

Port Union Road – Environmental Assessment Addendum

Date:	April 14, 2014
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	Ward 44 (Scarborough East)
Reference Number:	P:\2014\Cluster B\TRA\TIM\pw14006tim.docx

SUMMARY

An Environmental Assessment study for Port Union Road was undertaken in 2002–2004 and endorsed by City Council, with the Ministry of Environment-mandated public review completed in 2004. The preferred design solution, intended to address traffic delays particularly in the northbound direction, was to be implemented in two phases: the first consisted of intersection modifications to Kingston Road and Port Union Road, while the second was a widening of the road from Lawrence Avenue to Island Road, to be carried out in the future following an additional round of public consultation. The first phase of the work was carried out in 2005, with the intersection improvements at Kingston Road. The second phase of the works (widening), currently scheduled for 2019 and included in the Ten Year Capital Program, is being advanced to a 2016 construction date.

The Addendum to the 2004 Environmental Assessment has included an updated traffic analysis, an additional public meeting, and modifications to the EA preferred design to reflect current conditions and minimize impacts to property and the community where possible. The revised preferred design adds a second northbound traffic lane as previously recommended, and in total consists of the following principal elements:

- Two northbound and two southbound travel lanes on Port Union Road from Lawrence Avenue East to Island Road;
- Continuous on-road bicycle lanes in both directions;
- Continuous sidewalks on both sides (current gaps filled in);
- A continuous two-way centre left-turn lane north of Josaly Drive;
- A planted median, similar to what exists south of Lawrence Avenue, in the block north of Lawrence Avenue; and

- Left-turn lanes added to the Winter Gardens Trail and Conference Boulevard intersections.

The total construction cost is estimated to be approximately \$3.8 million, an increase of \$1.9 million from what had been allocated in Transportation Services' Capital Works Program following the first-phase intersection improvements made available by the reallocation of funds from other identified projects in the current Capital Works Program.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize the General Manager, Transportation Services to issue a Notice of Completion and to file the Addendum to the Port Union Road Environmental Assessment Study (2004) in the public record for a minimum 30 days in accordance with the requirements of the Municipal Class Environmental Assessment.

Implementation Points

Following the completion of the Port Union Road Environmental Assessment in 2004, Council directed that the first phase of the preferred design implementation (intersection improvements at Kingston Road) be carried out in 2005, and that the second phase (widening of Port Union Road) be implemented in conjunction with the scheduled resurfacing of the road and following an additional round of public consultation.

Upon Council approval, Transportation Services will issue a Notice of Completion and file the Addendum for a 30-day period of public review. If there are no challenges that result in a Part II Order request, the recommended design will go through construction tentatively planned for 2016, with design one year in advance (2015). All road enhancements will be coordinated with the planned resurfacing and any utility work in the immediate area. The Division will program this work accordingly.

Financial Impact

After proceeding through detailed design, the project would advance to construction in coordination with the planned resurfacing. Construction for the preferred option is expected to cost \$3.8 million. The 2014 Capital Budget and 2015-2023 Capital Plan for Transportation Services includes funding of \$1.9 million in 2019 for this project. Acceleration of this funding to 2016 and reallocation of an additional \$1.9 million from within the capital plan in 2016 will be considered as part of the budget submission for the 2015 Capital Budget and 2016-2024 Capital Plan for Transportation Services.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

ISSUE BACKGROUND

Beginning in the 1990s, traffic studies indicated the occurrence of delays at intersections of Port Union Road between Lawrence Avenue East and Island Road and at Kingston Road, particularly in the northbound direction, where only one traffic lane is currently provided. Other problems identified were a lack of continuity in the road system, limited access to Highway 401, and concentrated vehicular departures from the Rouge Hill GO Station. The Environmental Assessment completed in 2004 considered eight alternative solutions, listed below:

1. 'Do Nothing' (Base Alternative);
2. Extend Centennial Road over Highway 2A to connect to the signalized Ellesmere/Kingston Intersection;
3. Widen Port Union Road south of Island Road;
4. Connect Lawson Road directly with Military Trail (overpass of Highway 2A);
5. Extend Lawrence Avenue easterly across the Rouge River;
6. Extend East Avenue northerly across Highway 401;
7. Connect Meadowvale Road across Highway 2A (either with an at-grade signalized intersection or an overpass); and
8. Improve public transit service by increasing the frequency of both the Highland Creek and Sheppard routes to 10-12 buses per hour during weekday peak periods.

An initial screening showed alternatives 3 and 7 as best able to address the needs, and they were presented at a public information centre on February 27, 2002. A review based on the public feedback found alternative 3 (Widen Port Union Road south of Island Road) to be the preferred alternative, based on greater transportation service benefits to the problems identified primarily on Port Union Road, uncertainty about the physical feasibility of changes to Meadowvale Road and Highway 2A, and greater negative effects on the social and natural environments for the Meadowvale extension alternatives. Several design options were developed including alternate lane configurations and intersection improvements only.

Ultimately, the preferred design included improvements to the intersection at Kingston Road, and a widening of Port Union Road from Lawrence to Island to add a second northbound travel lane, bicycle lanes, sidewalks (filling in gaps where they do not currently exist), a two-way centre left-turn lane north of Winter Gardens Trail, and a landscaped median south of Winter Gardens Trail. It was found to have superior transportation performance and to require only small amounts of additional right-of-way. New tree plantings were proposed to replace trees that would be removed.

Following Council direction in 2004 and implementation in 2005 of the first phase (intersection improvements), the current EA Addendum revisited the recommended design for the preferred solution for the second phase (widening of Port Union Road).

The intent was to identify whether traffic patterns or other conditions had changed, as well as to modify the design to reduce property and other community impacts while still providing the necessary transportation functionality of the original preferred design.

COMMENTS

Study Process

The Port Union Road EA Addendum Study was carried out in accordance with the Municipal Class Environmental Assessment (the Class EA). Since an Environmental Assessment Study has already been approved for the widening of Port Union Road, this study was carried out as an Addendum to the original Environmental Study Report.

If City Council endorses this project, the Addendum Report will be filed in the public record for a minimum of 30 days according to the requirements of the Class EA process. During this period, members of the public, interest groups, and government agencies may request that a Part II Order be issued. A Part II Order, if granted by the Minister of the Environment, elevates the status of the project from a Class EA Study to an Individual Environmental Assessment. If this occurs, the project cannot proceed until the proponent completes an Individual Environmental Assessment Study and receives approval from the Minister. If a Part II Order is not granted or if no requests or objections are received during the 30-day filing period, the project is approved under the Environmental Assessment Act and may proceed.

The Addendum Report outlines:

- (a) the purpose of the project;
- (b) a review of the existing and future land uses in the study area;
- (c) an updated transportation assessment of the study area; and
- (d) public consultation carried out as part of the process.

The Need for the Modifications to Port Union Road

An update of the transportation needs analysis was undertaken in mid-2013. Destinations in both directions include Highway 401, the Rouge Hill GO station, and the Waterfront Trail and Park. It was found that traffic volumes and patterns were similar to the time of the EA, with differences including minor changes likely related to a number of new developments since 2003, as well as an increase in traffic on parallel collector and local roads including East Avenue (indicative of neighbourhood traffic infiltration) and emerging differences related to increased GO train service at the nearby Rouge Hill GO station. Metrolinx increased GO train service on the Lakeshore line to every 30 minutes off-peak in June 2013, and plans to further increase to 15-minute all-day service in the future. As a result, traffic to and from the GO station has become and will likely continue to become steadier.

In addition, Port Union Road is an important link in the cycling network in the City's current Bike Plan, connecting to the Waterfront Trail in the south and Rouge Park in the north. For this reason it is recommended that bike lanes be included in the design, consistent with the 2004 recommendations.

Environmental Assessment Process

The Port Union Road Environmental Assessment Addendum Study has been completed in accordance with the requirements under the Municipal Class Environmental Assessment (the Class EA).

Since the EA completed in 2004 was not challenged, the Addendum was focused on the identification and evaluation of alternative design concepts for the preferred solution in the EA, the widening of Port Union Road.

The preparation of the Environmental Study Report (ESR) Addendum and the filing of the document in the public record constitute would be followed by detail design, construction and operation or implementation of the project, as well as monitoring of impacts, in accordance with the terms of the EA approval.

If City Council endorses the study recommendations, the ESR Addendum will be filed in the public record for a minimum 30-day review period. During this period, any interested party may request that the Minister of the Environment issue a Part II Order under the EA Act. The City is then obliged to work with the requestor to resolve their concerns or to advise MOE of the rationale for setting aside the request. If a Part II Order is not granted or if requests or objections received during the filing period are resolved, the project may proceed to implementation.

Public Consultation

Public involvement is an integral and ongoing part of the study process for the Port Union Road Environmental Assessment Addendum Study. The public consultation requirements of the Municipal Class EA were met and exceeded.

On December 11, 2013 the City of Toronto hosted a Public Open House to gather feedback about the addendum (proposed modifications) to the 2004 approved Port Union Road Environmental Assessment Study. Changes have been made to the original study design in order to reduce property and community impacts. Residents and interested individuals were invited to learn about the current options for widening Port Union. After reviewing display boards and having conversations with City staff, attendees were encouraged to provide written comments during and after the meeting using the comment forms or via email. Overall, the event was well attended and facilitated an exchange of ideas and opinions amongst residents, staff and the local councillor.

Highlights of the public consultation effort follow:

- Project **web page** (www.toronto.ca/portunionroad) live – November 27
- 11,500 **flyers** delivered by Canada Post to all mail boxes in the study area (north – Hwy 401, south – Lake Ontario, east – Rouge Hills Drive, west - Highland Creek) - November 25
- **Interviews** and **conversations** with Councillor, agencies, Centennial Community and Recreation Association, and West Rouge Community Association
- Notice of public event **advertised** in Scarborough Mirror East - November 28, December 5
- All public materials are available for download on the project web page.

There was general support for the widening of Port Union Road, with various views on which combination of improvements (bike lane, median length, left turn lanes) to employ with an additional northbound lane. More details can be found in Attachment 4.

Study Findings

Traffic Analysis

An updated traffic analysis completed in 2013 analysed both existing and forecast traffic conditions. The new traffic analysis established growth rates based on 24 hour counts in 2002, 2005, and 2010, and included midblock roadway sections as well as signalized and unsignalized intersections.

Findings were similar to those of the 2004 EA, that northbound traffic volumes would exceed capacity without the addition of a second northbound lane. Existing peak hourly volumes south of Island Road approach the 700-vehicle lane capacity at 685 vehicles per hour, expected to increase to 733 vehicles by 2020 (with a resulting volume/capacity ratio of 1.05).

It is therefore again recommended that a second northbound lane be constructed on Port Union Road. In addition, while a two-way centre left-turn lane would not provide a significant transportation benefit in most of the corridor based on the current analysis, it has been determined that it would serve a purpose north of Josaly Drive. In particular, there are many left turns from Rozell Road to Port Union Road. Given the significant through volumes in this section, the centre lane would provide a temporary refuge for turning traffic and avoid significant traffic blockages, improving the expected Level of Service from F to C, which is deemed acceptable.

More details on the traffic analysis can be found in Attachment 3 (Evaluation of Alternatives).

Recommended Design

Staff presented a modified plan to the public in December 2013, in the form of three options. To address some of the community concerns raised during the EA, these options modified the original EA-approved design by eliminating all property requirements while maintaining the originally planned transportation functionality. Each option adds a second northbound traffic lane; however, there are some key differences:

- Option 1: No bike lanes and no planted median; two-way centre left-turn lane has been eliminated except for a section north of Josaly Drive.
- **Option 2: Provides bike lanes, a 4.0 metre landscaped median for the block north of Lawrence Avenue, left turn lanes at Winter Gardens Trail and Conference Blvd, and a two-way centre left-turn lane north of Josaly Drive.**
- Option 3: Provides bike lanes, a 3.0 metre landscaped median north to Winter Gardens Trail, left turn lanes at Winter Gardens Trail and Conference Blvd, and a two-way centre left-turn lane north of Josaly Drive.

Public support was almost evenly split among the three options, as well as for most of the components of each option, at the recent consultation event. While not nearly unanimous, a majority of attendees supported bike lanes, and most did not see value in an extended planted median.

Following the receipt of public feedback and the completion of the arborist report and related tree impact analysis, Option 2 (which is similar to the EA approved design, with four traffic lanes and bicycle lanes) is now being recommended for implementation. Option 2 contains most essential elements of the EA recommended option. The key differences are that it eliminates sections of the landscaped median and centre turn lane, reducing costs and eliminating property requirements while providing the same general level of transportation functionality.

Option 1 would eliminate the bike lanes and a key link in the City's cycling network (between the Waterfront Trail, existing bike lanes on Sheppard Avenue, and Rouge Park). Changes to accommodate cyclists through the Highway 401 interchange will be raised and reviewed with the Ministry of Transportation. While there were some questions from the public about whether an off-road (boulevard) bicycle path would be feasible, a continuous facility of this type does not appear to be feasible given the constraints of the corridor. In addition, given the significant number of trees in the boulevard, there would be greater impacts to existing vegetation with a boulevard bike path option where it is feasible. In order to make the on-road bike lanes more appealing and comfortable than they were in the EA design, they are now planned to be more generous than those to the north on Sheppard Avenue, at 1.8 metres rather than 1.5 metres wide. Option 3 has a significantly higher cost, primarily due to the long landscaped median, which is provided more as a gateway feature to mirror the median south of Lawrence in Option 2.

An arborist report completed in January 2014 (based on field work in December 2013) concluded that the implementation of Option 2 would require the removal of 130 of the existing 264 street trees. While this impact is significant, it was also identified in the 2004 ESR and considered against other options with more significant environmental impacts. It is also not significantly greater than the impact from Option 1, while including the originally recommended bike lanes and also adding some left turn lanes, and is less than impacts from Option 3, which provides no additional transportation benefits. Tree protection and planting during and after construction would be consistent with the City's street tree by-law, and 45 of the removed trees would be suitable for transplantation.

CONCLUSION

The widening and turn lanes were recommended to address traffic capacity deficiencies, particularly northbound and at specific intersections. The bicycle lanes – widened from 1.5 to 1.8 metres from the EA approved design to the current preferred design – would link the Sheppard Avenue, Rouge Park, and Waterfront bike corridors and improve safety for cyclists on Port Union Road.

To reduce costs and disruption, the existing west curb location is being maintained from Clappison Avenue to Conference Boulevard. In other sections, widening of the road is to occur on both sides. Since the scope of the construction work is similar to the EA design, construction work in 2016 is estimated to take a similar amount of time, from 4 to 6 months. All property acquisition requirements have now been eliminated.

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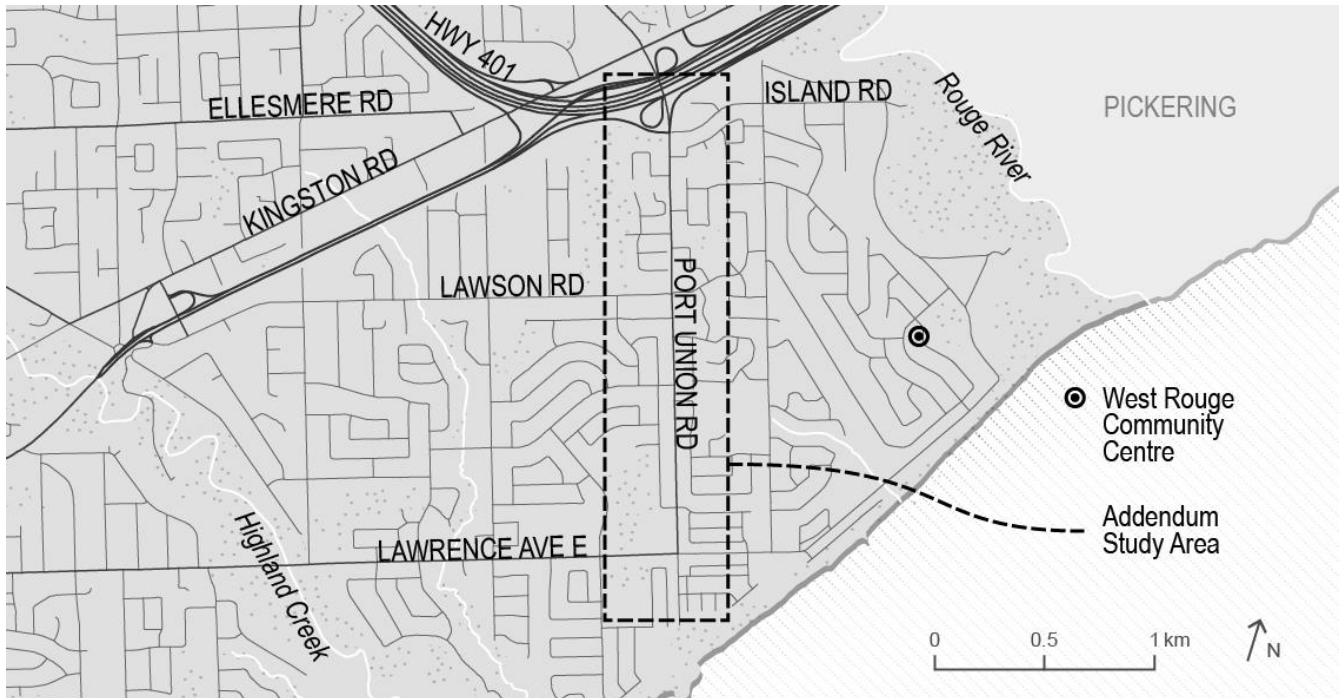
ATTACHMENTS

Attachment 1: Study Area

Attachment 2: Recommended Plan
Attachment 3: Evaluation of Alternatives
Attachment 4: Public Consultation and Public/Agency Comments

ATTACHMENT 1

Figure 1-1: Study Area



ATTACHMENT 2 Recommended Plan – Representative Sections

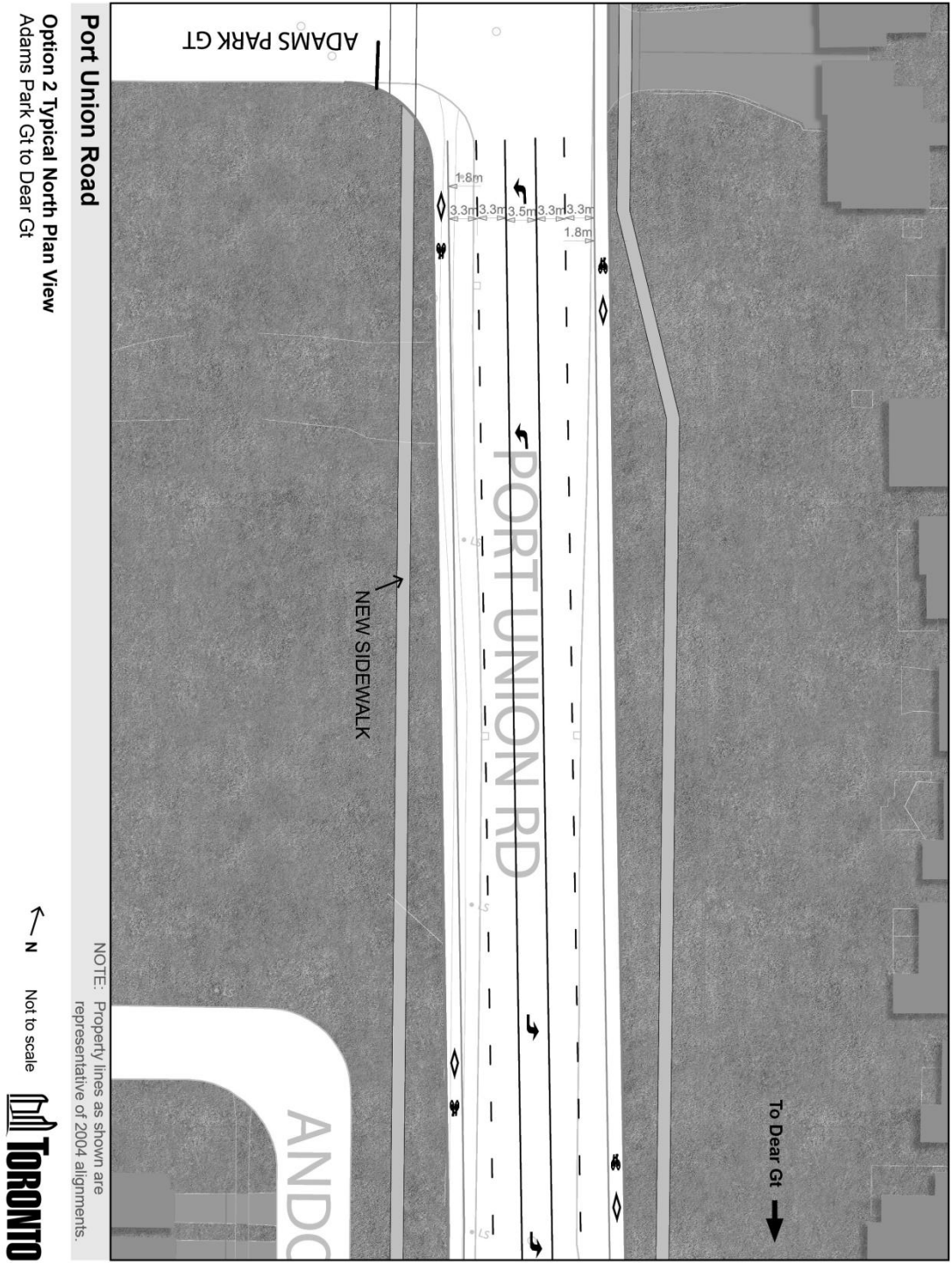
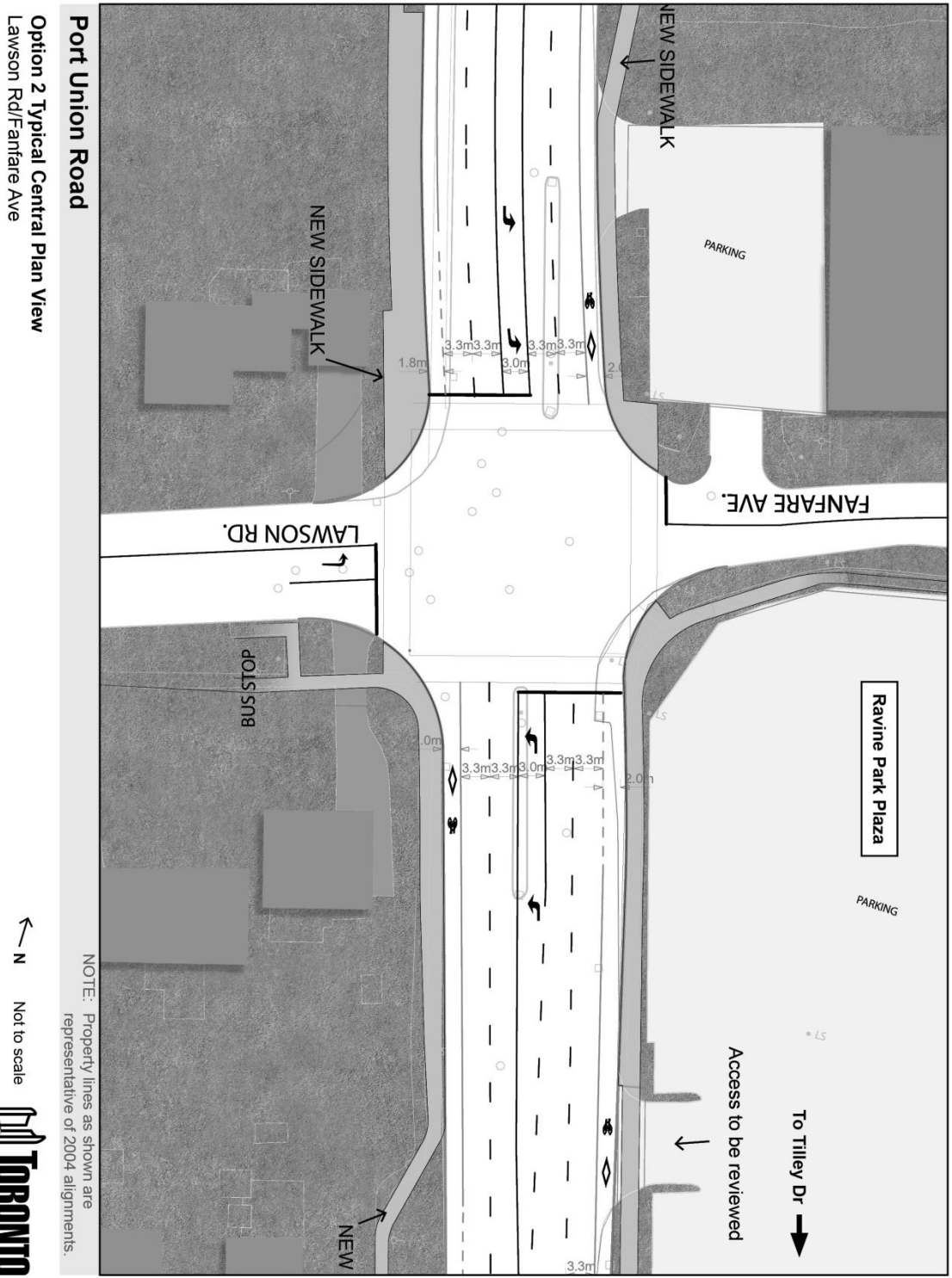


Figure 2-1



Port Union Road

Option 2 Typical Central Plan View
 Lawson Rd/Fanfare Ave

NOTE: Property lines as shown are representative of 2004 alignments.

← N Not to scale



Figure 2-2

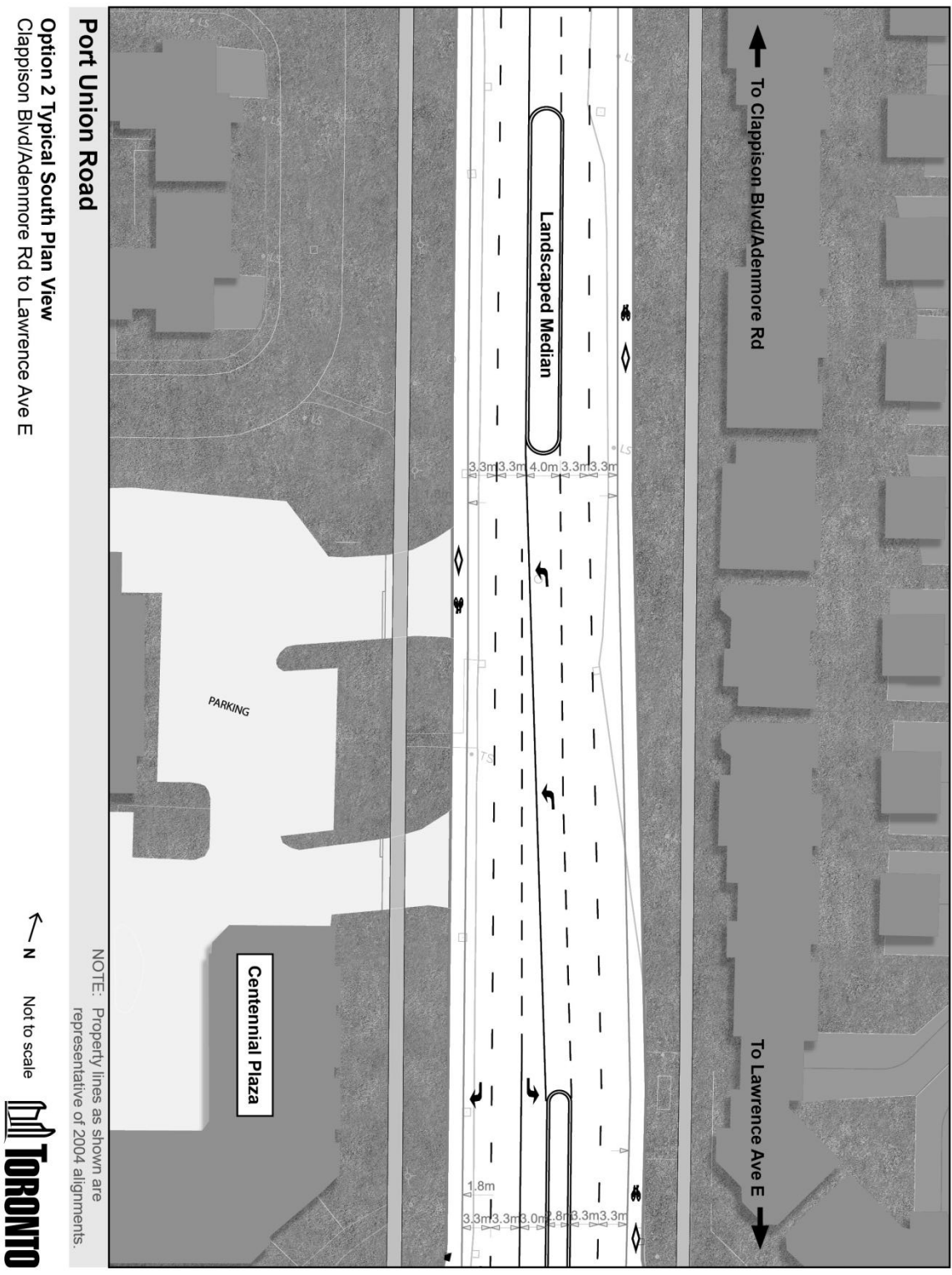


Figure 2-3



TYPICAL PORT UNION CROSS RD SECTIONS (SOUTH) Lawrence Ave E to Clappison Blvd/Adenmore Rd

x = Boulevard width varies

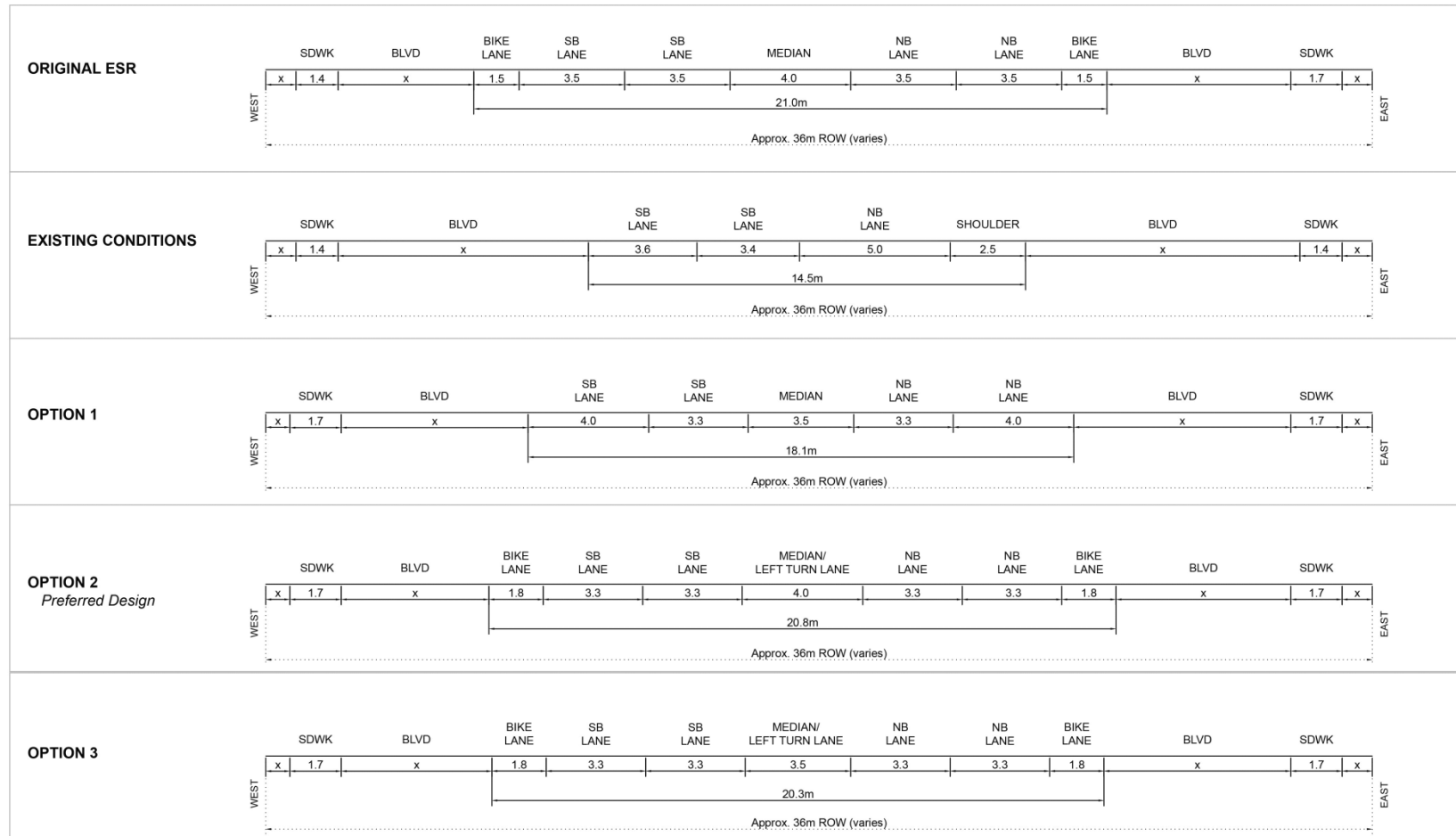


Figure 2-5

ATTACHMENT 3

Identification and Evaluation of Alternative Design Concepts for the Preferred Solution

The EA approved design for Port Union Road included the following elements:

- Additional northbound lane on Port Union Road from Lawrence Avenue to Island Road (there is currently only one lane northbound, and two southbound)
- Continuous centre left turn lane (Winter Gardens Trail to Island Road)
- Landscaped centre median (Lawrence Avenue to Winter Gardens Trail)
- Bicycle lanes on both sides (Lawrence Avenue to Island Road)
- Additional intersection modifications

The purpose of this EA Addendum was to refine the design for the preferred solution to reduce property and other community impacts, taking into account any changes in conditions since 2004 and feedback from the additional public meeting in December 2013.

An updated traffic analysis was completed in mid-2013, confirming similar traffic volumes and patterns and supporting the EA traffic analysis findings. It was noted as well that while traffic volumes have not increased substantially on Port Union Road, they have increased somewhat on East Avenue, suggesting possible neighbourhood traffic infiltration.

The traffic analysis included a review of the level of service for the road section along Port Union Road between Lawrence Avenue and Island Road. In addition, the existing and projected level of service at the following signalized and unsignalized intersections was investigated as well:

- Port Union Road and Lawrence Avenue intersection,
- Port Union Road and Lawson Road/ Fanfare Avenue intersection,
- Port Union Road and Island Road intersection
- Port Union Road and Winter Gardens intersection,
- Port Union Road and Rozell Road intersection.

The growth rates along Port Union Road were established based on 24 hour counts in 2002, 2005 and 2010. An annual growth rate of 0.7% for both northbound and southbound was adopted for this analysis.

Road Section Level of Service

24-hour counts on Port Union Road from Lawrence Avenue to Island Road in 2010 indicate the peak hour volume on northbound gradually increases from Lawrence

Avenue to Island Road, with the highest peak-hour volume south of Island Road reaching 685 vehicles per hour. Port Union Road has a capacity of 700 vehicles per hour per lane at this section. Therefore, traffic operated near capacity northbound on Port Union Road in this section in 2010. With an annual growth rate of 0.7%, it is estimated that peak hour volume on Port Union Road will reach 733 vehicles per hour in 2020. As shown in Table 1, traffic on northbound of Port union Road will operate above capacity in 2020.

Table 1: Road section (mid-block) Levels-of-Service (P.M. Peak Hour)

		Northbound	Southbound
2010	Volume (veh/hr)	685	1007
	Capacity (veh/hr)	700	1400
	Volume/capacity	0.98	0.72
	Level-of-service	E	C
2020	Volume (veh/hr)	733	1078
	Capacity (veh/hr)	700	1400
	Volume/capacity	1.05	0.77
	Level-of-service	F	C

24-hour counts on East Avenue in 2013 show AM and PM peak hour volumes for northbound are consistently higher than southbound with the highest PM peak hour volume reaching 362 vehicles per hour near Island Road, while southbound PM peak hour volumes range from 213 to 239 vehicles per hour. The possible reason for the peak hour volume difference between northbound and southbound might lie in that pass-by traffic uses East Avenue northbound as an alternative to get on Highway 401 to avoid congestion on Port Union Road northbound during peak hours.

Signalized Intersections Analysis

Analysis of Port Union Road and Lawrence Avenue intersection, Port Union Road and Lawson Road intersection, Port Union Road and Island Road intersection indicates that, in general, the Lawrence Avenue and Lawson Road intersections operates well with existing lane configuration and projected traffic volume. At Port Union Road and Island Road intersection, the northbound of Port Union Road volume/capacity ratio exceeds 1.0 in 2020.

Unsignalized Intersections Analysis

The need for the provision of a centre two-way left-turn lane was also examined throughout the corridor. While many unsignalized intersections do not demonstrate this

need, at Rozell Road, without a centre turning lane, eastbound traffic will have a Level of Service F with projected traffic volume in 2020. The provision of a centre turn lane will provide a temporary refuge for the eastbound-to-northbound movement and improve the Level of Service to C at this intersection.

Design Options

Three alternative design options were developed, all containing a second northbound traffic lane, but with the following additional characteristics:

- Option 1: No bike lanes and no planted median; two-way centre left-turn lane has been eliminated except for a section north of Josaly Drive.
- **Option 2: Provides bike lanes, a 4.0 metre landscaped median for the block north of Lawrence Avenue, and two-way centre left-turn lane north of Josaly Drive.**
- Option 3: Provides bike lanes, a 3.0 metre landscaped median north to Winter Gardens Trail, left turn lanes at Winter Gardens Trail and Conference Blvd, and a two-way centre left-turn lane north of Josaly Drive.

The options were developed with the additional objective of eliminating the outstanding property impacts, so none of them require any private property taking.

Each of the options was analyzed with regard to tree impacts (based on an updated arborist report completed in January 2014), cost, general ability to meet the transportation objectives originally established in the EA, and public review via the December 2013 open house and project website.

Results

Option 2 was determined to be the preferred design, based on an overall consideration of costs, benefits, and public feedback. Specifically:

- Option 2 contains most essential elements of the EA recommended option
- It eliminates sections of the landscaped median and centre turn lane, reducing costs and eliminating property requirements while providing the same general level of transportation functionality
- While public support was almost evenly split among the three options, there was majority support for Port Union Road being a bicycle route (which it would be under Option 2)
- Option 1 would eliminate a key link in the City's cycling network (between the Waterfront Trail, existing bike lanes on Sheppard Avenue, and Rouge Park)
- Changes to accommodate cyclists through the Highway 401 interchange will be raised and reviewed with the Ministry of Transportation

- Option 3 has a significantly higher cost, primarily due to the long landscaped median, which is provided more as a gateway feature to mirror the median south of Lawrence in Option 2. It does not provide additional transportation benefits, and the extended planted median was not generally supported by the public.
- Questions were raised by the public about whether an off-road (boulevard) bicycle path would be feasible. A continuous facility of this type does not appear to be feasible given the constraints of the corridor. In addition, the bike lanes being proposed are designed to be more generous than those to the north on Sheppard Avenue, at 1.8 metres rather than 1.5 metres wide.
- An arborist report completed in January 2014 (based on field work in December 2013) concluded that the implementation of Option 2 would require the removal of 130 of the existing 264 street trees, slightly more than Option 1 and fewer than Option 3. The removal of trees was also identified in the 2004 ESR and considered to be acceptable when weighed against other options with more significant environmental impacts. Tree protection and planting during and after construction would be consistent with the City's street tree by-law, and 45 of the 130 trees could be transplanted.
- Changes in access to certain properties are being considered. Specifically, in response to concerns from the public about allowing southbound traffic to turn left into the Ravine Park Plaza at 303 Port Union Road with the new roadway design, City staff are investigating whether it would be feasible and acceptable to either close this access or to restrict movements to right-in/right-out. Discussions with the property owner are ongoing, and the results will inform the detailed design of this project. Should this driveway be closed, the plaza would still be accessible via other existing driveways from the north (Fanfare Avenue) and south (Ravine Park Crescent).

Conclusions

After proceeding through detailed design, the project would advance to construction based on available funding and coordination with the planned resurfacing, being advanced from 2019 to 2016. Construction for the preferred option is expected to cost approximately \$3.8 million, an increase roughly consistent with inflation from the approximately \$2.5 million budget established in 2003 when the newly included cost of utility relocation is considered.

ATTACHMENT 4

Public Consultation and Public/Agency Comments

Public and Stakeholder Consultation Process

In accordance with the Municipal Class EA process, three mandatory points of contact with the public and review agencies are required for the EAA study:

1. Review alternatives to assist in the selection of the preferred design for the chosen solution and obtain comment and input; and
2. Announce the completion of the Environmental Study Report Addendum and placement of the ESR Addendum on public record for a minimum 30-day review period.

Consultation Activities

- Project **web page** (www.toronto.ca/portunionroad) live – November 27
- 11,500 **flyers** delivered by Canada Post to all mail boxes in the study area (north – Hwy 401, south – Lake Ontario, east – Rouge Hills Drive, west - Highland Creek) - November 25
- **Interviews** and **conversations** with area Councillor, agencies, Centennial Community and Recreation Association, and West Rouge Community Association
- Notice of public event **advertised** in Scarborough Mirror East - November 28, December 5
- All public materials are available for download on the project web page.

Comments Received

- 80 participants signed-in at the open house (most participants were local residents who primarily drive on a daily basis; 1/4 also walk daily, weekly and occasionally; six people indicated that they bicycle daily with thirteen people indicating that they occasionally bicycle; a similar number of people indicated the same number of trips by public transit as by bicycle)
- 47 comment forms were received during the comment period (26 submitted at event)
- 18 messages received from the public by either phone, email or letters in the mail
- Staff notes from their conversations with open house participants have also been incorporated

Key Points

1. Support split almost equally amongst all three options presented

2. Majority support bike lanes on Port Union Road
3. Strong concerns over potential increase to traffic congestion caused by accommodating more GO Train commuters with an extra lane for northbound traffic
4. Various views on a landscaped median, including concerns about maintenance and support for additional community enhancement
5. Concerns that widening road to two lanes in both directions will result in increased speeds of motor vehicle traffic and more aggressive driving behaviour
6. Different opinions on the need for centre 2 way left turn lanes presented in options 2 and 3

Agency Consultation

Agencies on the Environmental Assessment contact list held by Infrastructure Planning were contacted and notified of the study.

Additional Stakeholder Meeting Dates and Locations

City staff from Transportation Services, Public Consultation, and the Councillor's office attended a meeting with representatives from the West Rouge Community Association and Centennial Community and Recreation Association at the Port Union Community Recreation Centre on November 27. The meeting was primarily intended to cover the history of studies on Port Union Road, and to discuss concerns associated with the options to be presented at the public open house on December 11, 2013.