



# St. Clair Avenue West Area Transportation Master Plan Public Consultation Report

---

October 2018

Prepared by:

*Robyn Shyllit  
Senior Public Consultation Coordinator  
Public Consultation Unit, City of Toronto*



**Contents**

- 1. Introduction ..... 1
  - Project Overview ..... 1
  - Background ..... 1
- 2. Overview of Consultation Activities..... 2
  - 2.1 Notification and Communications ..... 2
  - 2.2 Property Owner Meetings..... 3
  - 2.3 Stakeholder Meetings ..... 3
  - 2.4 Public Drop-In Events ..... 4
  - 2.5 Phone and Email ..... 5
  - 2.6 Feedback Form..... 5
- 3. Feedback Summary ..... 5
  - 3.1 Property Owner Meetings..... 5
  - 3.2 Stakeholder Meetings ..... 5
  - 3.3 Public Drop-in Event ..... 6
  - 3.4 Phone and Email ..... 6
  - 3.5 Feedback Form..... 7
- 4.0 Summary..... 14
- 5.0 Next Steps ..... 16

# 1. Introduction

## Project Overview

The St. Clair Avenue West Transportation Master Plan (TMP) studies solutions to relieve traffic congestion, improve connections for pedestrians and cyclists, and increase access to public transit in the area of St. Clair Avenue West, between Keele Street and Old Weston Road. The TMP follows the Municipal Class Environmental Assessment process and involves the development and evaluation of alternative infrastructure improvements and solutions.

Four solutions are being recommended for construction:

1. Widen St. Clair Avenue West
2. Extend Gunns Road to Union Street
3. Extend Keele Street to meet the Gunns Road Extension
4. Extend Davenport Road to Union Street

Each solution was evaluated to assess traffic movement, travel patterns, travel time and movement; construction and engineering feasibility to determine how solutions would need to be built; costs of construction, and potential impacts to the natural, cultural, and socio-economic environment.

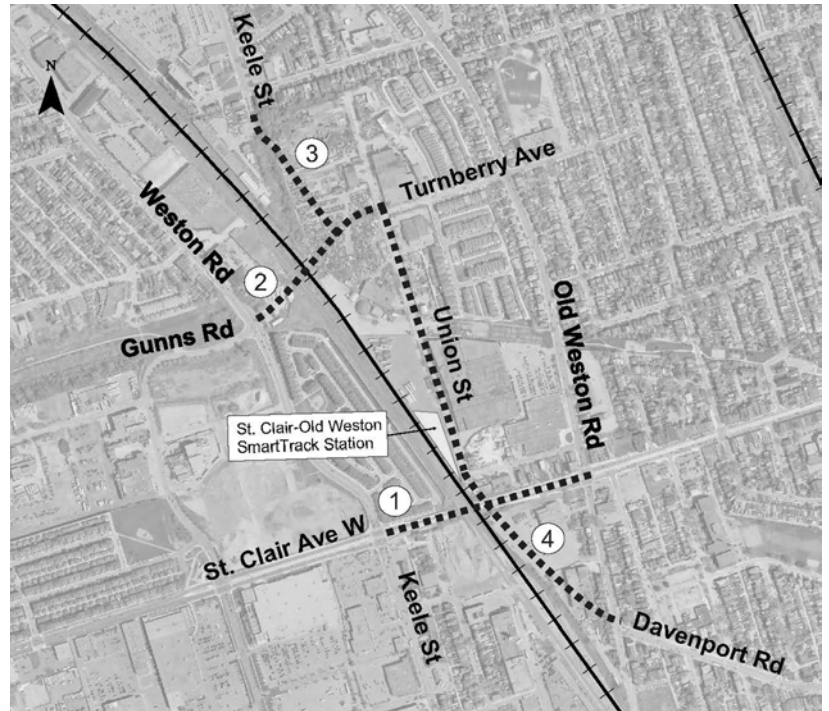
The City has worked closely with Metrolinx and TTC to develop the early design of a new St. Clair-Old Weston SmartTrack Station. The infrastructure improvements identified through the TMP support access for buses, pedestrians, cyclists, and passenger pick-up/drop-off to the new Station.

The City has been in correspondence with the Toronto and Region Conservation Authority (TRCA) to develop an alignment and design that minimizes impacts to the Lavender Creek ravine and natural feature. The new alignment for the extension of Keele Street was presented at Public Event #2.

The City is also working with Infrastructure Ontario (IO) to complete the Public Works Class EA as property purchase of land owned and managed by IO will be required for the improvements (i.e. 153 Weston Road).

## Background

In 2012, [City Council directed staff](#) to carry out an Environmental Assessment (EA) Study to investigate solutions to traffic congestion concerns on St. Clair Avenue West around Keele Street and Old Weston Road. Following completion of a Functional Planning Study report on June 3, 2015, a [Notice of Commencement](#) was issued for the TMP on September 10, 2015.



The first public event for the St. Clair West TMP took place in December 2015, and a report and summary of feedback received is available on the project website. The second stage of public consultation took place from April – July 2018, including two public events held on June 23 and 25, 2018.

**This report summarizes Stage 2 public consultation activities and feedback received between April and July 2018.**

## 2. Overview of Consultation Activities

Stage 2 public consultation utilized a variety of activities to seek feedback from local residents, businesses, and stakeholder groups including:

- Meetings with affected residential and commercial property owners
- Meetings with stakeholder groups
- Two public events
- Feedback form (online and hard-copy)
- Information at public events and stakeholder meetings for SmartTrack St.Clair-Old Weston Station
- Communications:
  - Print advertising
  - Direct mail
  - Project website
  - Stakeholder email updates

### 2.1 Notification and Communications

Communication about Stage 2 consultation took place through a variety of written, print, and digital notification activities, sent and published the week of June 7, 2018, including:

- Project Website [www.toronto.ca/stclairwesttmp](http://www.toronto.ca/stclairwesttmp) (1,048 users visited, April 1 to July 8, 2018)
- Email invitation sent to:
  - stakeholder organizations
  - agencies
  - project contact list
- Registered mail and email to Indigenous groups
- Newsletter delivery to 26,710 residents and businesses in the study notification area located between Dupont Street/Dundas Street West, Rogers Road, Dufferin Street, and Runnymede Avenue
- Full-page newspaper advertisement published in:
  - York Guardian
  - Bloor West Villager
  - Sol Portuguese
  - Corriere Canadese
- Information shared with Ward Councillors in wards 11,12,17, and 18

>> *Appendix A includes the newsletter and notice.*

## 2.2 Property Owner Meetings

All of the TMP recommended infrastructure improvements have property impacts. Some impacts involve the acquisition of only a small portion of a property, while others require the acquisition of an easement that will allow the use of private property during construction or other specific purposes such as maintaining retaining walls. In other cases, it is necessary to acquire the entire limits of a property to implement the recommended infrastructure.

Following initial notification in 2015, all potentially impacted property owners were sent letters by registered mail in April 2018 that described the project, specific property impacts, and invited property owners to meet individually with City staff in advance of public meetings. Follow up efforts were made to ensure each property owner was aware of the study recommendations and that they received the letters.

A total of 30 property owners were contacted representing 45 addresses, including 11 residential homes and 34 industrial and commercial properties. A total of 29 property owners contacted City staff in follow up, including 22 who met with City staff. Property owner meetings were held at City Hall, or at the J.Piccinnini Community Centre in the study area. Notes from each meeting were recorded and shared for review with the property owners after the meeting. Staff from the City's Real Estate Services Division were available at public events to discuss property related questions and concerns with owners.

## 2.3 Stakeholder Meetings

The project team maintained a list of local stakeholder organizations who were notified of all project milestones and invited to share information, participate in meetings, and provide comment.

The Project Manager met with representatives from the Turnberry Residents Association on June 18, 2018, to review project recommendations.

The Project Team shared information and responded to questions and comments at stakeholder and public meetings organized through SmartTrack for the St. Clair-Old Weston Station on the following dates:

- September 26, 2017
- October 12, 2017
- February 22, 2018
- March 1, 2018

SmartTrack St. Clair-Old Weston Station stakeholder meetings included participation from representatives of the following groups:

- Corso Italia BIA
- Consolidated Bottle Corp
- Davenport Village Community Association
- Friends of the West Toronto Railpath
- Graywood Developments
- I2 Developments
- Mt. Dennis Community Association
- Options for Davenport
- St. Clair Gardens BIA
- Tedesco Engineering



- Weston Consulting

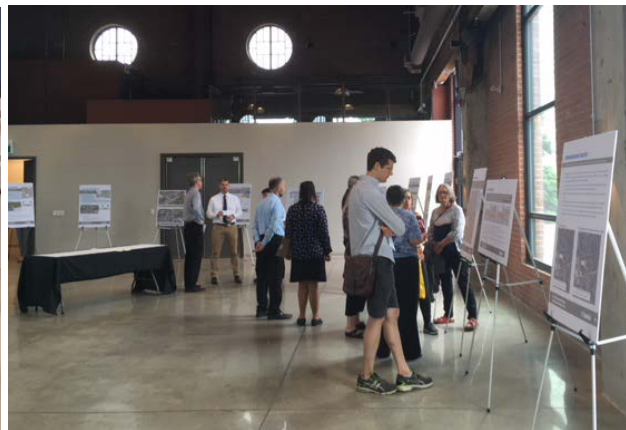
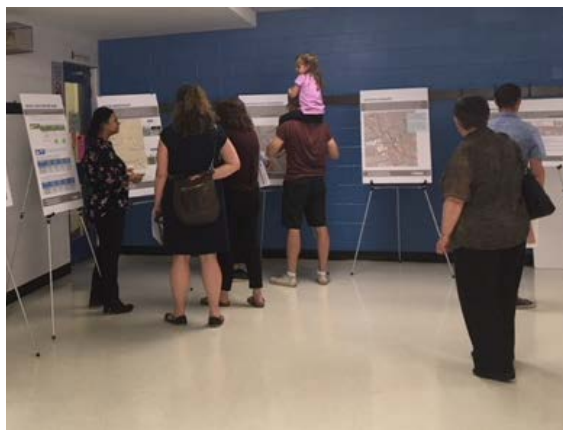
Event materials and a record of information received through the SmartTrack Station meetings are available on the project website: <http://smartrack.to/smartrack/smartrack-project-materials/>

## 2.4 Public Drop-In Events

Public drop-in events took place at the following times and locations:

- Saturday June 23, 2018. The Symes, 150 Symes Road, 1 – 3 p.m.
- Monday June 25, 2018. Joseph J. Piccininni Community Centre, 1369 St. Clair West, 6 – 8:30 p.m.

More than 100 people attended the events, including 39 who signed-in on June 23, and 60 who signed-in on June 25. A total of 23 people completed feedback forms in-person. Live translation through an interpreter was available at both events in Italian and Portuguese.



The following display panels were presented at the public event:

- |  |  |
|--|--|
| 1. Welcome and Study Process                       | 12. Evaluation Criteria                        |
| 2. Study area                                      | 13. Evaluation of the Recommended Improvements |
| 3. Other Transportation Projects in the Study Area | 14. How will Traffic Conditions Change?        |
| 4. What we Heard so Far                            | 15. Cycling Improvements                       |
| 5. Alternatives we have Considered                 | 16. Pedestrian Access Improvements             |
| 6. Preliminary Screening of Alternatives           | 17. Bus Route Expansions                       |
| 7. St. Clair Avenue West Widening                  | 18. Construction Staging                       |
| 8. Gunns Road Extension                            | 19. Neighbourhood Traffic                      |
| 9. Keele Street Extension                          | 20. Potential Property Impacts                 |
| 10. Davenport Road Extension                       | 21. Traffic Calming and Safety                 |
| 11. Union Street Improvement                       | 22. Proposed Mitigation Measures               |
|  | 23. Next Steps                                 |

Renderings of each of the recommended improvements were also displayed, as well as panels describing the St. Clair Old-Weston SmartTrack Station.

The display panels and renderings were made available on the project website.

>>Appendix B includes the display panels.

## 2.5 Phone and Email

Stakeholders were invited to ask questions and submit comments via phone, email, fax, or written letter. A total of 21 communications were received via email and phone.

## 2.6 Feedback Form

A hard copy feedback form was available at Public Event #2, and online version with the same content was uploaded to the project website and made available for 2.5 weeks, from June 22 to July 8, 2018. The link to the form on the project website was sent to all stakeholder lists to complete and share with their networks. Comments were requested by July 8, 2018.

The form started with general information about the study and explained each of the new improvements. Each section provided descriptive images and text before asking for feedback. Respondents were not obligated to complete all questions. A total of 106 responses were received.

>>Appendix C includes the feedback form.

## 3. Feedback Summary

### 3.1 Property Owner Meetings

Meetings with property owners provided opportunity to discuss questions and concerns with City staff. Property owners expressed questions and concerns regarding:

- project timelines, funding, and viability
- recommended improvements, prioritization, and project history
- if property impacts could be reduced
- property value and compensation
- site-specific property impacts
- the acquisition and legal process
- project contacts for acquisition
- public consultation and public opinion
- impact of acquisition and:
  - viability of finding new property of similar quality, location, and cost
  - quality of life
  - finances
  - home renovations
  - tenants and rental viability
  - real estate and development potential of lands

### 3.2 Stakeholder Meetings

In relation to the TMP, participants at stakeholder meetings expressed comments, questions, and concerns related to:

#### Turnberry Avenue

- general project support
- safety concerns and Vision Zero improvements
- traffic calming and mitigation measures
- questions regarding project viability and budget
- concern regarding project delivery timelines
- support for cycling facilities
- concern regarding lack of bike lanes on St. Clair

## SmartTrack Station

- concern regarding construction impact on community
- requests to clarify plans for northern extension West Toronto Railpath
- questions regarding heritage value of rail bridge; property impacts; project funding; connections from St. Clair to access SmartTrack station; project implementation and leadership

### 3.3 Public Drop-in Event

Participants spoke with City staff at the events regarding:

- property impacts and acquisition process
- questions about construction timing
- concern regarding traffic infiltration and impacts to Turnberry Avenue
- suggestion that construction of Gunns Road extension should be complete before St. Clair widening to provide more east-west options
- suggestion to widen St. Clair first
- general project support
- questions about design of pedestrian ramps
- concern regarding traffic infiltration on Lavender Road
- property specific concerns
- concern about air quality impact
- questions about project funding and construction viability
- comments regarding traffic on Keele Street: right hand turn to St. Clair is too tight for trucks; traffic bottlenecks due to railway
- questions about upgrades to Lavender Creek Trail

Comments written by participants on maps and rendering of the improvements expressed:

- suggestion for separated bike lanes to be included in St. Clair widening, and to use space occupied by trees
- restrict turning movements onto St. Clair from Old Weston Road during construction
- clearly mark bicycle crossings when Gunns Road meets Weston Road and Union Street
- concern about the southbound right turn lane crossing the bike lane at Keele Street and Gunns Road
- request to preserve historic property at 153 Old Weston Road (ABC Lumber)
- request to extend bi-directional bike lanes on Osler to connect to West Toronto Railpath

### 3.4 Phone and Email

Comments and questions received via phone or email and expressed:

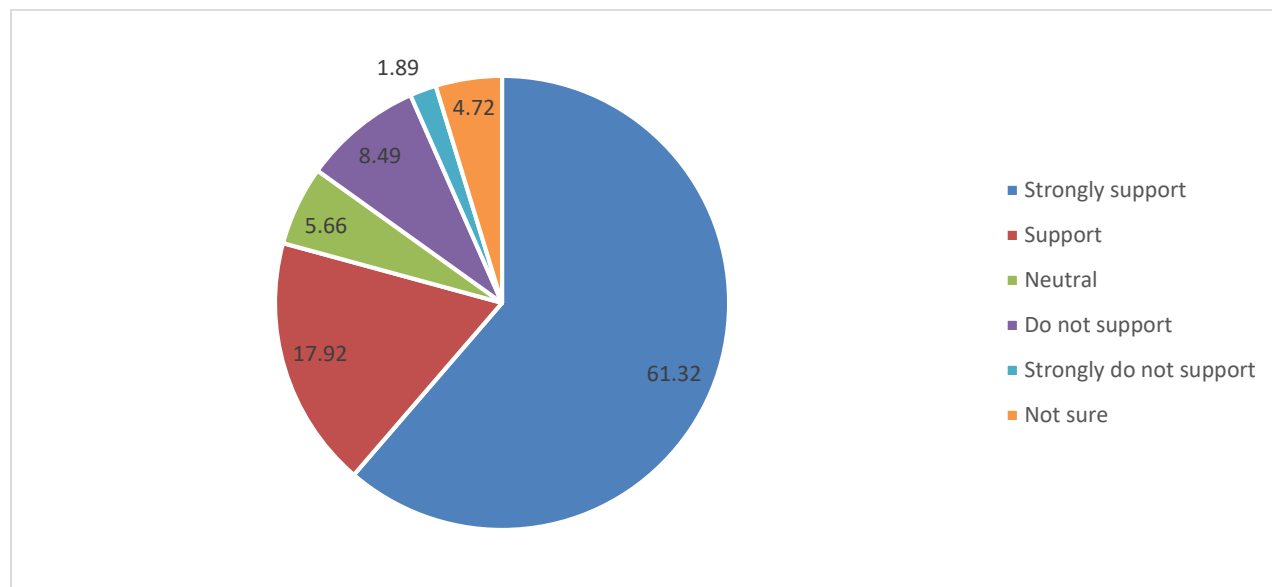
- requests for general project information
- requests for information on property impacts, and associated concerns
- concern regarding heritage structures
- concern regarding impacts to Lavender Creek
- requests for improvements to bike facilities including: inclusion of bike lanes on St. Clair to connect to westerly routes; safety of facilities at underpasses; adequate connections to the SmartTrack station; protected bike lanes on all of Gunns Road; and connections outside the study area
- requests for Vision Zero improvements including traffic calming on side streets, and protected intersections
- concern regarding cycling safety at stop-sign intersection at Keele and Gunns Road
- support for northern extension of West Toronto Railpath
- concern regarding traffic impacts to business operations around the SmartTrack station



### 3.5 Feedback Form

Online and hard-copy feedback form responses are summarized below:

#### Question 1: Do you support the recommended improvements to St. Clair Avenue West?



A total of 79% of respondents expressed that they strongly support or support the recommended improvements to St. Clair Avenue West, 10% do not support or strongly do not support, 6% remain neutral, and 5% were not sure. Additional feedback received expressed:

#### Construction

- frustration that St. Clair was not widened when the streetcar ROW was installed
- negative impact to local businesses and residents with noise, increased truck traffic, and travel inconvenience
- impact to structure of homes
- City should coordinate construction so other projects north and south of St. Clair do not happen at the same time.

#### Active Transportation

- add bike sharrows on St. Clair
- ensure sidewalk widths accommodate families and people with mobility devices
- add bike lanes; fill gap from Runnymede to Davenport/Union
- disappointment that dedicated cycling facilities are not included
- support for the pedestrian ramps
- improve pedestrian experience under bridge, add lighting, make it safer to walk at night
- restrict right turns on a red lights

#### Design

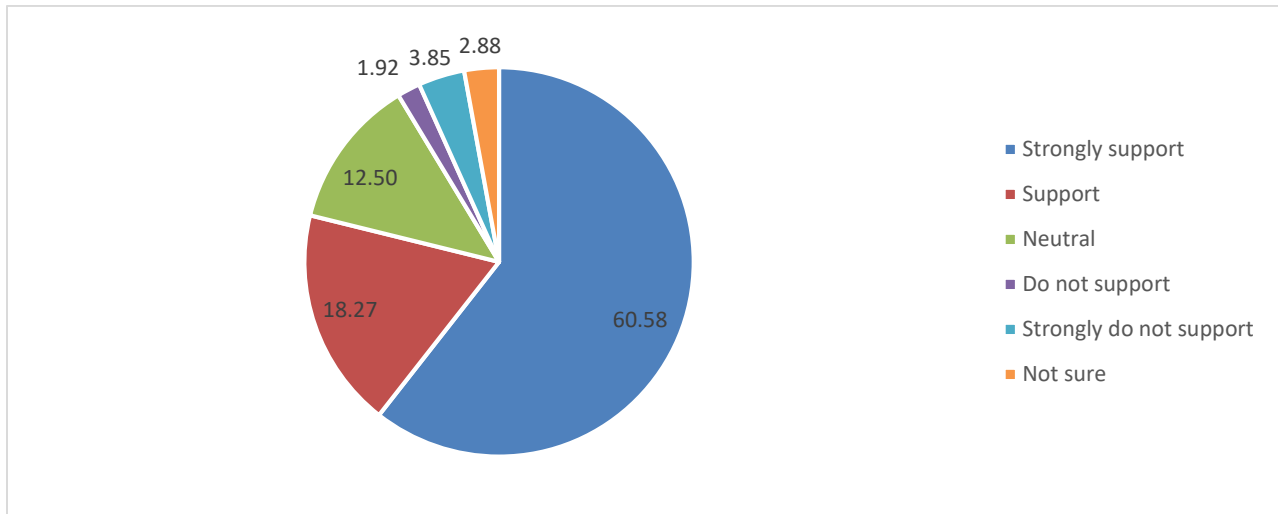
- concern that widening will not alleviate traffic because parking on St. Clair already limits capacity to one-lane in many locations
- concern that the added capacity will encourage more people to drive
- more thought needs to be given to the height or shape of the curb that separates the dedicated streetcar from motorized traffic -- vehicles have gotten stuck trying to maneuver between the dedicated streetcar lane and driving lane
- request to improve traffic light timing

- re-allocate space to either side of St Clair for bikes instead of trees. Put the trees / shrubs in the median.
- support for pedestrian ramps

TTC

- mid-block access points to the 512 streetcar platforms should be for crossing multiple directions to SmartTrack Station

**Question 2: Do you support the recommended improvements to Gunns Road?**



A total of 79% of respondents expressed that they strongly support or support the recommended improvements to Gunns Road, 5% do not support or strongly do not support, 12.5% remain neutral and 3% were not sure. Additional feedback received expressed:

Construction

- construction could damage neighbouring buildings

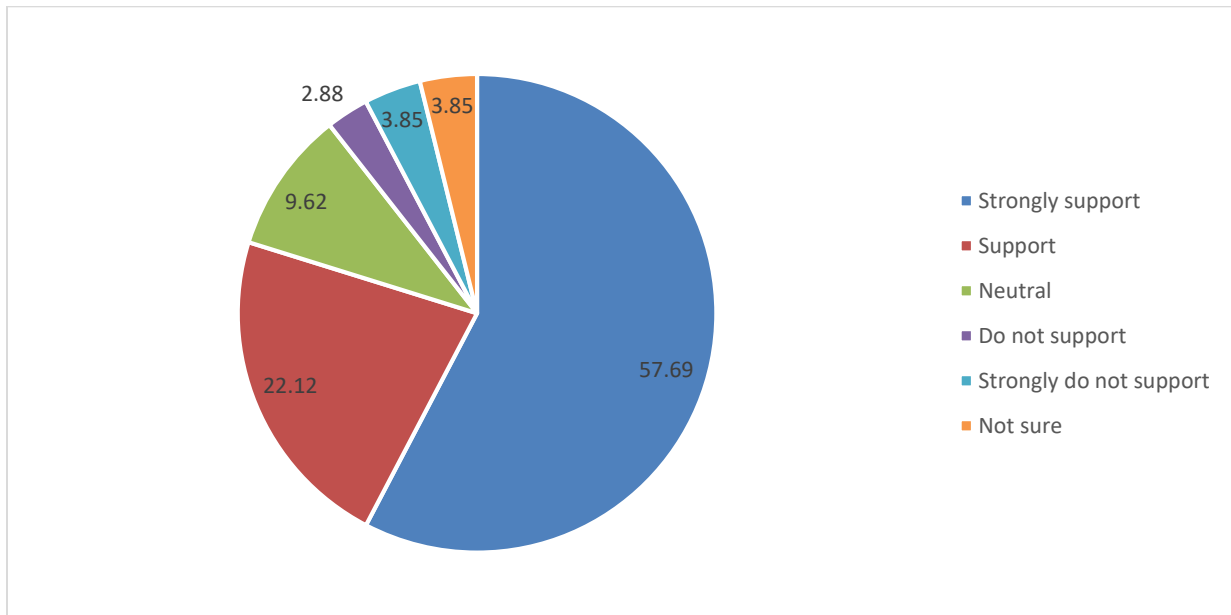
Traffic

- concern about spillover effect to Turnberry Ave, and creation of a busy, noisy, dirty, congested thoroughfare
- concern that many vehicles do not follow street signs or adhere to posted speed limit
- concern about through traffic impact on General Mercer Public School
- comment that neighbouring schools use General Mercer Public School as a pick-up/drop-off point
- suggestion for traffic calming east of Old Weston
- concern about slaughter house traffic infiltration in residential neighbourhood

Active Transportation

- support for inclusion of separated bike facilities
- concern that multi-use path will not be usable in winter
- suggestion that multi-use trail have bicycle signalling for users to safely cross intersection
- missing cycling link from Lavender Creek to St. Clair and Runnymede
- concern that there is no plan to extend the multi-use trail to portion of Gunns Road on the west side of the Stockyards shopping plaza – there is no sidewalk on the west side, and if cyclists are expected to use Gunns as their primary corridor and there is no safe way to get to the shops on the south side of St. Clair
- ensure trail is properly lit

### Question 3: Do you support the recommended improvements to Keele Street?



A total of 80% of respondents expressed that they strongly support or support the recommended improvements to Keele Street, 6% do not support or strongly do not support, 10% remain neutral and 4% were not sure. Additional feedback received expressed:

#### Traffic

- concern that a bottle neck will be created if there is only single lane vehicular traffic; reduce one of the rows of trees and narrow the sidewalks.
- connection will increase congestion on Turnberry Ave
- additional traffic calming measures will be required on Lavender Rd and Hillary Ave to ensure vehicles do not use a high-speed to avoid congestion on Rogers Road.

#### SmartTrack

- support for SmartTrack and 41, 168 and 71A and 127 bus connections

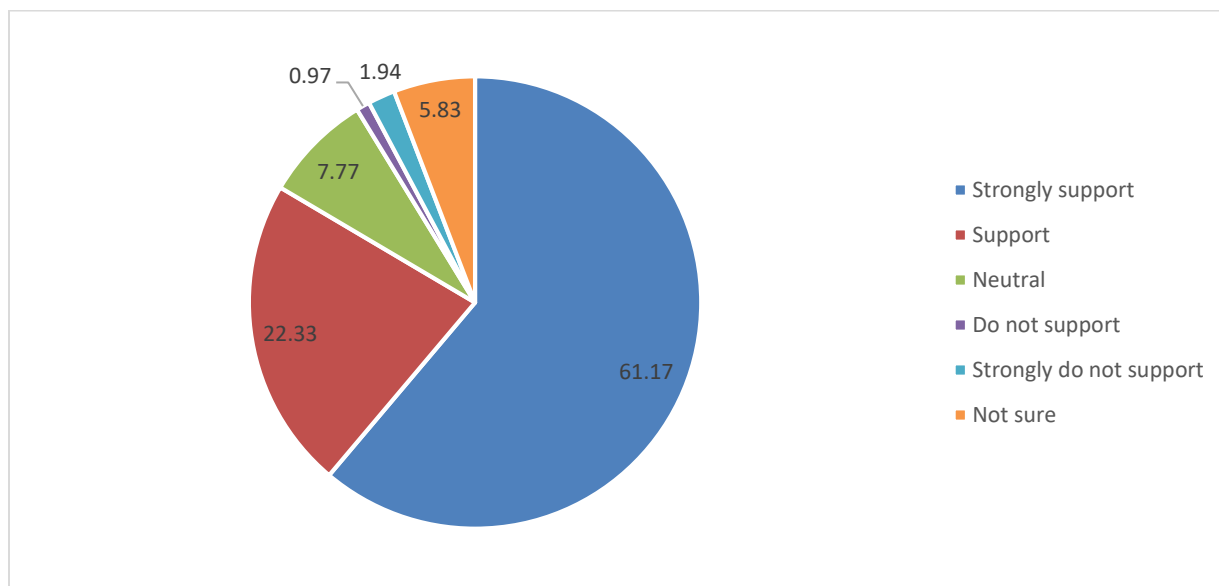
#### Natural heritage

- happy the ravine will be saved

#### Active Transportation

- concern about right turn lane crossing over bike lane
- bike lane needs to be protected with physical barriers to ensure cyclist safety
- intersection at Keele and Gunns Road is concerning, the bike lane is sandwiched between two turning lanes. There needs to be visual indicators to ensure that drivers and cyclists do not have conflicts while turning here.
- lanes should also be extended right to St. Clair if possible. Keele is wide enough as it is.
- sidewalk should be widened

## Question 4: Do you support the recommended improvements to Davenport Road?



A total of 83% of respondents expressed that they strongly support or support the recommended improvements to Davenport Road, 3% do not support or strongly do not support, 8% remain neutral and 6% were not sure. Additional feedback received expressed:

### Support

- great idea to extend

### Design

- concerned that only one lane of traffic each way, should be built for 15 years from now.

### Active Transportation

- great idea to include the multi-use trail
- ditch the sidewalk on one side
- preference for bike lanes instead on multi-use trail, and switching cyclists from side of street, add signalised crossings for the multi-use trail
- intersection at Davenport and Old Weston Road doesn't appear to have consideration for the cyclists crossing the intersection between the multi-use trail and the existing Davenport bike lanes
- separated bi-directional cycle track should be extended further south on Davenport to connect to West Toronto Railpath
- separated multi-use trail should begin at Osler as there will be a sizable amount of traffic heading to Railpath
- pave Osler and install real bike lanes

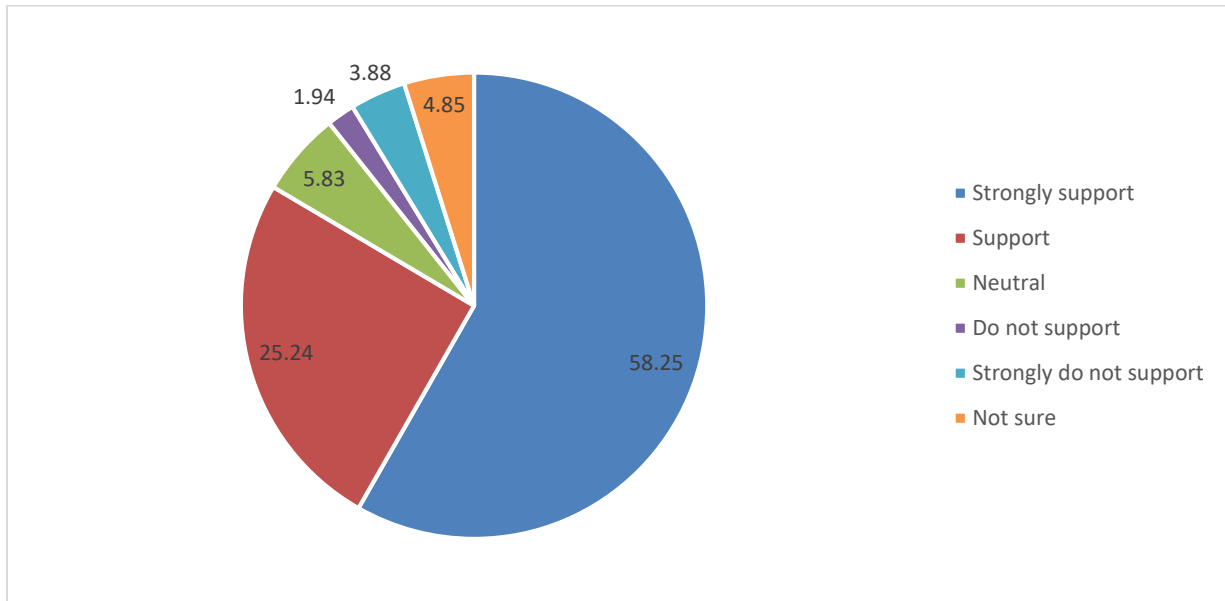
### Traffic

- value in this extension is unclear in terms of traffic reduction.
- concern that junctions at Keele/Turnberry + Turnberry/Union will only have stop signs and then traffic light later if volume warrants it, need to install traffic lights
- address problems of east-west traffic taking local roads
- consider a longer advanced green turn signal at Davenport to encourage traffic to divert down the new extended Davenport as an east west alternative

## Construction

- keep homeowners on St Clair informed on construction plans and schedules; the townhouses at St Clair W and Weston were not well built or protected from noise or heavy construction

## Question 5: Do you support the recommended improvements to Union Street?



A total of 83% of respondents expressed that they strongly support or support the recommended improvements to Union Street, 6% do not support or strongly do not support, 6% remain neutral and 5% were not sure. Additional feedback received expressed:

### Active transportation

- safety for cyclists and pedestrians is paramount
- happy to see bike lanes/multi-use path
- separate the trail from the road - maybe run it on the tracks side vs road side
- confusion regarding transition from bike lanes to multi-use trail; there needs to be signalised crossings for the multi-use trail
- nothing should be built that stops the Railpath from joining at a future date
- support for segregated bike lanes, everyone has space and it's separated from dangerous vehicles

### Design

- use large, unpaved areas around the trees to ensure they thrive and support storm water management
- Add benefits for local residents: New park? Green Space? Off leash dog park?

### Traffic

- do not ruin the residential streets with traffic
- roads are unsafe in residential streets in this area, speeding, no stopping at stops signs there a school an east side of Turnberry and traffic will come from all over to run through Turnberry to get to Townsley
- increase width to two lanes, extra capacity here is a good idea.
- northbound left turn, right turn north to Keele is not a good idea.
- should be a smooth curve onto Gunns / Turnberry instead of a 'T'

## Question 6: Additional Comments

Additional feedback received expressed:

### General project support

- *The overall plan is excellent and the sooner we get shovels in the ground, the better.*
- *The neighbourhood desperately needs this. It seems well thought out and integrates multiple modes of transportation. Finally, a reasonable way to get downtown without driving!*
- *This plan will improve quality of life in this area significantly and make it a more attractive area to live. I strongly support this plan and hope for its approval ASAP!*
- *The improvements and additions to active transportation infrastructure in this area are key to the transformation of this neighbourhood.*
- *I think each of the recommendations have merit in creating more alternate routes to St Clair Ave W.*
- *Very pleased to see such thoughtful work into connecting this part of the City and reducing congestion.*

### Traffic

- *Our main concern is increased traffic and congestion on Turnberry Ave which is a quiet residential neighbourhood street. If the traffic can stay off of Turnberry while creating the new extension - that would be ideal.*
- *Please put into place controls to reduce the amount of vehicles leading to side/ local streets. This has been done in many other areas of Toronto i.e. Allen/ Bathurst/ Eglinton area, High Park area, the Annex, King Street, so I cannot see why it can't be done in our area. Please keep traffic moving but more importantly, keep us safe from being run over by vehicles as we take our children to school and when walking to our homes from work.*
- *There will be the issue of cars going on the condominium corporations property to drop off/pick up SmartTrack riders.*

### Construction staging

- *Need to ensure construction staging order minimizes traffic disruptions, particularly on St. Clair when streetcar tracks are moved - do alternate extension routes first to allow additional traffic routes*
- *We will likely face property damage, potential appropriations, high noise levels throughout and after the project, regular mini-earthquakes, and a ridiculous commute as construction cuts off the route between our home and our children's school.*
- *Good planning, phasing, and efficient execution of the project can make this tolerably difficult. Poor planning will make this an absolutely miserable experience for years.*

### Parking

- *Abolish on street parking on St. Clair West from Weston all the way to Bathurst.*

### Cycling

- *Priority: multi-use path similar to West Rail Path - extension if possible in project as much as possible.*
- *The proposed improvements to active transportation infrastructure are excellent.*

### Safety

- *Worried about pedestrian and cyclist safety*
- *All new bike infrastructure sends cyclists past the slaughter house, conflicts with heavy truck traffic.*
- *The Metrolinx train tracks on Old Weston Road (close to the intersection with Junction Road) are extremely dangerous because the gaps are enormous and the track runs at a sharp diagonal, forcing cyclists to bike into traffic just to stay perpendicular to the track. Metrolinx needs to fill the tracks to prevent further injury; this should be a top priority as*



*part of the transportation master plan because it is such a cheap, easy fix and will facilitate transit in the area.*

- *Keep Vision Zero in mind when building or updating streets.*

#### Community Benefits

- *Provide and create public spaces, green spaces and off leash dog parks in these areas. The townhouses at the northeast corner of Keele and St. Clair are really going to feel the effects of this change. The community will be surrounded by construction for years, and then be subjected to increased automobile traffic and potentially crime due to all of this access.*

#### Environment

- *I'd like to understand the impact on air quality the transportation master plan will have given the anticipated traffic flows on Union St, Gunns Rd, and St Clair West*

#### Public Transit

- *Will there be a pedestrian access bridge to the SmartTrack Station from the rear of the townhomes?*
- *Critical to maintain frequent bus service west of Lansdowne during construction of the new Old Weston rail bridge.*
- *The key issue is a good connection to the 512 streetcar. If the stops cannot be relocated, then at least additional mid-block access points to the platforms should be added (perhaps using cross-walks) so people do not need to waste time crossing in multiple directions at the St. Clair/Old Weston intersection.*
- *Extend the 512 St. Clair streetcar west of the Gunns Loop to Jane, Dundas, Scarlett, and St. Clair after the Scarlett Road railway bridge rebuild.*
- *The 168 Symington bus should enter the Smart Track station.*

## 4.0 Summary

Overall, participants in stage 2 consultation expressed agreement with the TMP, including an average of 80% who responded to the feedback form and expressed strong support or support for the recommended improvements.

Frequently raised issues followed these themes:

Issue	Project Response
<p><b>Property impacts:</b> Property owners expressed concerns regarding impact of acquisition on: quality, location, and cost of their home/business; quality of life/work; finances; renovations; tenants and rental viability; real estate; and development potential of lands.</p>	<p>Concerns have been reviewed and considered by City Staff.</p> <p>The alternative solutions identified in the TMP were evaluated using a broad list of criteria that included consideration for a variety of factors, including: transportation network improvements, safety, project costs and impacts to the natural environment, among many others. The recommendations have been reviewed in detail to minimize property impacts to the greatest extent possible and City staff have met with affected property owners to discuss individual property impacts, land acquisition process, time lines, and construction timing.</p>
<p><b>Cycling:</b> Community members expressed support for inclusion of cycling facilities, and requested: physical separation of cycling facilities; regard for design of safe intersection crossings; and connections to the SmartTrack Station and surrounding cycling routes.</p> <p>Some respondents expressed support for bike facilities on Davenport/Union to be extended as a multi-use trail, and others preferred a bike lane.</p> <p>Many respondents expressed support for the study to protect for the extension of the West Toronto Railpath.</p>	<p>Concerns have been reviewed and considered by City Staff.</p> <p>Cycling facilities were designed to coordinate with projects and initiatives included in the City's 10-Year Cycling Network Plan and meet standards in the multi-use trail design guidelines. Infrastructure was designed to connect to planned routes, minimize property impacts and technical difficulties, and meet adequate standards for widths, lighting, safety, and signage.</p> <p>Following extensive consultation, multi-use trails (MUT) were included along the Davenport Extension, Union Street and the Gunns Extension to connect the Lavender Creek Trail to the existing bicycling lanes on Davenport Road. The MUT was chosen over an on-road facility to increase cyclist safety and separate cyclists from active traffic in consideration of the spatial opportunities along this corridor.</p> <p>Metrolinx will be considering the feasibility of extending the West Toronto Railpath from Cariboo to Gunns Rd as part of their plans to electrify the rail corridor.</p>

<p><b>Design:</b> Community members questioned the design of some of the recommendations and if road widths could be increased to plan for future road capacity.</p> <p>Suggestions were provided on changes to turning lanes, signals, streetscape, and intersection designs at several locations.</p> <p>Suggestions were made regarding elimination of parking along St. Clair outside the study area, and how TTC routes connect to the SmartTrack Station</p>	<p>Concerns have been reviewed and considered by City Staff.</p> <p>All design alternatives were considered to balance property impacts, cost and multimodal needs. The Complete Streets Guideline was used to develop alternatives.</p> <p>No on street parking exists within the study area on St. Clair. Public transit demand has been assessed in development of plans for the SmartTrack Station.</p>
<p><b>Traffic and safety:</b> Community members expressed concern regarding increased vehicle traffic on residential streets, and specific impacts to safety on Turnberry Avenue and Terry Drive, and regarding pick-up and drop-off at the SmartTrack station</p> <p>Additional concern described conflicts on Gunns Road where heavy trucks and the new cycling routes will mix, and regarding the intersection at Keele and Gunns.</p>	<p>Concerns have been reviewed and considered by City Staff.</p> <p>Future changes involving traffic calming and restrictions can be considered with resident's through Vision Zero workshops once the TMP improvements are in place.</p> <p>The City met with Turnberry representatives on June 18, 2018 to discuss Vision Zero initiatives and to describe the impacts associated with the recommended solution.</p> <p>The SmartTrack Station design includes passenger pick-up and drop-off facilities adjacent to the main station entrance.</p> <p>Bike facilities, like bike boxes and protected crossings, will be incorporated into the intersection designs to protect vulnerable street users. Adequate trail widths, signage, and lighting are being followed to improve safety in all locations.</p>
<p><b>Construction mitigation:</b> Community members expressed concern regarding construction timing, impacts on local businesses, residents, quality of life, residential structures, and neighbourhood traffic. Suggestions were made on which improvements should be constructed first to alleviate congestion.</p>	<p>Concerns have been reviewed and considered by City Staff.</p> <p>Construction impacts will be determined through detailed design.</p> <p>The delivery of infrastructure improvements will be determined by Project Staff and will be based on cost, safety and traffic movement.</p>

## 5.0 Next Steps

Feedback received through stage 2 consultation will be reviewed and considered by the project team to incorporate refinements.

The study process will be documented in a Transportation Master Plan. The report will be placed on the public record for comment for 30 days. Members of the public that remain concerned about the impacts of the project can petition the Ministry of Environment, Conservation, and Parks (*formerly Ministry of Environment and Climate Change*) to elevate the status of the project. The City will give notice of the review period in local newspapers and send information to stakeholder lists.

Subsequent stages of notification and consultation will be led by Metrolinx, in conjunction with design and planning for the St. Clair-Old Weston SmartTrack station.