

6.0 CONSULTATION AND ENGAGEMENT

Consultation and engagement was an integral component of the Transportation Master Plan (TMP) to provide opportunities for two-way communication with interested stakeholders. Consultation activities provide a forum to identify potentially significant environmental issues early in the decision-making process and ensure that they are given appropriate consideration.

An engagement program was developed for this Environmental Assessment (EA) study to meet the statutory requirements of the Municipal Class Environmental Assessment (MCEA) process, facilitate on-going discussion and build relationships with local stakeholders to obtain local knowledge of the study area.

A variety of consultation techniques were applied during each phase of the process, which included Technical Advisory Committee (TAC) meetings, Stakeholder Advisory Group (SAG) meetings, Public Events (PEs), a project website and project notification through mailings and newspaper advertisements, as well as direct contact with the Project Team via mail, email, phone or fax.

This section provides an overview of the consultation activities undertaken, and identifies the key issues raised and how they were resolved. Consultation records were compiled and are documented in **Appendix M** of the TMP.

6.1 Notification

At the onset of the study, a contact list was developed, which included provincial and federal agencies, municipal staff, local Councillors, local interest groups, Business Improvement Areas, local residents and ratepayers associations, and other interested stakeholders and relevant bodies that may hold interest in the study. As the study progressed, the contact list was updated to ensure that all identified interested parties received study notifications.

The project website (www.toronto.ca/stclairwesttmp) was launched to coincide with the notification of Study Commencement in September 2015, and remained active with regular updates occurring throughout the course of the study.

The website provided an opportunity for the public and stakeholders to review up-to-date study information and content, background information, download study materials, including information presented at the public events and reports, and contact the Project Team directly.

6.1.1 Study Consultation

A Notice of Study Commencement was issued on September 10, 2015 through a variety of written, print, and digital notification activities. The Notice of Study Commencement was also published in local community newspapers, including the *Bloor West Villager* and *York Guardian*, and posted on the project website.

The Notice of Study Commencement was directly mailed or emailed to external agencies and utility companies, local Business Improvement Areas (BIA) (i.e. Junction BIA, St. Clair Gardens BIA, Corso Italia BIA), local residents and ratepayers associations (i.e. Carleton Village Residents, Junction Residents Association, Junction Triangle, West Bend Community Association, Turnberry Residents Association), local community groups (i.e. Options for Davenport, Carlton Park People's Auxiliary, Perth/Dupont Community Garden, Campbell Park, Friends of EarlsCourt Park, Davenport Perth Neighbourhood Centre, The Stop Community Food Centre, DIGIN, and Friends of the West Toronto Railpath), Indigenous Communities, and City Councillors (Wards 11, 12, 13, 14, 17 and 18) informing them of the study and soliciting their comments.

A copy of the study commencement notice materials is provided in **Appendix M**.

6.1.2 Public Consultation Events

Public Events (PEs) are informal meetings where area residents, interested stakeholders, agencies and Indigenous communities are provided an opportunity to review planning and project information, identify concerns and provide input to the Project Team. During this study, two rounds of PEs were held. The first PE featured a presentation by the City's project manager, which was followed by a question and answers period session. The second round of PE was arranged as drop-in sessions (open-house style) where representatives of the Project Team were available to answer questions and discuss the study.

A copy of the materials presented at the PEs are included in **Appendix M**.

Public Event #1

Notification for Public Event (PE) #1 took place the week of November 16, 2015 through a variety of written, print, and digital notification activities. The PE #1 notice was advertised in local newspapers (*Bloor West Villager*, *York Guardian*, and *Portuguese Sol*) and posted on the project website.

The notice of PE #1 was directly mailed and emailed to contacts on the study mailing list, including agencies and utility companies, local Business Improvement Areas, local Residents and Ratepayers Associations, local community groups, Indigenous Communities, local City Councillors (Wards 11, 12, 13, 14, 17 and 18), and other

interested stakeholders on the contact list. In addition, 20,844 flyers notifying of PE #1 were also mailed to residents and businesses in the study area bounded by Rogers Road, Dupont Street, Lansdowne Avenue and Runnymede Avenue.

Letters were also distributed on November 17, 2015 to 28 potentially impacted properties via mail notifying of the PE, and to invite the property owners to schedule individual meetings with the City to discuss the potential impacts/mitigation to their properties. Five potentially impacted property owners contacted the City to further discuss their concerns and comments.

Public Event #2

Notification for Public Event #2 took place the week of June 7, 2018, through a variety of written, print, and digital notification activities. The PE #2 notice was advertised in local newspapers (*Bloor West Villager*, *York Guardian*, *Portuguese Sol*, and *Corriere Canadese*) and posted on the project website.

The Notice of PE #2 was directed mailed and emailed to contacts on the study mailing list, including agencies and utility companies, local Business Improvement Areas, local Residents and Ratepayers Associations, local community groups, Indigenous Communities (via email and Canada Post Registered Mail), local City Councillors (Wards 11, 12, 17 and 18), and other interested stakeholders on the contact list. In addition, 26,710 newsletters were distributed to residents and businesses in the study notification area bounded by Dupont Street/Dundas Street to the west, Rogers Road to the north, Dufferin Street to the east, and Runnymede Avenue to the west.

6.1.3 Potentially Impacted Property Owners

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 Transportation Services 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.

6.2 Stakeholder Consultation

Federal and provincial agencies, municipal staff, utilities service providers, stakeholder interest groups, impacted property owners, and property owners within the vicinity of the study area were contacted directly at key consultation milestones throughout the study to request feedback on the project. All individuals and groups that expressed an interest in the project were added to the project mailing list and kept informed throughout the study.

The agencies that were contacted include the following:

Federal Agencies

- Environment Canada – Environmental Assessment Section
- Environment Canada – Fish Habitat Management

Provincial Agencies

- Ministry of Agriculture, Food & Rural Affairs
- Ministry of Community Safety & Correctional Services
- Ministry of Economic Development and Trade
- Ministry of Education
- Ministry of Environment, Conservation and Parks (formerly Ministry of Environment and Climate Change)
- Ministry of Infrastructure
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources and Forestry
- Ministry of Tourism, Culture and Sport
- Ministry of Transportation

Municipal Departments and Local/Regional Agencies

- City of Toronto – Parks, Forestry and Recreation, Urban Forestry
- City of Toronto – Parks, Forestry and Recreation, Parks
- City of Toronto – Planning, Community Planning
- City of Toronto – Planning, Urban Design
- City of Toronto – Transportation Planning
- City of Toronto – Planning, Waterfront Secretariat
- City of Toronto – Toronto Water
- City of Toronto – Transportation Services
- City of Toronto – Economic Development and Culture
- City of Toronto – Engineering and Construction Services

- City of Toronto – Heritage Preservation Services
- City of Toronto – Emergency Medical Services
- City of Toronto – Toronto Fire
- City of Toronto – Toronto Police Services
- Toronto Transit Commission
- Metrolinx
- Toronto and Region Conservation Authority
- Greater Toronto Airports Authority
- Ontario Provincial Police

Local Elected City Officials

- Councillor Frances Nunziata (Ward 11 York South-Weston)
- Councillor Frank Di Giorgio (Ward 12 York South-Weston)
- Councillor Sarah Doucette (Ward 13 Parkdale-High Park)
- Councillor Cesar Palacio (Ward 17 Davenport)
- Councillor Ana Bailão (Ward 18 Davenport)

Local Schoolboards

- Toronto District School Board
- Toronto Catholic District School Board
- Conseil des écoles catholiques du Centre-Est

Utilities

- Bell Canada
- Canada Lands Corporation
- Canada Post Delivery
- CN Rail
- Cogeco Data Services Inc.
- CP Rail
- Enbridge – Gas Distribution
- Enbridge – Pipeline Inc.
- Enwave Energy Corporation
- Hydro One Networks Inc.
- Imperial Oil
- National Defence Canada
- Ontario Power Generation

- Prestige Telecom
- Rogers Cable Systems
- Sun-Canadian Pipe Line Company Ltd.
- TELUS
- TeraSpan
- Toronto Hydro
- Trans Northern Pipe Line
- Zayo (formerly Allstream)

Local Interest Groups and Stakeholders

- Junction Business Improvement Area (BIA)
- St. Clair Gardens BIA
- Corso Italia BIA
- Carleton Village Residents
- Junction Residents Association
- Junction Triangle
- West Bend Community Association
- Turnberry Residents Association
- Options for Davenport
- Carlton Park People's Auxiliary
- Perth-Dupont Community Garden
- Campbell Park
- Friends of Earls court Park
- Davenport Perth Neighbourhood Centre
- The Stop Community Food Centre
- DIG IN Community Group
- Friends of the West Toronto Railpath
- West Toronto Junction Historical Society

A summary of external agency participation is provided in **Exhibit 6-1** and copies of all relevant agency correspondence is included in **Appendix M**.

Exhibit 6-1: External Agency Participation

Note: Correspondence is tracked in chronological order.

Agency	Comments Received	Action Taken / Response
Provincial Agencies		
Metrolinx Jason Ryan	Comment received on September 25, 2015 noting that Metrolinx was heavily involved during the Functional Planning Study (FPS), and that many of their comments have already been captured during the FPS. However, Metrolinx will continue to be a key stakeholder and provide comments when required.	The Project Team actively engaged and corresponded with Metrolinx throughout the study.
Hydro One Jacob Potter, Grid Operations Technologist	Comment received on September 25, 2019 noting that Hydro One does not own or operate any high voltage underground facilities in the areas identified.	The Project Team actively engaged and corresponded with Hydro One throughout the study.
Ministry of Tourism, Culture and Sport (MTCS) Dan Minkin, Heritage Planner	Comments received on October 9, 2015 noted that under the EA process, the proponent is required to determine a project's potential impact on archaeological resources, built heritage resources and cultural heritage landscapes. MTCS appreciates being consulted with and would like to be contacted for any questions or clarifications.	Response was sent on October 19, 2015 thanked MTCS for their response and noted the Project Team will continue to consult with MRCS throughout the EA process.
Toronto and Region Conservation Authority (TRCA) Daniel Brent, Planner II,	Comment received on October 16, 2015 indicated TRCA did not identify any areas of interest in the immediate study area but consultation with federal and provincial agencies may be required to ensure all legislative requirements are met. TRCA noted	The Project Team submitted a request for TRCA regulated areas mapping, and hydrogeology and natural environment information for the project area on November

Agency	Comments Received	Action Taken / Response
Environmental Assessment Planning	that available mapping and program information regarding TRCA's areas of interest can be provided upon request. Detailed information was also provided on TRCA's Valley and Stream Corridor Management Program (<i>Ontario Reg. 166/06</i>) and <i>Living City Policies for Planning and Development in the Watersheds of the TRCA</i> . TRCA requested a meeting with the Project Team if any preferred alternatives are identified within the extended study area.	16, 2015, which was received from TRCA on December 2, 2015.
Sun Canadian Pipe Line Paul Lane	Comment received on November 11, 2015 indicated that Sun-Canadian Pipe Line does not own any facilities within the study area and noted they do not wish to be involved in the project. A general pipeline route map was attached.	No response required.
Ministry of Transport/Traffic Services Highway Patrol Robert Norris	Comment received on November 18, 2015 suggested extending Old Weston Road south to meet with the intersection of Dundas Street West and Dupont Street.	Response sent on November 25, 2015 noted that the original bridge was removed at this location due to the high cost for replacement, and property implications. However, the suggested connection will not be studied as part of the TMP because it does not provide an adequate solution to provide additional routes for east-west movement in the study area.
Trans-Northern Pipelines Inc. Satish Korpai	Comment received on November 19, 2015 noting that Trans-Northern Pipelines Inc. has no facilities in the proposed work location.	No response required.

Agency	Comments Received	Action Taken / Response
Enbridge Mark-Ups	Comment received on November 19, 2015 confirmed recipient of the mark-up request and provided the reference number for the request.	No response required.
TRCA Daniel Brent, Planner II, Environmental Assessment Planning	Comment received on November 19, 2015 noting that the data request submitted to TRCA by WSP (formerly <i>MMM Group Limited</i>) will be sent to the Project Team as soon as it is available.	Response sent on November 20, 2015 thanking TRCA for confirming that there are no TRCA areas of interest within the immediate study area, and noted that detailed terrestrial and fisheries field investigations were completed as part of the TMP, including species-at-risk and their habitats. The response also confirmed that the Project Team will consult with interested stakeholder throughout the EA Process, including the identification of required permits/approvals. The Project Team has reviewed the existing traffic conditions within the extended study area, however this TMP will not be identifying alternatives within this area.
Conservation Ontario Taylor Knapp	Comment received on November 20, 2015 confirmed that Conservation Ontario does not wish to participate in the study, and assumes that the Toronto and Region Conservation Authority (TRCA) has been contacted.	Response sent on December 2, 2015 confirmed that the TRCA has been contacted as part of the study.
Ministry of Environment, Conservation and Parks (MECP)	Comment received on November 20, 2015 outlined MECP's areas of interest and requested the Project Team identify and address any areas of interest that are applicable to the project. MECP also noted that failure to properly follow the MEA Class EA process	Response sent on December 2, 2015 confirmed the St. Clair Avenue West Area TMP will be completed in accordance with the Municipal Class EA process, and that MECP will continue to receive project notifications.

Agency	Comments Received	Action Taken / Response
Chunmei Liu, Environmental Resource Planner and EA Coordinator	is an offence under the <i>Environmental Assessment Act</i> , and may result in the ministry withholding/revising an approval provided under the Act and/or the Minister issuing a Part II Order for the project.	
Toronto Fire Services (TFS) Colin Booth	Comment received on November 23, 2015 noted Toronto Fire Services staff are unable to attend Public Event (PE) #1, and requested a copy of the presentation to review the options and provide comment from the emergency response perspective.	Response sent on November 23, 2015 confirmed that a copy of the presentation and display panels that would be presented at PE #1 will be sent to Toronto Fire Services once they are posted to the website later that week. A copy of the presentation and display panels were sent to TFS on November 28, 2015. The Project Team notified TFS at all consultation milestones throughout the study and no further comments were received.
Ontario Provincial Police Jean Leslie	Comment received on November 22, 2015 inquired if the Project Team anticipates any project affects to highways within the vicinity of the project.	Response sent on November 23 noted that the St. Clair Avenue West TMP is undertaking all four phases of the Municipal Class Environmental Assessment (MCEA), and that alternatives to improve the east-west movement within the study area will be generated. No effects on the provincial highways adjacent to the City of Toronto are anticipated as a result of the alternatives being reviewed.
Toronto Paramedic Services (TPS)	Comment received on November 24, 2015 expressed interest in some of the proposed solutions, particular the extension of Gunns Road	Response sent on November 23, 2015 noted that the St. Clair Avenue West TMP is undertaking all four phases of the Municipal

Agency	Comments Received	Action Taken / Response
Tom Bruce, EMS Planning	East to Turnberry Avenue, and requested to be kept up to date on the progress of the project. EMP Planning noted an ambulance station, and district hub is located in the vicinity of this alternative and that they have concerns regarding an increase in traffic which may affect EMS response times from this station.	Class Environmental Assessment (MCEA), and that alternatives to improve the east-west movement within the study area will be generated. Potential impacts to the service/response times a result of the extension of Gunn's Road to Turnberry Avenue has been recorded, and will be reviewed by the Project Team. All alternatives will be evaluated following PE #1 to select a recommended plan. The Project Team notified TPS at all consultation milestones throughout the study.
Infrastructure Ontario Matthew Lanetta on behalf of Lisa Myslicki, Environmental Advisor	Comment received on November 23, 2015 noted that Infrastructure Ontario (IO) managed property owned by the Minister of Economic Development, Employment and Infrastructure, and requested that IO be removed from the study mailing list if impacts to lands managed by IO are not anticipated. The letter also provided general information under the following headings: Potential Negative Impacts to IO Tenants and Lands, Potential Triggers Related to MEDEI's Class EA, and Specific Comments.	Project Team was in correspondence with Infrastructure Ontario throughout the project as property purchase of IO managed lands was required. As the study progressed, purchase of property owned by Hydro One and managed by IO was identified to be required (153 Weston Road) for the Gunns Road extension. The property requirements triggered the completion of the Public Works Class EA for the proposed works at 153 Weston Road. The Project Team corresponded with Hydro One and IO to ensure the requirements under the Public Works Class EA were met for property purchase.

Agency	Comments Received	Action Taken / Response
Ministry of Transportation (MTO) Nick Prestinaci	Comment received on November 25, 2015 confirmed that MTO has reviewed the submission and determined that they will not be impacted by this study on any of MTO managed highways. As such, MTO requested to be removed from the study mailing-list.	No response required.
City of Toronto Tree Protection & Plan Review (TPPR) Max Dida	Comment received on November 26, 2015 indicated concerns with the west area between Keele Street and Old Weston Road. The TPPR has concerns regarding both City and applicable private tree protection outside <i>Ravine and Natural Features Protection By-law</i> regulated areas, where construction work is in close proximity, or within a tree protection zone.	The Project Team completed an Arborist Report as part of the study which included the documentation of existing conditions, completing an impact assessment, developing a tree preservation plan, and recommending mitigation measures. A tree compensation plan will be developed in the next design phase based on applicable tree compensation ratios in consultation with TRCA and Toronto Urban Forestry.
Hydro One Jacob Potter, Grid Operations Technologist	Comment received on December 1, 2015 confirmed that Hydro One does not own or operate any high voltage underground facilities in the study area. However, Hydro One has overhead facilities since the study area crosses a Hydro One corridor, as such, project notification has been forwarded to applicable Hydro One departments for review.	No response required.
TRCA Daniel Brent, Planner II, Environmental	Comment received on January 6, 2016 noted TRCA concerns with the extensions of Gunns Road and Keele Street, and that the Lavender Creek Ravine has been added as a TRCA regulated area.	The Project Team was in correspondence with TRCA throughout the project, including a joint site visit to the Lavender Creek Ravine on August 15, 2017 to identify constraints associated with the extension of Keele Street.

Agency	Comments Received	Action Taken / Response
Assessment Planning		<p>To address TRCA's concerns, the Project Team explored four alternatives to realign the Keele Street extension to minimize impacts to the Lavender Creek Ravine. Following an evaluation of the four alternatives, a preferred realigned of Keele Street extension was selected, and presented at Public Event #2. Further details are provided in Sections 4.3.4 and 7.1.1.</p> <p>Approval in principal has been obtained for the realigned Keele Street extension, and a permit under TRCA's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses (<i>Ontario Reg. 166/06</i>) will be obtained in the next design phase.</p>
Hydro One Claire Zhang, on behalf of Secondary Land Use Transmission Asset Management	<p>Comments received on January 8, 2016 and March 22, 2016 confirmed that Hydro One has high voltage transmission facilities within the study area. In addition to the existing infrastructure the affected transmission corridor may have provisions for future lines or already contain secondary land uses that should be taken into consideration. Also noted that development should not reduce line clearances or limit access to Hydro One facilities and that all construction activities must maintain the electrical clearance from the transmission line conductors as specified in the OHSAs for the respective line voltage. Hydro One also reiterated that these</p>	<p>Response sent on January 11, 2016 thanking Hydro One for the information provided regarding Hydro One facilities within the study area, and confirming that the Project Team will continue providing Hydro One with project updates as the study progresses.</p> <p>Documentation of the Project Team's efforts to engage and work with Hydro One throughout the study to discuss and resolve concerns are provided in Section 6.3.8.</p>

Agency	Comments Received	Action Taken / Response
	<p>comments do not constitute any form of approval for the project and once more details of the plans are known they must be submitted for further review. The proponent is responsible for all costs associated with modification or relocation of Hydro One facilities as well as any added costs that may have been incurred due to increase efforts to maintain Hydro One facilities.</p>	
Transport Canada EnviroOnt	<p>Comment received on April 4, 2016 provided information on legislation that are administered by Transport Canada, and noted the proposed must self-assess if their project will interact with federal property and require approval under the Acts administered by Transport Canada. Project notification should only be sent to Transport Canada if the project is anticipated to impact federal property or require approval and/or authorization under any Acts administered by Transport Canada.</p>	No response required.
Go Transit Adam Snow	<p>Comment received on September 12, 2016 noted that Metrolinx prefers that vertical clearances for vehicular traffic under railway bridges adhere to the CN standard of 5.3 m. Although the existing clearance is only 4.0 m, a clearance of 4.8 m would represent an improvement, and therefore, Go Transit has no further concerns with the proposed plan.</p>	The recommended plan for the St. Clair widening provides a vertical clearance of 5 m for vehicular traffic as shown in Appendix L.
Metrolinx Elena Horowitz, Manager, GO Expansion (formerly	<p>Comment received on October 25, 2016 noted that the initial Business Case concept is only compatible with all-stop trains operating on Tracks 1 and 2 (Option 1). Metrolinx then noted that to plan for a</p>	Response sent on October 26, 2016 noted that the Project Team will continue with the current design to widen the bridge to accommodate Option 1 (central platform).

Agency	Comments Received	Action Taken / Response
RER) Project Planning	longer-term possibility of operating all-stop trains on Tracks 1 and 4 (Option 2), a side platform would be required on the west/south side of the corridor, in addition to the island platform shown in the IBC concept. Metrolinx noted that this method is preferred. Metrolinx also noted that they will be investigating the feasibility of adding a side platform on the privately owned lands west of the existing corridor.	Potential connections from the west of the bridge will also be explored to understand property implications. Designs will ensure pedestrian/cycling connection opportunities are not precluded.

All records of correspondence are on file with the City of Toronto.

Following PE #1, the Toronto and Region Conservation Authority (TRCA) noted concerns about impacts to the Lavender Creek Ravine located at the terminus of the existing Keele Street. While the Lavender Creek ravine is not shown as a regulated area in the 2015 background data provided by TRCA, nor included on TRCA's online regulation area mapping, TRCA noted that regulation area is text based, which supersedes the mapped regulation limit. As such, TRCA permitting will be required, and mitigation measures must meet TRCA guidelines for impacts to the Lavender Creek ravine.

To minimize impacts to the natural feature, the Project Team explored four additional Keele Street extension realignment options. Based on the evaluation further described in **Section 4.1.5**, the Project Team recommends realigning the extension of Keele Street east of the natural feature. The realignment of Keele Street extension minimizes the impacts to the Lavender Creek ravine and vegetation. Further refinements and measures may be considered through consultation with TRCA during the detailed design stage.

An Environmental Impact Statement (EIS) was prepared for TRCA to document existing conditions, potential impacts to Lavender Creek ravine, and to summarize commitments to future work and recommend mitigation measures based on 10% Functional Design plans. Further correspondence with TRCA will be required during detailed design as the plans are refined.

A copy of the EIS and correspondence with TRCA are included in **Appendix M**.

6.2.1 Metrolinx

Metrolinx representatives were invited to attend the monthly project meetings hosted by the City project manager. This was important to coordinate the progress of the GO Expansion - formerly Regional Express Rail (RER) improvements, St. Clair-Old Weston SmartTrack Station projects and the TMP. Metrolinx was also a member of the TAC.

6.2.2 Toronto Transit Commission (TTC)

TTC staff were invited to attend the monthly project meetings and were members of the TAC. TTC's input were important given the presence of the TTC streetcar right-of-way on St. Clair Avenue West, as well as the need to accommodate surface transit through the study area to serve the future SmartTrack station. In addition, the contemplated addition of a TTC streetcar stop under the Kitchener rail bridge was evaluated in collaboration with TTC to ensure the service along the streetcar route is not negatively impacted. The findings of the TTC streetcar stop addition are detailed in **Section 4.3.1**.

6.2.3 Hydro One and Infrastructure Ontario

Due to the property requirements at 153 Weston Road, a property owned by Hydro One and managed by Infrastructure Ontario (IO), the Project Team has been in correspondence with Hydro One and IO to complete the Public Work Class EA study for the proposed work at 153 Weston Road (i.e. realty transaction). As part of this work, The Project Team corresponded with Hydro One for approved access designs on 153 Weston Road, which were incorporated into the design plans.

As part of the Public Works Class EA, the Project Team submitted a Class EA Report (i.e. Consultation and Documentation Report) to Infrastructure Ontario which describes the project, and document the potential effects, and proposed mitigation measures of the proposed work (i.e. realty transaction). The Public Works Class EA Report will be made available for public review and comments for a 30-day public review period on the IO website, once available.

6.2.4 Turnberry Residents Association

The Project Team met with the Turnberry Residents Association on December 15, 2015, to present the alternative solutions and respond to comments and questions. The meeting was held at 122 Turnberry Avenue from 7:00-8:30pm and was attended by 31 community members, and Ward Councillor Caesar Palacio. Ward Councillor Caesar Palacio was also in attendance. A total of 22 verbal questions and comments were received at this meeting, 5 comment forms, and 2 petitions.

Following the meeting with the Turnberry Residents Association, Ward 17 Councillor Caesar Palacio received petitions from the Turnberry Residents Association and the St. Clair Gardens BIA ranking their preferred options. The Turnberry Residents Association stated that Option #1 was the most preferred option, followed by two suggestions ranked in order of preference to either extend Keele Street to Gunns Road exclusively, or to connect Keele Street to Davenport Road over St. Clair Avenue West with a connection to Gunns Road. The St. Clair Gardens BIA also stated that Option #1 was the most preferred option, followed by two suggestions ranked in order of preference to either extend Keele Street to Davenport Road over St. Clair Avenue West with a connection to Gunns Road, or to extend Davenport Road over the railway tracks to connect with West Toronto Road.

A record of comments, questions, and petitions received from the Turnberry Residents Association are included in **Appendix M**.

The City also met with Turnberry representatives on June 18, 2018 and the Ward 17 constituency office to discuss Vision Zero initiatives and to describe the impacts associated with the recommended solution. The Turnberry Resident Associations were consulted through the study process and looked forward to engaging with the City's Vision Zero office to enhance the safety of vulnerable street users.

6.3 Agency and Stakeholder Meetings

Meetings were held with various committees, agencies and utility providers throughout the study. The following section summarizes the key issues, concerns, and resolutions with each agency.

6.3.1 Technical Advisory Committee

To supplement the guidance and direction provided by the project team, details of the study were presented to and reviewed by a technical advisory committee (TAC). The technical advisory committee consisted of representation from the following agencies and departments who were involved throughout the project.

6.3.2 Metrolinx

The City and WSP met with Metrolinx and its consultant 4-Transit on March 14, 2018, to discuss potential property requirements and conflicts associated with the extension of Davenport Road from Old Weston Road to Union Street. Metrolinx and its team had sent the City a map showing the property required for the provision of an additional Canadian Pacific (CP) rail track on the Kitchener GO Rail corridor through the study area. The additional track requires a small portion of land identified for the Davenport Extension. Metrolinx and the City are working together to address the conflict and further work will be carried out during the detailed engineering design stages.

6.3.3 Toronto Transit Commission

Meetings were held with the Toronto Transit Commission (TTC) throughout the study to address specific TTC-related matters. In particular, WSP and the City met with TTC to confirm the feasibility of the proposed TTC streetcar right-of-way within the widened section of St. Clair Avenue West. Matters such as radius to accommodate TTC buses, bus routes, bus stop locations, and the feasibility of adding a new streetcar stop under the Kitchener GO Rail overpass were also discussed in various meetings involving TTC.

6.3.4 Constructability Workshops

At the onset of the TMP, constructability workshops were held with WSP, City staff, Metrolinx and their sub-consultant, and CP rail. The purpose of the workshops was to establish the construction staging and method for the replacement of the St. Clair rail bridge. This was required given the number of rail operations in place and the need to maintain services (i.e., UP Express) through the bridge replacement process. The proposed Gunns Road rail bridge was also discussed since it involves the same stakeholders and similar design parameters. Documentation of the constructability workshops are provided in **Appendix M**.

6.3.5 CP Section

The City conducted multiple full day workshops to incorporate future rail infrastructure, including widening the St. Clair rail bridge by 10 m to accommodate a fourth Kitchener GO rail track and protecting for a second CP track. The lands required to incorporate these rail facilities continues to be refined to minimize property impacts, including potential impacts to the Davenport Extension. The City will continue to work with CP after the ESR is complete to address any outstanding property acquisition items related to Metrolinx property requirements during the detailed engineering design phase.

6.3.6 Utilities

The Project Team met and coordinated on utility-related matters including meetings with Toronto Water, and the Toronto Public Utilities Coordination Committee (TPUCC). The input from the various servicing and utility companies formed important input for the development of the design of the proposed alternatives. Details of the correspondences with the utility providers and service operators are provided in **Appendix M**.

6.3.7 Toronto and Region Conservation Authority

A site visit to the Lavender Creek Ravine, a natural feature located at the terminus of existing Keele Street, was held on August 15, 2017, with representatives from the Toronto and Region Conservation Authority (TRCA), City of Toronto, and WSP. The purpose of this meeting was to identify constraints associated with the extension of Keele Street to Gunns Road.

TRCA confirmed that the ravine area is considered a natural heritage feature and is regulated by TRCA and impacts will require a permit under *Ontario Regulation 166/06*. TRCA has confirmed the watercourse at the terminus of Keele St. has been determined to be a stormwater feature and not a watercourse. However, the watercourse is still included a part of the natural heritage feature. To minimize impacts to the Lavender

Creek Ravine, the Project Team explored four additional alignments to the extension of Keele Street, which is detailed further in **Section 7.1.1**.

6.3.8 Hydro One and Infrastructure Ontario

The Project Team met with Hydro One and Infrastructure Ontario on June 25, 2018, to provide a project update and to discuss next steps in the property transaction process.

The City met with Hydro One on February 10, 2016 to provide project progress, discuss impacts and to engage Hydro One on appropriate processes and design review.

The City also met with Hydro One on the following dates to discuss how the proposed Gunns Road extension design accommodates the necessary Hydro One facilities, as well as potential conflicts with the Metrolinx SmartTrack/GO Expansion work.

- September 24, 2018
- February 10, 2016
- June 25, 2018
- September 24, 2018
- September 26, 2018
- November 8, 2018
- November 22, 2018

6.3.9 Impacted Property Owner Meetings

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 PE #2 to discuss property related questions and concerns with owners. Of the 30 property owners who were contacted, a total of 29 property owners contacted City staff in follow up, including 25 property owners who met with City staff.

6.3.10 SmartTrack St. Clair-Old Weston Station Stakeholder Meetings

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, and March 1, 2018. SmartTrack St. Clair-Old Weston Station stakeholder meetings included participation from representatives from: Corso Italia BIA, a local industrial business, Davenport Village Community Association, Friends of the West Toronto Railpath, local developers, Mount Dennis Community Association, Options for Davenport, St. Clair Gardens BIA, Tedesco Engineering, and Weston

Consulting.

All materials and a record of information received through the SmartTrack Station meetings are available on the SmartTrack website:

<http://smartrack.to/smartrack/smartrack-project-materials>.

6.3.11 Public Event #1

Public Event (PE) #1 was held on December 2, 2015 at the Joseph J. Piccininni Community Centre from 6:30 p.m. to 8:30 p.m. The format of the meeting was a drop-in centre with display panels from 6:30pm - 7:00pm, presentation at 7:00pm, followed by a question and answer period. Attendees were able to review panel displays until 8:30pm, which provided participants the opportunity to further discuss the project with the Project Team. Live translation through an interpreter was available at the public event in Italian and Portuguese.

The purpose of PE #1 was to present an overview and background of the St. Clair Avenue West Area Transportation Master Plan, present the alternative solutions and evaluation criteria and receive stakeholder feedback, and listen to stakeholder concerns and respond to comments and questions. Copies of the display material, online comment form, and the presentation were made available on the project website in advance of the meeting date.

PE #1 was attended by approximately ninety-seven (97) participants who signed-in at the register. To encourage public participation, an interactive exercise was developed by the “Alternatives and Evaluation Criteria” panel. A large map of the study area was also available for participants to mark-up and provide comments directly on the map.

Various opportunities were provided to stakeholders and members of the public to submit comments and ask questions at PE #1 and throughout the duration of the comment period that concluded on December 18, 2015. The key comments received about the proposed alternatives and evaluation criteria are summarized in the Public Consultation Report #1 in **Appendix M**. A summary of the key external agency and public comments received during and following PE #1 and responses is provided in **Exhibit 6-2**.

Exhibit 6-2: Summary of Key External Agency and Public Comments Received during PE #1 and Responses

Key Comment	Project Team Response
Support for widening St. Clair Avenue to relieve vehicle congestion in the area.	Support for widening St. Clair Avenue between Keele St and Old Weston Rd has been noted.
Concern about increased traffic volumes, including truck traffic, on local streets as a result of the Gunns Road extension.	The new arterial road connections will provide effective routes, minimizing the potential of cut-through traffic on local streets.
Concern about new road connections having negative impacts on property value	New road connections may have positive or negative impacts on property value. These impacts have been considered as part of the socio-economic environmental evaluation.
Concerns about construction timing, duration and costs.	The City is working with Metrolinx to coordinate construction of the St. Clair TMP infrastructure improvements with SmartTrack. As part of this work, construction staging and traffic management plans will be developed to manage the impact of construction on the community. Construction is anticipated to occur between 2020 and 2025. In late 2018, Metrolinx announced a new market-driven, transit oriented development approach for all new SmartTrack stations, including the St. Clair/Weston station. The City is currently reviewing this new approach, and continues to work with the Province and Metrolinx to advance transit in the City. The City continues to pursue a partnership with Metrolinx while independently pursuing St. Clair TMP related City-led projects.
Specific comments about the proposed alternative alignments.	The Project Team considered and responded to all comments and suggestions on the proposed alternative routes.
Many of the alternatives are car-centric and do not connect to any cycling networks, such as extension	Cycling facilities are proposed on each of the Gunns Road, Keele Street and Davenport Road extensions as well as on Union Street. An

Key Comment	Project Team Response
north of West Toronto Rail Path.	opportunity to extend the West Toronto Rail Path northwesterly to the Lavender Trail is also proposed through a multi-use trail along the Davenport Road and Gunns Road extensions.
Suggestions for new alternative routes.	The Project Team considered three (3) additional alternatives based on feedback from PE #1: Extend Davenport Rd to West Toronto St Extend Davenport Rd to Gunns Rd Extend Keele St & Davenport Rd to Union St, alongside the rail corridor. These alternatives were not recommended for further analysis due conflicts with future SmartTrack station, resulting poor traffic operations on Keele Street, and/or high property impacts.
Concerns about impacts on the natural feature south of the existing Keele Street terminus.	The City is working with the Toronto and Region Conservation Authority (TRCA) to develop an alignment and design that minimizes impacts to the Lavender Creek ravine and vegetation.

6.3.12 Public Event #2

Public Event (PE) #2 was held on June 23, 2018 at The Symes (150 Symes Road) from 1:00 p.m. to 3:00 p.m., and on June 25, 2018 from 6:00 p.m. to 8:30 p.m. at the Joseph J. Piccininni Community Centre (1368 St. Clair Avenue West). The format of the meeting was a drop-in centre with display panels where attendees were able to review panel displays and to ask questions, comment or further discuss the project with the Project Team. Representatives from TTC and Metrolinx were also in attendance to respond to inquiries regarding the proposed changes to the TTC routes associated with the infrastructure improvements in the study area, and the St. Clair-Old Weston SmartTrack Station. Live translation through an interpreter was also available at the public event in Italian and Portuguese.

The purpose of PE #2 was to provide an overview and project update, the evaluation of alternatives, present the recommended improvements selected, potential impacts and proposed mitigation measures, and next steps. Renderings of each of the recommended improvements were also displayed, as well as panels describing the St. Clair Old-Weston SmartTrack Station. Copies of the display material, and online comment form were made available on the project website in advance of the PE.

PE #2 was attended by over 100 participants over the two days. Large maps of each of the alternatives were available for participants to mark-up and provide comments directly on the map. Members of the public were also encouraged to submit comment forms either at PE #2, or to submit comments via phone, email, fax or a written letter to the City by July 8, 2018 for consideration in the study. A hard copy feedback form was available at PE #2, and an 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. A total of 106 comments were received at and following PE #2. Key comments received about the proposed alternatives and evaluation criteria are summarized in the Public Consultation Report #2 in **Appendix M**. A summary of the key external agency and public comments received during and following PE #2 and responses is provided in **Exhibit 6-3**.

Exhibit 6-3: Summary of Key External Agency and Public Comments Received during PE #2 and Responses

Key Comments	Project Team Response
Concerns regarding impact to property (e.g. quality, location, and property value)	Concerns have been reviewed and considered by City Staff. 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, and time lines.
Comments supporting the inclusion of cycling facilities, and expressed support for bike facilities on Davenport/Union to be extended as a multi-use trail, and others preferred a bike lane.	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.

Key Comments	Project Team Response
	<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>Questions on the design of some of the recommendations, and if road widths could be increased to plan for future road capacity.</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 was assessed in the development of the SmartTrack station plan.</p>
<p>Concerns 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 concerns 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>Future changes involving traffic calming and restrictions can be considered with residents 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 as part of detailed design to protect vulnerable street users. Adequate trail widths, signage, and lighting are being followed to improve safety in all locations.</p>

Key Comments	Project Team Response
<p>Concerns regarding construction timing, impacts on local businesses, residents, quality of life, residential structures, and neighbourhood traffic.</p> <p>Suggestions were made on which improvements should be constructed first to alleviate congestion.</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>

6.3.13 Indigenous Community Engagement

Indigenous communities and organizations were contacted by the Project Team at key milestones throughout the study process. Aboriginal Affairs and Northern Development Canada and the Ministry of Aboriginal Affairs were sent letters to identify any Aboriginal communities that may have an interest in the study. The following Indigenous Communities were contacted by the Project Team:

- Alderville First Nation
- Curve Lake First Nation
- Hiawatha First Nation (Mississauga of Rice Lake)"
- Mississaugas of Scugog Island First Nation
- Mississaugas of the Credit First Nation
- Kawartha Nishnawbe First Nation
- Huron Wendat First Nation

Indigenous communities have expressed a low level of concern in the project to the Project Team, and requested to be kept informed of the study.

The City of Toronto recognizes that the study area is within Mississaugas of the Credit First Nation territory land. As such, the City entered into an agreement with the Mississaugas of the Credit First Nation for a field liaison representative to be present during Stage 2 archaeological assessment work for the study. This is further discussed in **Section 7.3.1**.