2021 4:48 PM

**To:** Jennifer Benedict <[Jennifer\\_Benedict@cpr.ca](mailto:Jennifer_Benedict@cpr.ca)>; Brian Costigan <[Brian\\_Costigan@cpr.ca](mailto:Brian_Costigan@cpr.ca)>

**Subject:** FW: Agincourt EA - CP action items / request for conference call

**Importance:** High

Hi Jennifer, Brian

This person has been trying to reach you, but has incorrect emails for both of you. Can you get in touch with him?

Thanks

Christine



**Christine Brown**

Community Connect

800-766-7912

[community\\_connect@cpr.ca](mailto:community_connect@cpr.ca)

---

**From:** Gough, Jim <[Jim.Gough@wsp.com](mailto:Jim.Gough@wsp.com)>

**Sent:** Monday, January 25, 2021 2:19 PM

**To:** [jennifer.benedict@cpr.ca](mailto:jennifer.benedict@cpr.ca); Community Connect <[Community\\_Connect@cpr.ca](mailto:Community_Connect@cpr.ca)>

**Cc:** Yu, Peter <[Peter.Yu@wsp.com](mailto:Peter.Yu@wsp.com)>; Zanganeh, Mehdi <[Mehdi.Zanganeh@wsp.com](mailto:Mehdi.Zanganeh@wsp.com)>; Johanna Kyte <[Johanna.Kyte@toronto.ca](mailto:Johanna.Kyte@toronto.ca)>; [brian.castigan@cpr.ca](mailto:brian.castigan@cpr.ca)

**Subject:** RE: Agincourt EA - CP action items / request for conference call

**Importance:** High

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Jennifer

I've emailed you several times with respect to these issues, and left telephone messages as well (including 2 more today, on your office and cell numbers). We really do need this information to complete our environmental assessment for the City of Toronto. Is there someone else I should be directing our questions to?

Brian, can you help with this? Is there someone else who can assist?

"Community Connect" staff – you were noted in an email from Jennifer last June. Can you assist please?

I have cc'ed the City's project manager, Johanna Kyte.

Thank you.

**Jim Gough, P.Eng.**

Principal Consultant  
Planning and Advisory Services, Transportation  
Thornhill, ON  
CANADA



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*Please consider the environment before printing...*

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**From:** Gough, Jim

**Sent:** Wednesday, December 09, 2020 10:21 AM

**To:** [jennifer.benedict@cpr.ca](mailto:jennifer.benedict@cpr.ca)

**Cc:** Yu, Peter <[Peter.Yu@wsp.com](mailto:Peter.Yu@wsp.com)>; Zanganeh, Mehdi <[Mehdi.Zanganeh@wsp.com](mailto:Mehdi.Zanganeh@wsp.com)>; Johanna Kyte <[Johanna.Kyte@toronto.ca](mailto:Johanna.Kyte@toronto.ca)>

**Subject:** RE: Agincourt EA - CP action items / request for conference call

**Importance:** High

Jennifer

Niki has gone on mat leave now, and Johanna Kyte has taken over the project management for the City.

As Niki noted, this is getting urgent.

Could we arrange a quick conference call with you to sort this out please?

Can you give us some times when you can be available over the next week please?

Thank you

Jim

---

**From:** Niki Siabanis [<mailto:Niki.Siabanis@toronto.ca>]

**Sent:** Thursday, November 12, 2020 3:26 PM

**To:** Gough, Jim <[Jim.Gough@wsp.com](mailto:Jim.Gough@wsp.com)>; [jennifer.benedict@cpr.ca](mailto:jennifer.benedict@cpr.ca)

**Cc:** Yu, Peter <[Peter.Yu@wsp.com](mailto:Peter.Yu@wsp.com)>; Zanganeh, Mehdi <[Mehdi.Zanganeh@wsp.com](mailto:Mehdi.Zanganeh@wsp.com)>

**Subject:** RE: Agincourt EA - CP action items

Hi Jennifer

We're having trouble getting a hold of you and are hoping we can get the below inputs as soon as possible to finalize aspects of the EA study.

As an aside – I will be going on parental leave within the coming weeks, so the earlier I can wrap up these matters before the project transitions to the next person, the better.

Niki Siabanis  
416-397-0211

---

**From:** Gough, Jim [<mailto:Jim.Gough@wsp.com>]

**Sent:** November 4, 2020 9:00 AM

**To:** [jennifer.benedict@cpr.ca](mailto:jennifer.benedict@cpr.ca)

**Cc:** Niki Siabanis <[Niki.Siabanis@toronto.ca](mailto:Niki.Siabanis@toronto.ca)>; Yu, Peter <[Peter.Yu@wsp.com](mailto:Peter.Yu@wsp.com)>; Zanganeh, Mehdi <[Mehdi.Zanganeh@wsp.com](mailto:Mehdi.Zanganeh@wsp.com)>

**Subject:** RE: Agincourt EA - CP action items

**Importance:** High

Jennifer, further to my voice mail this morning, what we are looking for from CP is the following for this rail segment east of Kennedy Road in Toronto:

- Current timetable
- Info on any planned expansions to the corridor infrastructure
- If we need to do a shutdown of rail operations to implement an underpass, are there bypass lines CP could use?
- Legal requirements for passing a multi-use trail across CP property

The minutes and presentation are attached. We really need this information before the end of the year.

Please call me if you need clarification.

Thank you.

**Jim Gough, P.Eng.**

Principal Consultant  
Planning and Advisory Services, Transportation  
Thornhill, ON  
CANADA



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---

**From:** Gough, Jim

**Sent:** Thursday, October 15, 2020 12:53 PM

**To:** [jennifer.benedict@cpr.ca](mailto:jennifer.benedict@cpr.ca)

Cc: Niki Siabanis <[niki.siabanis@toronto.ca](mailto:niki.siabanis@toronto.ca)>; Yu, Peter <[Peter.Yu@wsp.com](mailto:Peter.Yu@wsp.com)>; Zanganeh, Mehdi <[Mehdi.Zanganeh@wsp.com](mailto:Mehdi.Zanganeh@wsp.com)>

**Subject:** FW: Agincourt EA - CP action items

Hi Jennifer, just a friendly reminder regarding these info requests from the City for the Agincourt project. Please see below.

Thanks

Jim

---

**From:** Gough, Jim

**Sent:** Thursday, October 01, 2020 10:54 AM

**To:** 'jennifer.benedict@cpr.ca' <[jennifer.benedict@cpr.ca](mailto:jennifer.benedict@cpr.ca)>

**Cc:** Zanganeh, Mehdi <[Mehdi.Zanganeh@wsp.com](mailto:Mehdi.Zanganeh@wsp.com)>; Yu, Peter <[Peter.Yu@wsp.com](mailto:Peter.Yu@wsp.com)>; Niki Siabanis <[niki.siabanis@toronto.ca](mailto:niki.siabanis@toronto.ca)>

**Subject:** FW: Agincourt EA - CP Rail Meeting - Minutes

Hi Jennifer

We met earlier this year with Brian Costigan with respect to the SW Agincourt Transportation Connections Study, which we are completing on behalf of the City of Toronto. The study is an EA, focused on improving north/south connections east of Kennedy Road, between Highway 401 and Sheppard Avenue. The minutes of the meeting are attached. Our presentation from the meeting is attached as well. Two crossings of your corridor are contemplated – a road underpass midway between Kennedy Road and the creek, and a multi-use path adjacent to the creek.

I am cc'ing Niki Siabanis, the City's PM.

There were a number of information gaps identified at the meeting, which Brian said he (or you) would take care of. Could you please follow up on these:

- Current timetable and the planned expansion on this subdivision
- CP was going to check if there are bypass lines that CP could use for shutdown, if one is needed
- CP to check what the legal arrangement would be, if a multi-use path connection is to be developed on CP Rail property

Thank you.

**Jim Gough, P.Eng.**

Principal Consultant

Planning and Advisory Services, Transportation

Thornhill, ON

CANADA



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# Southwest Agincourt Transportation Connections Environmental Assessment

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

CP Rail Meeting #2

February 8, 2021



# Meeting Agenda

1. Introductions
2. Study background
3. Preliminary bridge options
4. Constructability considerations & information requests
5. Next steps

# 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.



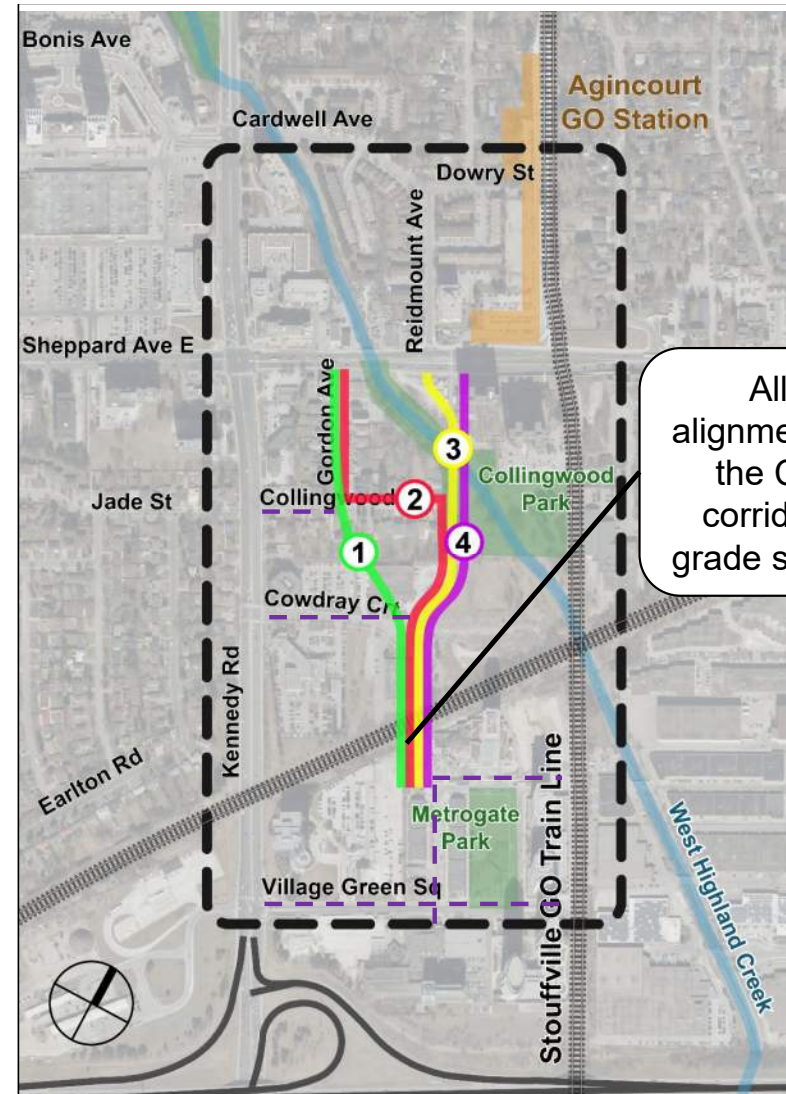
# New Complete Street

- Four potential alignments have been identified.
- The complete street would connect Sheppard Avenue, Collingwood Street, Cowdray Court, and Village Green Square.
- All four options will form an underpass with the CP Rail.

## Legend

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

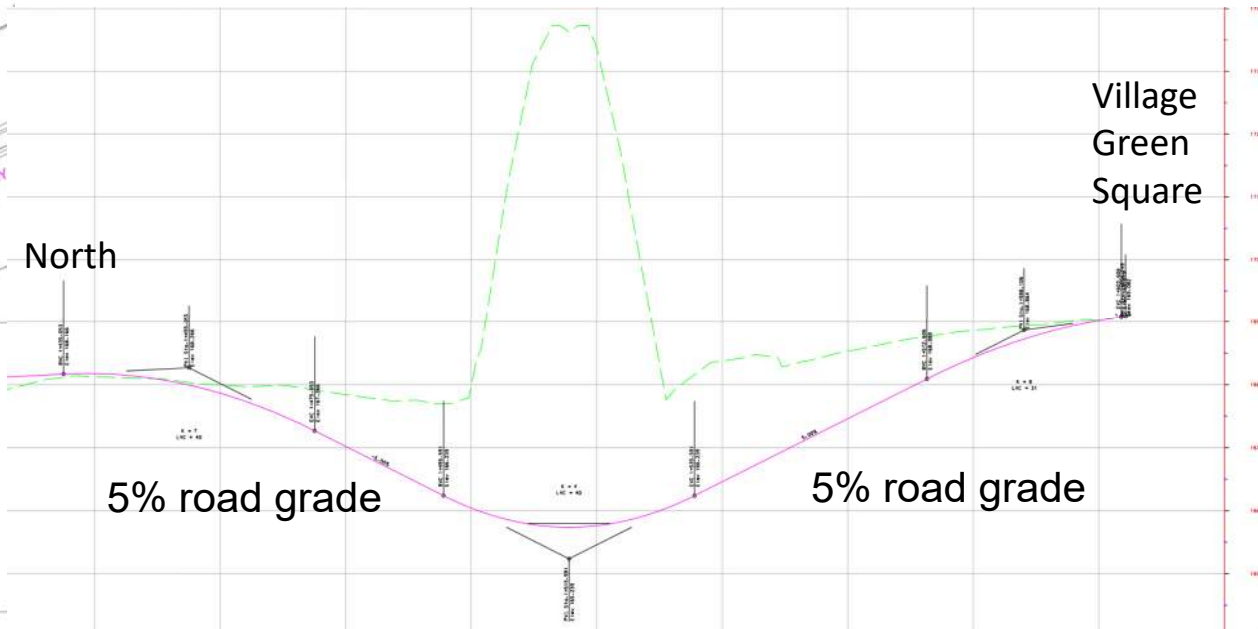
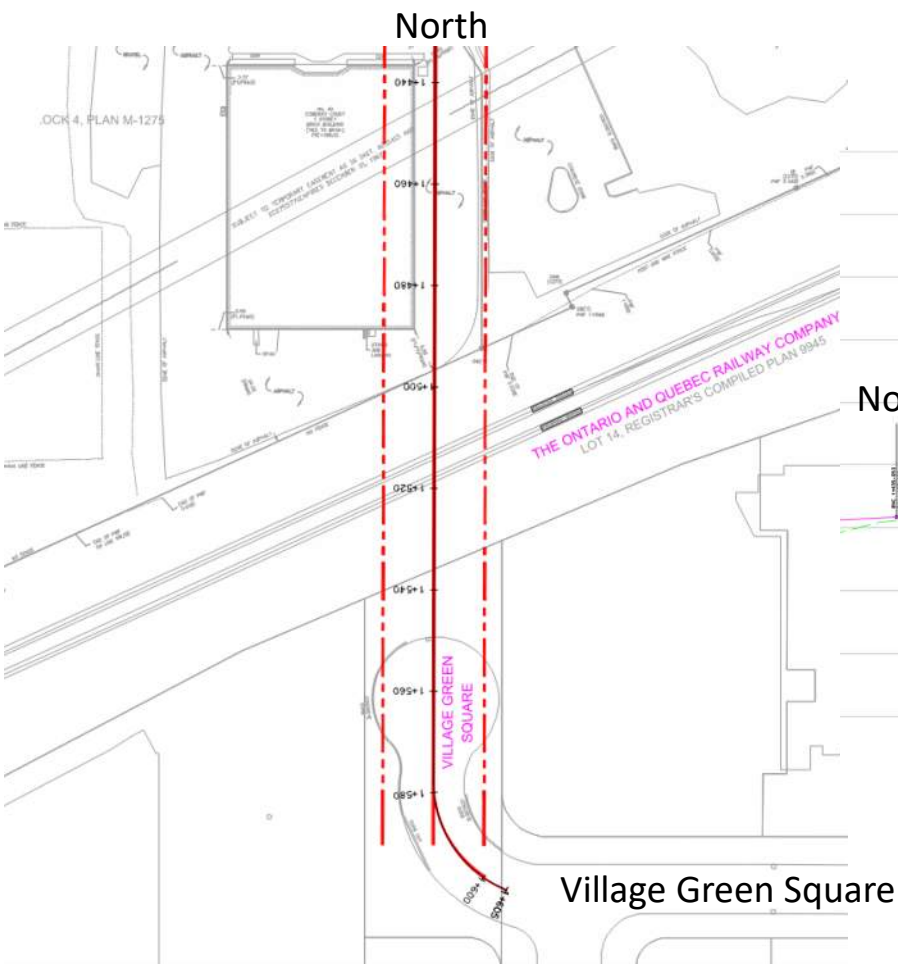
- - - existing street connecting with new complete street



All four alignments cross the CP Rail corridor via a grade separation

# CP Rail Road Underpass

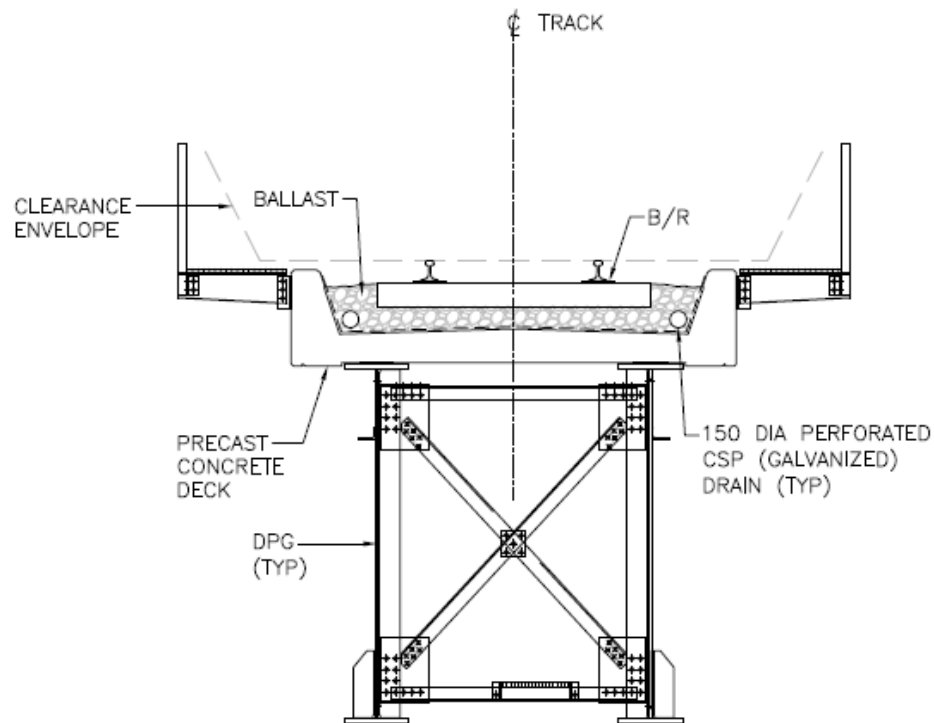
Based on discussions with the City's ECS, a 5m vertical clearance will be designed along the underpass.



# Preliminary Bridge Options

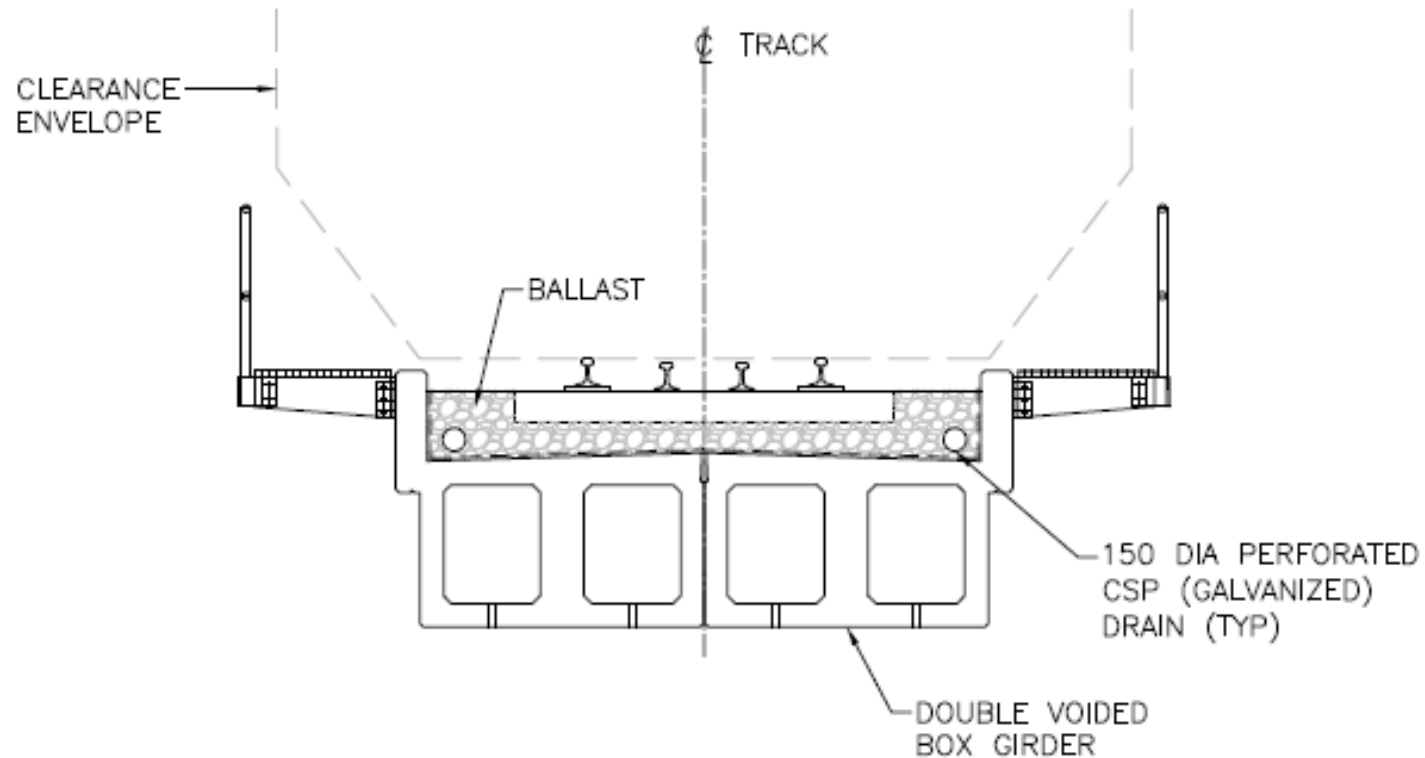
Based on the span required for the N-S street cross-section (**approximately 18m** pending further analysis), the following bridge options have been considered:

## Option 1 – DPG, Single Span and Staged Construction



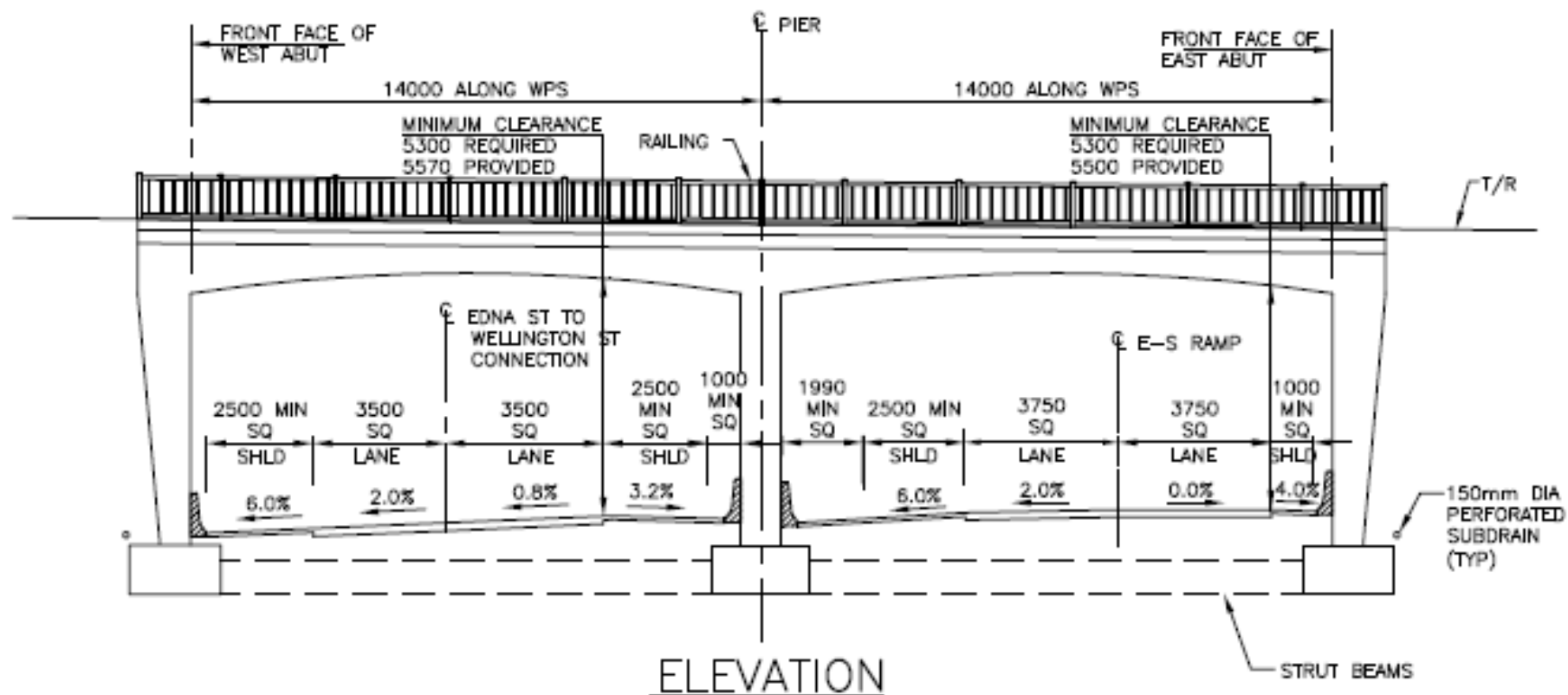
# Preliminary Bridge Options

## Option 2 – Double Span, DVB, Staged Construction



# Preliminary Bridge Options

## Option 3 – Double Span, Rapid Construction



# Preliminary Bridge Options

## Option 3 – Double Span, Rapid Construction Example



# Preliminary Bridge Options

## Option 4 – Single Span, Jacked Box



# Preliminary Constructability Considerations & Information Request

- Is a slow order allowed during construction?
- What will the design speed be during construction?
- How many tracks need to be in service during construction?
- How many major track shut downs are allowed during construction?
- Current timetable
- Info on any planned expansions to the corridor infrastructure
- If we need to do a shutdown of rail operations to implement an underpass, are there bypass lines CP could use?

# 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.

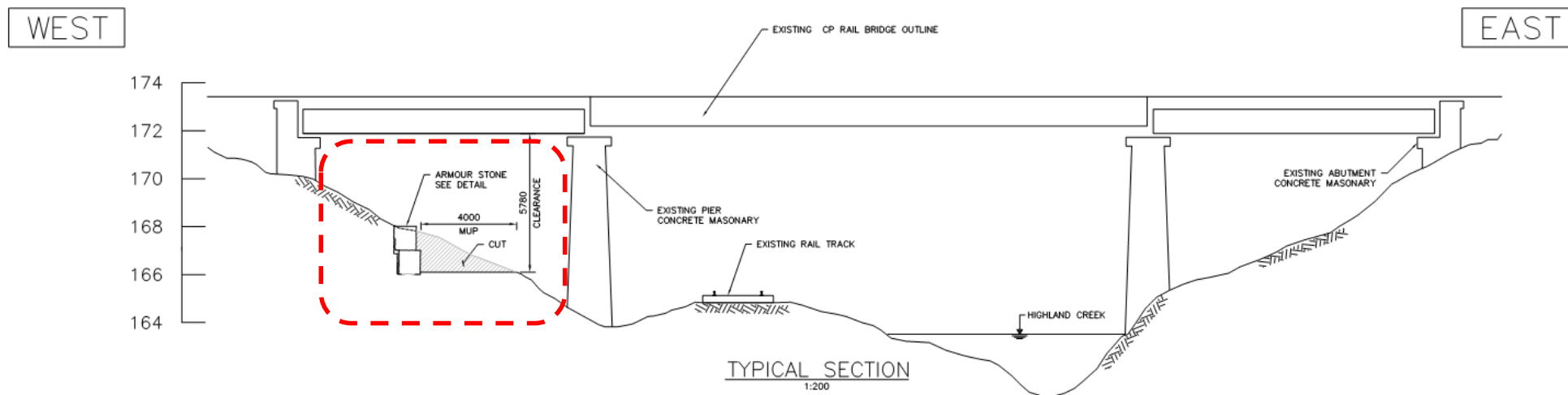
A new multi-use trail connection would serve key destinations and origins in the Focus Area including: Agincourt GO Station, Collingwood Park, Kennedy Road/Sheppard Avenue and local transit.

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



# Multi-use Trail Option

Legal requirements for passing a multi-use trail across CP Rail property?



## Next Steps

- Project team is finalizing the comparative evaluation of the 4 complete street options and will share the findings with the City and stakeholders in February.
- Will send meeting invites to CP Rail staff ahead of key junctures of the project.
- Following the complete street selection, a multi-use trail evaluation and design will commence.
- 30% design of the preferred complete street and multi-use trail options will proceed.

## Yu, Peter

---

**From:** Alex.Butler@ttc.ca  
**Sent:** October 4, 2023 2:27 PM  
**To:** Yu, Peter  
**Cc:** Dominic.Ho@ttc.ca; Sam.Harker@ttc.ca; Kristjan.Naelapea@ttc.ca  
**Subject:** RE: [EXTERNAL] SW Agincourt Connections EA - ESR for review

Hi Peter,

Thanks for circulating us. Given that you've added a point in 9.12 about bus stops and turns being protected for in the detailed design stage, we have no further comments.

Thanks,

Alex

**Alex Butler, RPP**  
Transportation Planner  
Project Development & Planning  
Strategy & Customer Experience Group

T: 437-788-3563



**Toronto Transit Commission**  
9<sup>th</sup> Floor, 5160 Yonge Street  
Toronto, ON M2N 6L9

---


**From:** Yu, Peter <Peter.Yu@wsp.com>  
**Sent:** Thursday, September 21, 2023 10:15 AM  
**To:** Sonali.Praharaj@toronto.ca; Sasha Terry <Sasha.Terry@toronto.ca>; Jennifer Hyland <Jennifer.Hyland@toronto.ca>; Kelly Jones <Kelly.Jones@toronto.ca>; Hao Zhang <Hao.Zhang@toronto.ca>; John Stuckless <John.Stuckless@toronto.ca>; Patrick Cheung <Patrick.Cheung@toronto.ca>; Sidharth Agarwal <Sidharth.Agarwal@metrolinx.com>; Pezhman Imani <Pezhman.Imani@toronto.ca>; Dhiren Barot <Dhiren.Barot@toronto.ca>; Melanie Dubroy <Melanie.Dubroy@toronto.ca>; Geffrey Huang <Geffrey.Huang@toronto.ca>; John Lam <John.Lam@toronto.ca>; Cassidy Ritz <Cassidy.Ritz@toronto.ca>; Neil MacKay <Neil.MacKay@toronto.ca>; Xue Pei <Xue.Pei@toronto.ca>; Michael Seaman <Michael.Seaman@toronto.ca>; Nasim Norouzi <Nasim.Norouzi@toronto.ca>; Eric Beales <Eric.Beales@toronto.ca>; Mike Collins <Mike.Collins@toronto.ca>; Louie Lenti <Louie.Lenti@toronto.ca>; Scott Attwood <Scott.Attwood@toronto.ca>; Goran Mitrevski <Goran.Mitrevski@toronto.ca>; Sharma, Amit (MTO) <Amit.Sharma@ontario.ca>; Ho, Dominic <Dominic.Ho@ttc.ca>; nina.vallve@ontario.ca; Joe Muller <Joe.Muller@toronto.ca>; Alison Torrie-Lapaire <Alison.Torrie-Lapaire@toronto.ca>; Jessica Beare <Jessica.Beare@toronto.ca>; 'mrapus@trca.on.ca'; Saleem Khan <Saleem.Khan@toronto.ca>; Erin Smith <Erin.Smith@toronto.ca>; Terry Bruining <Terry.Bruining@toronto.ca>; Christopher Loader <Christopher.Loader@toronto.ca>; Jennifer\_Benedict@cpr.ca; Mathu Kamalakaran <Mathu.Kamalakaran@toronto.ca>; Lucia Stanciu <Lucia.Stanciu@toronto.ca>; Naelapea, Kristjan <Kristjan.Naelapea@ttc.ca>; Muyuan Ma <Muyuan.Ma@toronto.ca>; Kristina Hausmanis <Kristina.Hausmanis@toronto.ca>; Vesna Stevanovic-Briatico <Vesna.Stevanovic-Briatico@toronto.ca>; Stephen (Jingyuan) Li <Stephen.Li@toronto.ca>; Sukhmani Bola <Sukhmani.Bola@trca.ca>; Margie Akins <margie.akins@trca.ca>; Philip Cheung <Philip.Cheung@toronto.ca>; Frank Difei He <Frank.DifeiHe@toronto.ca>; Alexandra Goldstein <Alexandra.Goldstein@metrolinx.com>; Nafey\_Gill@cpr.ca;

Rosanne Clement <Rosanne.Clement@toronto.ca>; Stephanie Gris Bringas <Stephanie.GrisBringas@toronto.ca>; Riad Rahman <Riad.Rahman@toronto.ca>; Cathy Hargreaves <Cathy.Hargreaves@toronto.ca>; Graham Parsons <Graham.Parsons@toronto.ca>; De Lorenzi, Sandy (MTO) <Sandy.DeLorenzi@ontario.ca>; Janice Allen <Janice.Allen@toronto.ca>; Haseeb Zehra <Haseeb.Zehra@toronto.ca>; Gary Miedema <Gary.Miedema@toronto.ca>; Melanie Dubroy <Melanie.Dubroy@toronto.ca>; jacky.li@metrolinx.com; Robert Mezzapelli <Robert.Mezzapelli@toronto.ca>; alexander.hajjar@ontario.ca; anthea.lau2@ontario.ca; Harker, Sam <Sam.Harker@ttc.ca>; Butler, Alex <Alex.Butler@ttc.ca>; caroline.mugo@trca.ca; lukasz.pawlowski@toronto.ca; mark.siu@toronto.ca; matt.paya@toronto.ca; phelia.kung@toronto.ca; khaled.chowdhury@toronto.ca  
**Subject:** [EXTERNAL] SW Agincourt Connections EA - ESR for review

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Good day everyone,

The project team for the SW Agincourt Connections EA has completed the draft of the ESR and is excited to share it with TAC for review. Please provide any comments by **Friday October 6** (~2 weeks out). Please note that the technical content and design are essentially the same as you last reviewed in Technical Memo 2 from June 2023. The feedback received have either been addressed in the technical reports, or are catalogued for future endeavours during the detailed design stage. Therefore, this should help streamline your review.

The technical appendices have been shared through sharepoint – please look for another email or try this link:  [SW Agincourt - ESR Appendices](#) Please reach out to me directly if you have any technical issue accessing the files.

Thank you

Peter



**Peter Yu, P.Eng., PMP**  
Project Manager  
Transportation Planning and Science

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---

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## Yu, Peter

---

**From:** Sharma, Amit (MTO) <Amit.Sharma@ontario.ca>  
**Sent:** October 12, 2023 3:07 PM  
**To:** Yu, Peter; Sonali.Praharaj@toronto.ca  
**Cc:** Namedynska, Celina (MTO); De Lorenzi, Sandy (MTO); Hajjar, Alexander (MTO); Lau, Anthea (MTO)  
**Subject:** RE: SW Agincourt Connections EA - ESR for review <MTO Comments>

Hi Peter & Sonali,  
MTO has no further comments on the Study report.  
Thank you for addressing our comments in the Study.  
Regards,  
Amit

Amit Sharma  
Senior Project Engineer  
Ministry of Transportation, Program Delivery Section, Toronto  
4th Flr, 159 Sir William Hearst Ave, Toronto, ON M3M 0B7  
Email: [Amit.Sharma@ontario.ca](mailto:Amit.Sharma@ontario.ca)  
(437) 331-2987

---

**From:** Yu, Peter <Peter.Yu@wsp.com>  
**Sent:** September 21, 2023 10:15 AM  
**To:** Sonali.Praharaj@toronto.ca; Sasha Terry <Sasha.Terry@toronto.ca>; Jennifer Hyland <Jennifer.Hyland@toronto.ca>; Kelly Jones <Kelly.Jones@toronto.ca>; Hao Zhang <Hao.Zhang@toronto.ca>; John Stuckless <John.Stuckless@toronto.ca>; Patrick Cheung <Patrick.Cheung@toronto.ca>; Sidharth Agarwal <Sidharth.Agarwal@metrolinx.com>; Pezhman Imani <Pezhman.Imani@toronto.ca>; Dhiren Barot <Dhiren.Barot@toronto.ca>; Melanie Dubroy <Melanie.Dubroy@toronto.ca>; Geffrey Huang <Geffrey.Huang@toronto.ca>; John Lam <John.Lam@toronto.ca>; Cassidy Ritz <Cassidy.Ritz@toronto.ca>; Neil MacKay <Neil.MacKay@toronto.ca>; Xue Pei <Xue.Pei@toronto.ca>; Michael Seaman <Michael.Seaman@toronto.ca>; Nasim Norouzi <Nasim.Norouzi@toronto.ca>; Eric Beales <Eric.Beales@toronto.ca>; Mike Collins <Mike.Collins@toronto.ca>; Louie Lenti <Louie.Lenti@toronto.ca>; Scott Attwood <Scott.Attwood@toronto.ca>; Goran Mitrevski <Goran.Mitrevski@toronto.ca>; Sharma, Amit (MTO) <Amit.Sharma@ontario.ca>; Dominic.Ho@ttc.ca; Vallvé, Nina (MTO) <nina.vallve@ontario.ca>; Joe Muller <Joe.Muller@toronto.ca>; Alison Torrie-Lapaire <Alison.Torrie-Lapaire@toronto.ca>; Jessica Beare <Jessica.Beare@toronto.ca>; 'mrapus@trca.on.ca'; Saleem Khan <Saleem.Khan@toronto.ca>; Erin Smith <Erin.Smith@toronto.ca>; Terry Bruining <Terry.Bruining@toronto.ca>; Christopher Loader <Christopher.Loader@toronto.ca>; Jennifer\_Benedict@cpr.ca; Mathu Kamalakaran <Mathu.Kamalakaran@toronto.ca>; Lucia Stanciu <Lucia.Stanciu@toronto.ca>; Kristjan.Naelapea@ttc.ca; Muyuan Ma <Muyuan.Ma@toronto.ca>; Kristina Hausmanis <Kristina.Hausmanis@toronto.ca>; Vesna Stevanovic-Briatico <Vesna.Stevanovic-Briatico@toronto.ca>; Stephen (Jingyuan) Li <Stephen.Li@toronto.ca>; Sukhmani Bola <Sukhmani.Bola@trca.ca>; Margie Akins <margie.akers@trca.ca>; Philip Cheung <Philip.Cheung@toronto.ca>; Frank Difei He <Frank.DifeiHe@toronto.ca>; Alexandra Goldstein <Alexandra.Goldstein@metrolinx.com>; Nafey\_Gill@cpr.ca; Rosanne Clement <Rosanne.Clement@toronto.ca>; Stephanie Gris Bringas <Stephanie.GrisBringas@toronto.ca>; Riad Rahman <Riad.Rahman@toronto.ca>; Cathy Hargreaves <Cathy.Hargreaves@toronto.ca>; Graham Parsons <Graham.Parsons@toronto.ca>; De Lorenzi, Sandy (MTO) <Sandy.DeLorenzi@ontario.ca>; Janice Allen <Janice.Allen@toronto.ca>; Haseeb Zehra <Haseeb.Zehra@toronto.ca>; Gary Miedema <Gary.Miedema@toronto.ca>; Melanie Dubroy <Melanie.Dubroy@toronto.ca>; jacky.li@metrolinx.com; Robert Mezzapelli <Robert.Mezzapelli@toronto.ca>; Hajjar, Alexander (MTO) <Alexander.Hajjar@ontario.ca>; Lau, Anthea (MTO) <Anthea.Lau2@ontario.ca>; sam.harker@ttc.ca; alex.butler@ttc.ca; caroline.mugo@trca.ca;

lukasz.pawlowski@toronto.ca; mark.siu@toronto.ca; matt.paya@toronto.ca; phelia.kung@toronto.ca;  
khaled.chowdhury@toronto.ca


**Subject:** SW Agincourt Connections EA - ESR for review

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Good day everyone,

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The technical appendices have been shared through sharepoint – please look for another email or try this link:  [SW Agincourt - ESR Appendices](#) Please reach out to me directly if you have any technical issue accessing the files.

Thank you

Peter



**Peter Yu, P.Eng., PMP**

Project Manager

Transportation Planning and Science

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---

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-LAEmHhHzdJzBITWfa4Hgs7pbKI

## Yu, Peter

---

**From:** Jacky Li <Jacky.Li@metrolinx.com>  
**Sent:** October 6, 2023 1:34 PM  
**To:** Yu, Peter  
**Subject:** RE: Yu, Peter shared the folder "SW Agincourt - ESR Appendices" with you

Hi Peter – thanks again for sharing the SW Agincourt ESR Appendices with our team. No specific comments to add here. But please do let the City know that our Stations Planning team is more than happy to connect in the future as the City works towards implementing the complete street and multi-use trail in this EA.

Thanks again and have a nice long weekend,

**Jacky Li** (*he/him*)

Senior Transportation Planner, Stations Planning, Metrolinx  
97 Front Street West | Toronto | Ontario | M5J 1E6  
T: 437.424.6310



---

**From:** Jacky Li  
**Sent:** Thursday, September 21, 2023 1:26 PM  
**To:** Yu, Peter <Peter.Yu@wsp.com>  
**Subject:** RE: Yu, Peter shared the folder "SW Agincourt - ESR Appendices" with you

Thanks for following up Peter – yes, confirming receipt of the appendix folder and your e-mail. We'll take a look and get back if we have any comments.

Best,

**Jacky Li** (*he/him*)

Senior Transportation Planner, Stations Planning, Metrolinx  
97 Front Street West | Toronto | Ontario | M5J 1E6  
T: 437.424.6310



---

**From:** Yu, Peter <[Peter.Yu@wsp.com](mailto:Peter.Yu@wsp.com)>  
**Sent:** Thursday, September 21, 2023 10:38 AM  
**To:** Jacky Li <[Jacky.Li@metrolinx.com](mailto:Jacky.Li@metrolinx.com)>  
**Subject:** RE: Yu, Peter shared the folder "SW Agincourt - ESR Appendices" with you

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Hi Jacky,

I've sent you the link to the appendix folder, attached is the ESR to go along with the email I sent to the TAC earlier attached.

Thanks  
Peter



**Peter Yu, P.Eng., PMP**  
Project Manager  
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---

**From:** Sidharth Agarwal <[Sidharth.Agarwal@metrolinx.com](mailto:Sidharth.Agarwal@metrolinx.com)>  
**Sent:** Thursday, September 21, 2023 10:14 AM  
**To:** Yu, Peter <[Peter.Yu@wsp.com](mailto:Peter.Yu@wsp.com)>; Jacky Li <[Jacky.Li@metrolinx.com](mailto:Jacky.Li@metrolinx.com)>  
**Subject:** FW: Yu, Peter shared the folder "SW Agincourt - ESR Appendices" with you

Hi Peter – can you replace myself with [@Jacky Li](#)? Thanks!

**Sidharth Agarwal**  
Senior Transportation Planner, Stations Planning

 **METROLINX**  
*Read about the future of GO Rail Station Access [here!](#)*

---

**From:** Yu, Peter <[Peter.Yu@wsp.com](mailto:Peter.Yu@wsp.com)>  
**Sent:** September 21, 2023 10:13 AM  
**To:** Mike Collins <[Mike.Collins@toronto.ca](mailto:Mike.Collins@toronto.ca)>; Sonali.Praharaj@toronto.ca; Sasha.Terry@toronto.ca; Jennifer.Hyland@toronto.ca; Kelly.Jones@toronto.ca; Hao.Zhang@toronto.ca; John.Stuckless@toronto.ca; Patrick.Cheung@toronto.ca; Sidharth Agarwal <[Sidharth.Agarwal@metrolinx.com](mailto:Sidharth.Agarwal@metrolinx.com)>; Pezhman.Imani@toronto.ca; Dhiren.Barot@toronto.ca; Melanie.Dubroy@toronto.ca; Geffrey.Huang@toronto.ca; John.Lam@toronto.ca; Cassidy.Ritz@toronto.ca; Neil.MacKay@toronto.ca; Xue.Pei@toronto.ca; Michael.Seaman@toronto.ca; Nasim.Norouzi@toronto.ca; Eric.Beales@toronto.ca; Louie.Lenti@toronto.ca; Scott.Attwood@toronto.ca; Goran.Mitrevski@toronto.ca; Amit.Sharma@ontario.ca; Ho, Dominic <[Dominic.Ho@ttc.ca](mailto:Dominic.Ho@ttc.ca)>; nina.vallve@ontario.ca; Joe.Muller@toronto.ca; Alison.Torrie-Lapaire@toronto.ca; Jessica.Beare@toronto.ca; Saleem.Khan@toronto.ca; Erin.Smith@toronto.ca; [mrpus@trca.on.ca](mailto:mrpus@trca.on.ca)  
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