



Don Mills Crossing New Pedestrian & Cycling Bridge Over Rail Corridor

Municipal Class Environmental Assessment - Phases 3 and 4

Public Consultation Summary

toronto.ca/DonMillsCrossingBridge

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Introduction

The City of Toronto developed designs for a new pedestrian and cycling bridge over the Canadian Pacific Rail (CPR) corridor to connect the existing Don Mills Trail to the Wynford Drive Extension within the future Crosstown Development at Don Mills Road and Eglinton Avenue East.

This bridge would provide a new multi-use trail connection and access to enjoy the ravine and its natural heritage.

The study followed Phases 3 and 4 of the Municipal Class Environmental Assessment (MCEA), a planning and decision-making process for implementing infrastructure projects. Phases 1 and 2 were previously completed within the [Don Mills Crossing Mobility Planning Study](#) in 2019.

Recommended design elements include the following:

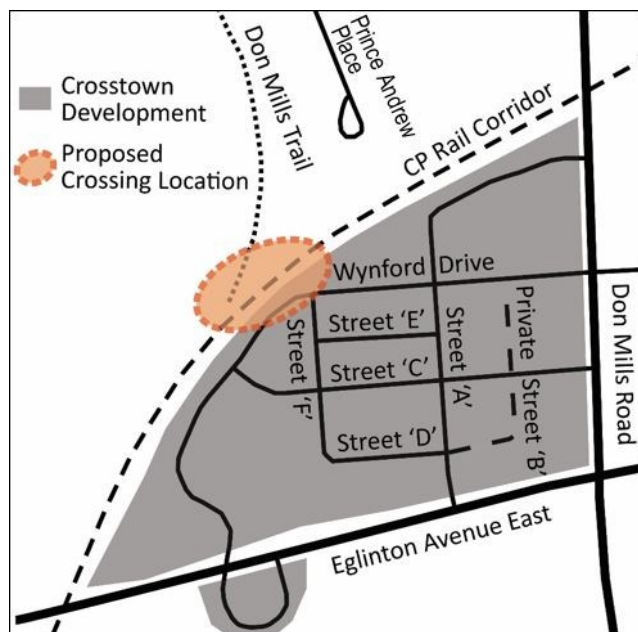
- 6.1 metre wide open-air bridge for pedestrians and cyclists
- Steel I-girder structure using a “steel ribbon” concept for concealing the substructure beneath bridge
- Accessible by elevated ramps on piers approximately 200 meters long on each side with a grade of no more than 5 per cent
- An additional staircase connecting the bridge for more direct travel to Street ‘C’

Further elements, such as lighting, public art, signage, and landscaping, will be decided during detail design after completion of this study.

Public consultation for this study was carried out online through self-explanatory information panels (PDF) and web based feedback form presented on the project web page at:

toronto.ca/DonMillsCrossingBridge

The official comment period was from **March 1 to March 22, 2021** (although the full web page was available from February 12, 2021 and began receiving comments shortly thereafter).



Agency Notification

Study notice was circulated to the City's Public Consultation Unit's standard Transportation Project Agency Contact List on March 1, 2021.

See list of agencies and departments contacted in Appendix 1.

Indigenous Communities Consultation

Following direction received in a letter from Ministry of the Environment, Conservation and Parks (MECP) on March 25, 2021 (*see Appendix 2*) the Public Consultation Unit made best efforts to consult with the following communities who have been identified as potentially affected by the proposed project:

- Mississaugas of the Credit First Nation
- Six Nations of the Grand River, including:
 - Six Nations Elected Council
 - Haudenosaunee Confederacy Chiefs Council

The letter also recommended the Huron-Wendat Nation if there were potential archeological impacts, which there are not.

A personalized letter, copy of the public notice, and a copy of the Stage 1 Archaeological Assessment report, were sent via email to formal contacts for each community, on May 11, 2021 and again on June 7, 2021.

A response was received from Fawn Sault, Consultation Coordinator, Department of Consultation and Accommodation, Mississaugas of the Credit First Nation.

A copy of the letters and email responses are included in the Appendix 2.

Other Channels

The project web page was shared with and promoted by the local Councillor, urban design focused web forums, and active transportation blogs and social media.

Communications Received

Throughout the study all public materials invited engagement with City of Toronto public consultation staff with listed contact including phone, email, and postal address. All significant comments and responses were tracked and addressed.

As a result of the public consultation efforts, the project team received and responded to the following communications:

- 33 completed feedback forms
- 18 emails
- 4 phone calls

From communications received, the project compiled an email list of 54 stakeholder contacts.

A summary log of the comment and response tracking is included in Appendix 5.

Public Feedback

Based on the responses received, general public feedback can be described concisely as follows:

Popular support for the bridge, but also questions on the rationale for the recommended design. Requests for optimizing connections to the local trail and cycling network on both sides of the bridge.

Several respondents asked critical questions about the following:

- Will this project provide for a connection to formalize the existing west-side access to Leslie Street (which is currently informal passage on private property)?
- Why was the tunnel design not recommended?
- Why does the east side connection go north rather than south?

Respondents also made a range of design suggestions, including:

- Consider further separation of cyclists and pedestrians
- Consider wind and snow and snow impact on bridge users
- Provide seating where possible
- Ensure connections at the street are safe and well separated

Many suggestions relate to the detailed design and also maintenance, such as snow clearing.

See response data from the online feedback form in Appendix 6.

Study Response

In response to the questions and issues raised during the public consultation, the study team updated the project web and emailed the project list on June 29, 2021 with information addressing the following:

- Tunnel Option Not Recommended
- Why the East Side Ramp Goes North, Not South or Switchback
- Project Timing
- Cycling Connections: East Side of Rail Corridor
- Cycling Connections: West Side of Rail Corridor
- Separating Cyclists and Pedestrians – Design and Rational
- Alternate Bridge Locations Considered (Don Mills Crossing MPS)
- Snow Clearing
- Lighting

See a copy of this web content in Appendix 7.

Appendix 1 – Agency List

- Beanfield Metroconnect
- Bell Canada
- Canada Lands Corporation
- Canada Post Delivery
- CN Rail
- Cogeco Data Services Inc./Aptum Technologies (Canada) Inc.
- CP Rail
- Enbridge Pipeline Inc.
- Enwave Energy Corporation
- Hydro One Inc.
- Imperial Oil
- Metro Fibrewerx
- Metrolinx
- Ministry of Community Safety and Correctional Services
- Ministry of Environment, Conservation & Parks (MOECP)
- Ministry of Heritage, Sport, Tourism and Cultural Industries
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources and Forestry
- Ministry of the Environment and Climate Change
- National Defence Canada
- Ontario Power Generation
- Prestige Telecom
- Rogers Cable Systems
- Rogers Telecommunications
- Sun-Canadian Pipe Line Company Ltd.
- TELUS
- TeraSpan
- Toronto & Region Conservation Authority (TRCA)
- Toronto Hydro
- Trans Northern Pipe Line
- Videotron Ltd.
- Zayo (formerly Allstream)
- Zoya Group

Appendix 2 – Indigenous Communities Correspondence

Ministry of the Environment,
Conservation and Parks

Environmental Assessment Branch

1st Floor
135 St. Clair Avenue W
Toronto [ON M4V 1P5](#)
Tel.: 416 314-8001
Fax.: 416 314-8452

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

*Direction des évaluations
environnementales*

Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto [ON M4V 1P5](#)
Tél. : 416 314-8001
Télééc. : 416 314-8452



March 25, 2021

File No.: EA 01-06-05

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Toronto, ON M5V 3C6
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416-338-2830

Re: **Don Mills Crossing New Pedestrian & Cycling Bridge Over Rail Corridor
City of Toronto
Municipal Class EA
Response to Notice of Public Consultation**

Dear Mr. Diceman,

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

The **updated (February 2021)** attached "Areas of Interest" document provides guidance regarding the ministry's interests with respect to the Class EA process. Please address all areas of interest in the EA documentation at an appropriate level for the EA study. Proponents who address all the applicable areas of interest can minimize potential delays to the project schedule. **Further information is provided at the end of the Areas of Interest document relating to recent changes to the Environmental Assessment Act through Bill 197, Covid-19 Economic Recovery Act 2020.**

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

The proposed project may have the potential to affect Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982. Where the Crown's duty to consult is triggered in relation to the proposed project, **the MECP is delegating the procedural aspects of rights-based consultation to the proponent through this letter.** The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit.

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

- Mississaugas of the Credit First Nation
- Six Nations of the Grand River (both the Six Nations Elected Council and the Haudenosaunee Confederacy Chiefs Council)
- Huron-Wendat Nation (only if there are potential archeological impacts)

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

Please also refer to the attached document "A Proponent's Introduction to the Delegation of Procedural Aspects of consultation with Aboriginal Communities" for further information, including the MECP's expectations for EA report documentation related to consultation with communities.

The proponent must contact the Director of Environmental Assessment Branch (EABDirector@ontario.ca) under the following circumstances subsequent to initial discussions with the communities identified by MECP:

- Aboriginal or treaty rights impacts are identified to you by the communities
- You have reason to believe that your proposed project may adversely affect an Aboriginal or treaty right
- Consultation with Indigenous communities or other stakeholders has reached an impasse
- A Part II Order request is expected on the basis of impacts to Aboriginal or treaty rights

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

Should you or any members of your project team have any questions regarding the material above, please contact me at chunmei.liu@ontario.ca.

Yours truly,



Chunmei Liu
Regional Environmental Assessment Coordinator – Central Region

cc Katy Potter, Supervisor, Environmental Assessment Services, MECP
Jimena Caicedo, Manager, Toronto District Office, MECP

Attach: Areas of Interest

A Proponent's Introduction to the Delegation of Procedural Aspects of Consultation with
Aboriginal Communities

AREAS OF INTEREST (v. February 2021)

It is suggested that you check off each section after you have considered / addressed it.

Planning and Policy

- Projects located in MECP Central Region are subject to [A Place to Grow: Growth Plan for the Greater Golden Horseshoe \(2020\)](#). Parts of the study area may also be subject to the [Oak Ridges Moraine Conservation Plan \(2017\)](#), [Niagara Escarpment Plan \(2017\)](#), [Greenbelt Plan \(2017\)](#) or [Lake Simcoe Protection Plan \(2014\)](#). Applicable plans and the applicable policies should be identified in the report, and the proponent should describe how the proposed project adheres to the relevant policies in these plans.
- Additionally, if the project is located within the boundaries of the Lake Simcoe Protection Plan, we also strongly recommend that the project team review the information and resources available on the province's website related to protecting Lake Simcoe found here: <https://www.ontario.ca/page/protecting-lake-simcoe>, including the Lake Simcoe phosphorus reduction strategy.
- The [Provincial Policy Statement \(2020\)](#) contains policies that protect Ontario's natural heritage and water resources. Applicable policies should be referenced in the report, and the proponent should describe how the proposed project is consistent with these policies.
- In addition to the provincial planning and policy level, the report should also discuss the planning context at the municipal and federal levels, as appropriate.

Source Water Protection

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

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

significant risks to drinking water and must have regard for policies that address moderate or low risks.

- In October 2015, the MEA Parent Class EA document was amended to include reference to the Clean Water Act (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring with a vulnerable area. **Given this requirement, please include a section in the report on source water protection.**
 - The proponent should identify the source protection area and should clearly document how the proximity of the project to sources of drinking water (municipal or other) and any delineated vulnerable areas was considered and assessed. Specifically, the report should discuss whether or not the project is located in a vulnerable area and provide applicable details about the area.
 - If located in a vulnerable area, proponents should document whether any project activities are prescribed drinking water threats and thus pose a risk to drinking water (this should be consulted on with the appropriate Source Protection Authority). Where an activity poses a risk to drinking water, the proponent must document and discuss in the report how the project adheres to or has regard to applicable policies in the local source protection plan. This section should then be used to inform and be reflected in other sections of the report, such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives etc.
- While most source protection plans focused on including policies for significant drinking water threats in the WHPAs and IPZs it should be noted that even though source protection plan policies may not apply in HVAs, these are areas where aquifers are sensitive and at risk to impacts and within these areas, activities may impact the quality of sources of drinking water for systems other than municipal residential systems.
- In order to determine if this project is occurring within a vulnerable area, proponents can use this mapping tool: <http://www.applications.ene.gov.on.ca/swp/en/index.php>. Note that various layers (including WHPAs, WHPA-Q1 and WHPA-Q2, IPZs, HVAs, SGRAs, EBAs, ICAs) can be turned on through the “Map Legend” bar on the left. The mapping tool will also provide a link to the appropriate source protection plan in order to identify what policies may be applicable in the vulnerable area.
- For further information on the maps or source protection plan policies which may relate to their project, proponents must contact the appropriate source protection authority. **Please consult with the local source protection authority to discuss potential impacts on drinking water. Please document the results of that consultation within the report and include all communication documents/correspondence.**

More Information

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

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

□ Climate Change

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

• The MECP expects proponents of Class EA projects to:

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

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

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

□ Air Quality, Dust and Noise

- If there are sensitive receptors in the surrounding area of this project, a quantitative air quality/odour impact assessment will be useful to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment can be determined based on the potential effects of the proposed alternatives, and typically includes source and receptor characterization and a quantification of local air quality impacts on the sensitive receptors and the environment in the study area. The assessment will compare to all applicable standards or guidelines for all contaminants of concern. **Please contact this office for further consultation on the level of Air Quality Impact Assessment required for this project if not already advised.**
- If a quantitative Air Quality Impact Assessment is not required for the project, the MECP expects that the report contain a qualitative assessment which includes:
 - A discussion of local air quality including existing activities/sources that significantly impact local air quality and how the project may impact existing conditions;
 - A discussion of the nearby sensitive receptors and the project's potential air quality impacts on present and future sensitive receptors;
 - A discussion of local air quality impacts that could arise from this project during both construction and operation; and
 - A discussion of potential mitigation measures.

- As a common practice, “air quality” should be used as an evaluation criterion for all road projects.
- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the study area are not adversely affected during construction activities.
- The MECP recommends that non-chloride dust-suppressants be applied. For a comprehensive list of fugitive dust prevention and control measures that could be applied, refer to [Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities](#) report prepared for Environment Canada. March 2005.
- The report should consider the potential impacts of increased noise levels during the operation of the completed project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

Ecosystem Protection and Restoration

- Any impacts to ecosystem form and function must be avoided where possible. The report should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.
- Natural heritage and hydrologic features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. The following sensitive environmental features may be located within or adjacent to the study area:
 - Key Natural Heritage Features: Habitat of endangered species and threatened species, fish habitat, wetlands, areas of natural and scientific interest (ANSIs), significant valleylands, significant woodlands; significant wildlife habitat (including habitat of special concern species); sand barrens, savannahs, and tallgrass prairies; and alvars.
 - Key Hydrologic Features: Permanent streams, intermittent streams, inland lakes and their littoral zones, seepage areas and springs, and wetlands.
 - Other natural heritage features and areas such as: vegetation communities, rare species of flora or fauna, Environmentally Sensitive Areas, Environmentally Sensitive Policy Areas, federal and provincial parks and conservation reserves, Greenland systems etc.

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

Species at Risk

- The Ministry of the Environment, Conservation and Parks has now assumed responsibility of Ontario’s Species at Risk program. Information, standards, guidelines, reference materials and technical resources to assist you are found at <https://www.ontario.ca/page/species-risk>.
- The Client’s Guide to Preliminary Screening for Species at Risk (Draft May 2019) has been attached to the covering email for your reference and use. Please review this document for next steps.
- For any questions related to subsequent permit requirements, please contact SAROntario@ontario.ca.

□ **Surface Water**

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

□ **Groundwater**

- The status of, and potential impacts to any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the report.
- If the potential construction or decommissioning of water wells is identified as an issue, the report should refer to Ontario Regulation 903, Wells, under the OWRA.

- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.
- Any potential approval requirements for groundwater taking or discharge should be identified in the report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, with the exception of certain water taking activities that have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the [Water Taking User Guide for EASR](#) for more information.
- Consultation with the railroad authorities is necessary wherever there is a plan to use construction dewatering in the vicinity of railroad lines or where the zone of influence of the construction dewatering potentially intercepts railroad lines.

Excess Materials Management

- In December 2019, MECP released a new regulation under the Environmental Protection Act, titled “On-Site and Excess Soil Management” (O. Reg. 406/19) to support improved management of excess construction soil. This regulation is a key step to support proper management of excess soils, ensuring valuable resources don’t go to waste and to provide clear rules on managing and reusing excess soil. New risk-based standards referenced by this regulation help to facilitate local beneficial reuse which in turn will reduce greenhouse gas emissions from soil transportation, while ensuring strong protection of human health and the environment. The new regulation is being phased in over time, with the first phase in effect on January 1, 2021. For more information, please visit <https://www.ontario.ca/page/handling-excess-soil>.
- The report should reference that activities involving the management of excess soil should be completed in accordance with O. Reg. 406/19 and the MECP’s current guidance document titled “Management of Excess Soil – A Guide for Best Management Practices” (2014).
- All waste generated during construction must be disposed of in accordance with ministry requirements

Contaminated Sites

- Any current or historical waste disposal sites should be identified in the report. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the EPA may be required for land uses on former disposal sites. We recommend referring to the [MECP’s D-4 guideline](#) for land use considerations near landfills and dumps.
 - Resources available may include regional/local municipal official plans and data; provincial data on [large landfill sites](#) and [small landfill sites](#); Environmental Compliance Approval information for waste disposal sites on [Access Environment](#).

- Other known contaminated sites (local, provincial, federal) in the study area should also be identified in the report (Note – information on federal contaminated sites is found on the Government of Canada's [website](#)).
- The location of any underground storage tanks should be investigated in the report. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.
- Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act* (EPA) and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. Please contact the appropriate MECP District Office for further consultation if contaminated sites are present.

□ **Servicing, Utilities and Facilities**

- The report should identify any above or underground utilities in the study area such as transmission lines, telephone/internet, oil/gas etc. The owners should be consulted to discuss impacts to this infrastructure, including potential spills.
- The report should identify any servicing infrastructure in the study area such as wastewater, water, stormwater that may potentially be impacted by the project.
- Any facility that releases emissions to the atmosphere, discharges contaminants to ground or surface water, provides potable water supplies, or stores, transports or disposes of waste must have an Environmental Compliance Approval (ECA) before it can operate lawfully. Please consult with MECP's Environmental Permissions Branch to determine whether a new or amended ECA will be required for any proposed infrastructure.
- We recommend referring to the ministry's [environmental land use planning guides](#) to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.

□ **Mitigation and Monitoring**

- Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the report and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly.
- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- The proponent's construction and post-construction monitoring plans must be documented in the report, as outlined in Section A.2.5 and A.4.1 of the MEA Class EA parent document.

□ Consultation

- The report must demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all stakeholder consultation efforts undertaken during the planning process. This includes a discussion in the report that identifies concerns that were raised and **describes how they have been addressed by the proponent** throughout the planning process. The report should also include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments (as directed by the Class EA to include full documentation).
- Please include the full stakeholder distribution/consultation list in the documentation.

□ Class EA Process

- If this project is a Master Plan: there are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. **The Master Plan should clearly indicate the selected approach for conducting the plan**, by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule B or C projects. Please note that any Schedule B or C projects identified in the plan would be subject to Part II Order Requests under the Environmental Assessment Act, although the plan itself would not be. **Please include a description of the approach being undertaken (use Appendix 4 as a reference).**
- If this project is a Master Plan: Any identified projects should also include information on the MCEA schedule associated with the project.
- The report should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment (including planning, natural, social, cultural, economic, technical). The report should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments, cultural heritage assessments) such that all potential impacts can be identified, and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the report.
- Please include in the report a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including but not limited to, MECP's PTTW, EASR Registrations and ECAs, conservation authority permits, species at risk permits, MTO permits and approvals under the *Impact Assessment Act, 2019*.
- Ministry guidelines and other information related to the issues above are available at <http://www.ontario.ca/environment-and-energy/environment-and-energy>. We encourage you to review all the available guides and to reference any relevant information in the report.

Amendments to the EAA through the Covid-19 Economic Recovery Act, 2020

Once the EA Report is finalized, the proponent must issue a Notice of Completion providing a minimum 30-day period during which documentation may be reviewed and comment and input can be submitted to the proponent. The Notice of Completion must be sent to the appropriate MECP

Regional Office email address (for projects in MECP Central Region, the email is eanotification.cregion@ontario.ca).

The public has the ability to request a higher level of assessment on a project if they are concerned about potential adverse impacts to constitutionally protected Aboriginal and treaty rights. In addition, the Minister may issue an order on his or her own initiative within a specified time period. The Director (of the Environmental Assessment Branch) will issue a Notice of Proposed Order to the proponent if the Minister is considering an order for the project within 30 days after the conclusion of the comment period on the Notice of Completion. At this time, the Director may request additional information from the proponent. Once the requested information has been received, the Minister will have 30 days within which to make a decision or impose conditions on your project.

Therefore, the proponent cannot proceed with the project until at least 30 days after the end of the comment period provided for in the Notice of Completion. Further, the proponent may not proceed after this time if:

- a Part II Order request has been submitted to the ministry regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, or
- the Director has issued a Notice of Proposed order regarding the project.

Please ensure that the Notice of Completion advises that outstanding concerns are to be directed to the proponent for a response, and that in the event there are outstanding concerns regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, Part II Order requests on those matters should be addressed in writing to:

Minister Jeff Yurek
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto ON M7A 2J3
minister.mecp@ontario.ca

and

Director, Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Ave. W, 1st Floor
Toronto ON, M4V 1P5
EABDirector@ontario.ca

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

DEFINITIONS

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

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

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

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

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

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

I. PURPOSE

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

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

II. WHY IS IT NECESSARY TO CONSULT WITH ABORIGINAL COMMUNITIES?

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

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

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

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

III. THE CROWN'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS

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

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

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

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

IV. THE PROPONENT'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

V. WHAT ARE THE ROLES AND RESPONSIBILITIES OF ABORIGINAL COMMUNITIES' IN THE CONSULTATION PROCESS?

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

- responding to the consultation notice;
- engaging in the proposed consultation process;
- providing relevant documentation;

- clearly articulating the potential impacts of the proposed project on Aboriginal or treaty rights; and
- discussing ways to mitigate any adverse impacts.

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

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

VI. WHAT IF MORE THAN ONE PROVINCIAL CROWN MINISTRY IS INVOLVED IN APPROVING A PROPONENT'S PROJECT?

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

Policy, Planning,
Finance & Administration

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

Reply to: Jason Diceman
Public Consultation Unit
Tel: 416-338-2830
Fax: 416-392-2974
TTY: 416-338-0889
Email: Jason.Diceman@toronto.ca

May 11, 2021

Mississaugas of the Credit First Nation
Department of Consultation and Accommodation (DOCA)
4065 Hwy 6
Hagersville ON N0A 1H0

**Re: Recommended Design – Don Mills Crossing Municipal Class EA Study
"Schedule C" Process**

Dear Chief R. Stacey LaForme, Mark LaForme & Fawn Sault,

The City of Toronto is carrying out a Municipal Class Environmental Assessment Study (Schedule C) for the Don Mills Crossing - New Pedestrian & Cycling Bridge Over Rail Corridor. The purpose of the study is to develop designs for a new pedestrian and cycling bridge over the Canadian Pacific Rail (CPR) corridor to connect the existing Don Mills Trail to the Wynford Drive Extension within the future Crosstown Development at Don Mills Road and Eglinton Avenue East.

All stakeholders will be provided with an opportunity to review, comment on and discuss all options.

For your reference, we have enclosed a copy of the online **public consultation notice**, which includes a summary of the recommended design alternative, as well as the **Stage 1 Archaeological Assessment report**. The report notes that the study area does not contain any archaeological potential due to the significant land disturbance previously assessed and further archaeological assessment is not required.

Further information about the study can be found at toronto.ca/DonMillsCrossingBridge

The City of Toronto will continue to notify you about the study as it progresses. Your input is important. If you require additional information or would like to meet with the City to discuss this project further, please contact me at your earliest convenience.

Sincerely,



Jason Diceman
Senior Public Consultation Coordinator
Public Consultation Unit
City of Toronto

April 16,2021

VIA EMAIL

Jason Diceman
Sr. Public Consultation Coordinator
City of Toronto
jason.diceman@toronto.ca

Dear Jason,

RE: MCFN Response to the Don Mills Crossing Trail Bridge Study

Confirmation of Receipt

I am writing on behalf of the Mississaugas of the Credit First Nation (“MCFN”) to acknowledge that we have received your above named communication, dated March 9,2021 .

Outline of MCFN Rights and Territory

In 1805 , the Crown and MCFN entered into Toronto Purchase Treaty, No. 13 (1805) regarding the lands in which your project is situated.

The Mississaugas of the Credit First Nation are the descendants of the “River Credit” Mississaugas. The undisputed Territory of the MCFN is defined as a Territory commencing at Long Point on Lake Erie thence eastward along the shore of the Lake to the Niagara River. Then down the River to Lake Ontario, northward along the shore of the Lake to the River Rouge east of Toronto then up that river to the dividing ridges to the head waters of the River Thames then southward to Long Point, the place of the beginning. Our Territory encompasses the lands and waters that were used and occupied by our Ancestors. Territories are usually large tracts of land that reflect the breadth required for seasonal activities and habitation and changes in those movement patterns through time. Through Treaties with the Crown, MCFN agreed to share our Territory with newcomers. However, not all of MCFN’s Territory has been dealt with through a Treaty.



With the exception of a small part of the Credit River, our Treaties with the Crown did not deal with the water parts of our Territory. We have not agreed to share any part of our waters with settlers. We formally gave notice to the Crown of this claim in 2016. We note that any lands that have been artificially created on our waters have also not been dealt with by any Treaty.

Like our ancestors before us, we continue to use the lands, waters, and watershed ecosystems within our Territory for a variety of livelihood, harvesting, ceremonial and spiritual purposes. We have always exercised governance functions and stewardship in order to protect our Territory, conserve the fish and wildlife that depend upon it, and ensure its ongoing ability to sustain our people. We assert that our Aboriginal and treaty rights fundamentally entitle us to continue to act as stewards of our Territory, to be involved in decisions that affect it, and to participate in the ongoing, responsible management of the resources it provides.

Duty to Consult and Accommodate

As you will know, the Crown has a constitutional duty to consult and accommodate MCFN in respect of any decisions that might affect its asserted or proven Aboriginal and/or Treaty Rights. We expect that, consistent with the Crown's constitutional duty, no approval should be issued to this project until MCFN has been sufficiently consulted and accommodated. Nothing in this letter shall be construed as to affect our Aboriginal and/or Treaty Rights and hence shall not limit any consultation and accommodation owed to MCFN by the Crown or any proponent, as recognized by section 35 of the Constitution Act, 1982.

MCFN has the right to free and informed consent prior to the approval of any project or any planning decision adversely impacting its Territory and to benefit economically from resource development within its Territory.

MCFN has formed the Department of Consultation and Accommodation ("DOCA") to represent its interests in consultation and accommodation matters. It is DOCA's mandate to ensure that we are directly involved in all planning and development that impacts the integrity of our Territory. In this regard, DOCA will assess and help alleviate impacts on our rights, land claims, and ways of life by building relationships with governments and private sector proponents. We share a mutual interest in ensuring that projects in the Territory are planned, reviewed, and developed in a manner which ensures healthy communities, ecological protection, and sustainable development for present and future generations in the Territory.



DEPARTMENT OF CONSULTATION AND ACCOMMODATION

Mississaugas of the Credit First Nation
4065 Hwy #6, Hagersville, Ontario NOA 1H0



Phone: (905) 768-4260



MCFN is not opposed to development, but MCFN must to be involved in development decision making. MCFN has a deep connection to its Territory and we have a stewardship responsibility for our land. By engaging with us, a project proponent can learn our perspective on how to care for this land and we can work together to shape the project to mitigate damaging effects to our land and perhaps even work to improve our environment. MCFN is the only party who shall determine whether there are impacts to our Aboriginal and treaty rights.

One of the ways we require proponents to engage with us is in providing transparency during the environmental survey and archaeological assessment process. The best way to accomplish this is by having Field Liaison Representatives (“FLRs”) on location while fieldwork is occurring, who can ensure that the Nation’s special interests and concerns are respected and considered during fieldwork. The cultural and natural resources in question are part of MCFN’s territory and heritage and it is our responsibility to ensure their protection, on behalf of the Nation. MCFN’s stewardship of its territory extends through the life of any development project and beyond.

DOCA Project Registration

DOCA has completed an initial intake review of the project communication you have provided. This file has been assigned DOCA Project 2021-0259 ; please use this number in all future communications.

We respectfully ask you to immediately notify us if there are any changes to the project.

Referral to DOCA Units

Following DOCA’s initial intake review of the project communication, the file has been referred to the following DOCA Units for additional follow-up.

	Unit Identification	Primary Contact	Email Address
✓	Archaeology	Megan DeVries	megan.devries@mncfn.ca
✓	Cultural/Historical	Darin Wybenga	darin.wybenga@mncfn.ca
✓	Environment	Fawn Sault (Temp)	fawn.sault@mncfn.ca
✓	FLR Participation	Megan DeVries	megan.devries@mncfn.ca
	Governance	Mark LaForme	mark.laforme@mncfn.ca
	Economic Development	Director	SED.Director@mncfn.ca

If you have not been contacted by the indicated DOCA Units within fourteen days following receipt of this letter, please let me know.



Request for Missing Information

In order to proceed with our follow-up review, we ask you to ensure that all available information relating to the project has been transmitted to us. We have identified the following general information as missing from your initial project communication:

Outstanding Project Information	
✓	Name of person or body undertaking the action or decision.
✓	Contact information for the person or body undertaking the action or decision.
✓	List of documents pertaining to the proposed action/decision that are available for MCFN to review.
✓	Description of what other information is expected to become available before the proposed action/decision is undertaken.
✓	Deadlines or filing dates pertaining to the action/decision.
✓	The Crown or Municipal review/ approval that is required for the project.
✓	How the proposed action or decision may affect and/or benefit MCFN, its rights and territory.

Closing

We ask that you respond with the above requested information within fourteen days following receipt of this letter. We thank you in advance for your attention to our requirements and we look forward to working with you further to shape the planning for development in our Territory.

Sincerely,



Fawn Sault
Consultation Coordinator
fawn.sault@mncfn.ca





April 19,2021

VIA EMAIL

Jason Diceman
Sr. Public Consultation Coordinator
City of Toronto

Dear Jason Diceman,

RE: MCFN Archaeological Review for

Don Mills Crossing Trail Bridge Study

Confirmation of Receipt

I am writing in follow up to the letter of response dated April 16,2021 by Fawn Sault, Consultation Coordinator, from the Department of Consultation and Accommodation (“DOCA”) on behalf of the Mississaugas of the Credit First Nation (“MCFN”) to acknowledge that we have received your above named communication, dated March 9,2021.

Outline of MCFN Rights and Territory

In 1805, the Crown and MCFN entered into Toronto Purchase Treaty, No. 13 (1805) regarding the lands in which your project is situated.

MCFN has formed the Department of Consultation and Accommodation (“DOCA”) to represent its interests in consultation and accommodation matters. In this regard, it is DOCA’s mandate to ensure that we are directly involved in all planning and development that impacts the integrity of our Territory. DOCA will assess and help alleviate impacts on our rights, land claims, and ways of life by building relationships with governments and private sector proponents. We share a mutual interest in ensuring that projects in the Territory are planned, reviewed, and developed in a manner which ensures healthy communities, ecological protection, and sustainable development for present and future generations in the Territory.

MCFN has a stewardship responsibility over its Territory and asserts that our Aboriginal and treaty rights fundamentally entitle us to preserve our culture and heritage, including

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archaeological materials and human burials. Our Territory is the source of our identity as a First Nation and the basis for many cultural activities and spiritual ceremonies. It is home to sacred sites, burial grounds, traditional teachings and meeting places, and sites of profound archaeological and historical significance. We assert that our Aboriginal and treaty rights fundamentally entitle us to preserve our cultural and heritage.

Too much of our cultural objects and the remains of our ancestors have been lost already through development of the most intensely urbanized lands in Canada and we have a strong interest in ensuring that no more of it becomes bulldozed and desecrated.

MCFN Standards and Guidelines for Archaeology

In April 2018, MCFN Chief and Council adopted the *MCFN Standards and Guidelines for Archaeology*, a document aimed to provide guidance to consultant archaeologists, proponents, governments, etc. who are conducting archaeological assessment activities within MCFN's Territory. It sets out, in MCFN's own words, what engagement with our Nation should entail for archaeology as well as technical expectations for fieldwork, in relation to the provincial regulations which were created without our input and feedback. It is important to note that MCFN holds all archaeological resources present within its Territory as of interest to the Nation as part of their cultural patrimony. Resources, regardless of size, frequency, condition, etc., should not be interpreted by non-MCFN representatives in such a way as to remove the requirement for engagement with our Nation.

We are attaching a copy for your reference. We expect compliance with these *Standards and Guidelines* as any fieldwork you will be conducting will have the potential of disturbing MCFN's cultural artifacts or its ancestors' remains.

MCFN Expectations Regarding Ancestors' Remains

MCFN has obligations under Anishinaabe law to protect burials within its Territory and MCFN maintains its right to do so. Our ancestors buried their loved ones in our Territory with the understanding that they would not be disturbed.

We would also like to draw your attention to our expectation that at any time that ancestral remains are encountered during fieldwork, we expect all activities on site to stop and that MCFN be contacted immediately to determine a proper course of action.

Technical Review

In the exercise of its stewardship responsibility, DOCA seeks to work together with project proponents and their archaeological consultants to ensure that archaeological work is done properly and respectfully. DOCA has retained technical advisers with expertise in the field of archaeology. These experts will review the technical aspects and cultural appropriateness of the archaeological assessments and strategies associated with your project. Upon completion of these reviews, MCFN will identify, if



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necessary, mitigation measures to address any project impacts upon MCFN rights. For cultural materials and human remains, DOCA may advise that this includes ceremonies required by Anishinaabe law, as well as request adjustments to the proposed fieldwork strategy.

The proponent is expected to pay the costs for MCFN to engage in a technical review of the project. DOCA anticipates at this time that all archaeological review will be undertaken by in-house technical experts, but will advise the proponent if an outside peer-review is required. Please find attached the agreement that covers MCFN's in-house technical review of the archaeological assessments and strategies associated with your project. Please fill in the additional required information, highlighted in yellow, and return to us a signed copy.

Please note that capacity at DOCA is limited. We maintain the right to review all material that comes to our office as part of our consultation process. If you have specific filing deadlines, please advise us as soon as possible. However, it is MCFN's assertion that part of the process of meaningful engagement is allowing our Nation a reasonable amount of time to review, reflect upon, and respond to reports and recommendations. On average, this process can be accomplished in 4-6 weeks. It is our position that no archaeological assessment – but especially Stage 4 mitigation – should begin until DOCA has completed our review and is in agreement that with the proposed strategy for fieldwork.

Request for Missing Information

In order to complete our project record, we ask that you provide the following information:

1. Is an archaeological assessment required for this project? If no, why not?
2. Have any archaeological assessments already been completed for this project and/or its study area? If yes, please provide all documentation including reports, supplementary documentation, etc.
3. Has the MHSTCI issued a letter of entry into register for some or all of the study area? If yes, please provide all documentation, including letter, communications to and from MHSTCI, etc.
4. Is there any archaeological activity (e.g. assessment, excavation, monitoring) that has not yet been completed for the project?
5. If the answer to #4 is yes, please provide the following:
 - a. A description of the outstanding archaeological activity/activities.
 - b. Anticipated date of the activity/activities.
 - c. The appropriate contact person overseeing the archaeological activity/activities.



Closing

The review of project-related archaeological assessments is only one part of the consultation process that may be required for your development. Please contact DOCA's Consultation Coordinator, Fawn Sault, if you have any questions about the process.

We ask that you respond with the above requested information and executed agreement within fourteen days following receipt of this letter. We thank you in advance for your attention to our requirements and we look forward to working with you further to shape the planning for development in our Territory.

Sincerely,



Megan DeVries
Archaeological Operations Supervisor
megan.devries@mncfn.ca

Attachment(s)	MCFN <i>Standards and Guidelines for Archaeology</i> [2018] DOCA Archaeological Review Agreement [2020]
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April 19,2021

VIA EMAIL

Jason Diceman
Sr. Public Consultation Coordinator
City of Toronto

Dear Jason Diceman,

RE: MCFN FLR Participation for

Don Mills Crossing Trail Bridge Study

Confirmation of Receipt

I am writing in follow up to the letter of response dated April 16,2021 sent by Fawn Sault, Consultation Coordinator, from the Department of Consultation and Accommodation (“DOCA”) on behalf of the Mississaugas of the Credit First Nation (“MCFN”) to acknowledge that we have received your above named communication, dated March 9,2021 .

Outline of MCFN Rights and Territory


In 1805 , the Crown and MCFN entered into Toronto Purchase Treaty, No. 13 (1805) regarding the lands in which your project is situated.

MCFN has formed the Department of Consultation and Accommodation (“DOCA”) to represent its interests in consultation and accommodation matters. In this regard, it is DOCA’s mandate to ensure that we are directly involved in all planning and development that impacts the integrity of our Territory. DOCA will assess and help alleviate impacts on our rights, land claims, and ways of life by building relationships with governments and private sector proponents. We share a mutual interest in ensuring that projects in the Territory are planned, reviewed, and developed in a manner which ensures healthy communities, ecological protection, and sustainable development for present and future generations in the Territory.

One of the ways we require proponents to engage with us is in providing transparency during the environmental survey and archaeological assessment process. The best way

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to accomplish this is by having Field Liaison Representatives (“FLRs”) on location while fieldwork is occurring, who can ensure that the Nation’s special interests and concerns are respected and considered during fieldwork. The cultural and natural resources in question are part of MCFN’s territory and heritage and it is our responsibility to ensure their protection, on behalf of the Nation. MCFN’s stewardship of its territory extends through the life of any development project and beyond.

It is our expectation that no project-related fieldwork will take place without the participation of our FLRs. MCFN considers it disrespectful of our rights as Indigenous peoples if our natural and cultural heritage is interfered with without our involvement.

FLR Participation

DOCA deploys FLRs to be boots on the ground so that fieldwork by a proponent and their consultants/contractors is carried out with appropriate care, thoroughness, and respect. In the context of MCFN’s Territory, where so much natural and cultural heritage has already been lost or destroyed, MCFN’s monitoring of fieldwork is of utmost importance to ensure that the trail of desecration stops. FLRs are deployed to observe fieldwork, provide cultural advice, act as a direct link back to DOCA and MCFN, and assist with compliance.

FLRs are MCFN band members who have received training in environmental and archaeological assessments, traditional medicine identification and use, Anishinaabe burial practices, and more throughout their employment with DOCA.

DOCA requires, at minimum, FLR participation during the following project-related studies and/or activities:

- ecological and natural heritage technical studies
- archaeological assessments (Stages 2 through 4) and site visits
- monitoring of activities within 50m of areas of special concern (e.g. waterways and wetlands, archaeological sites, species at risk)
- post-construction remediation activities and follow-up impact monitoring

Agreement for FLR Participation

The cost for the participation of our FLRs is covered by the proponent, not the consultant, whom we view as having the ultimate responsibility to consult with, and accommodate, the Nation. Therefore, please find attached the agreement that covers MCFN’s participation in the upcoming fieldwork. The costs associated with this involvement reflect a number of expenses not visible at first glance: payment for the FLRs themselves, operational costs for DOCA, and efforts to engage the community to garner feedback on development projects. If you could please fill in the additional required information, highlighted in yellow, and return to us a signed copy so that we may arrange for FLR participation on your project, that would be greatly appreciated.



Once a signed agreement is in place, DOCA generally arranges scheduling and other related matters directly with the consultant conducting the fieldwork, unless you prefer otherwise.

Please note that MCFN requires two of its FLRs to be on location whenever fieldwork is taking place within its territory. The reason for this is so that FLRs can provide support and security for each other in the field. This has become a requirement in light of uncommon, but unfortunate, occurrences when FLRs have felt pressured or intimidated from external persons while at work locations. We ask that you would respect this request.

Request for Missing Information

In order to complete our project record, we ask that you provide the following information:

1. Please provide a list of all completed technical studies for the project, their date of completion, and the contact information of the consultant who completed each study.
2. Please provide a list of all incomplete and/or upcoming technical studies for the project, the anticipated date of fieldwork for each, and the contact information for the consultant who will complete them.
3. Are there any short-term and/or long-term avoidance and protection strategies currently in place for the natural and/or cultural resources in the study area for this project? If yes, what are they?

Closing

The participation of FLRs in project fieldwork is only one part of the consultation process that may be required for your development. Please contact DOCA's Consultation Coordinator, Fawn Sault, if you have any questions about the process.

We ask that you respond with the above requested information and executed agreement within fourteen days following receipt of this letter. We thank you in advance for your attention to our requirements and we look forward to working with you further to shape the planning for development in our Territory.

Sincerely,



Megan DeVries
Archaeological Operations Supervisor
megan.devries@mncfn.ca



Attachment(s)

MCFN Standards and Guidelines for Archaeology [2018]
FLR Participation Agreement [2020]



DEPARTMENT OF CONSULTATION AND ACCOMMODATION

Mississaugas of the Credit First Nation
4065 Hwy #6, Hagersville, Ontario NOA 1H0



Phone: (905) 768-4260



From: [Jason Diceman](#)
To: [Fawn Sault](#); [Megan DeVries](#)
Cc: [Mark LaForme](#); [Gary Papas](#)
Subject: RE: 2021-0259 MCFN Response to City of Toronto Don Mills Crossing Trail Bridge Study
Date: April 29, 2021 1:05:00 PM
Attachments: [image004.jpg](#)
[image001.png](#)

Ok thank you for the clarification. I forward to the Don Mills Crossing team.

We look forward to your response for NYC Service Rd.

Sincerely,

Jason Diceman

Sr. Public Consultation Coordinator

Public Consultation Unit, PPF&A

[City of Toronto](#)



From: Fawn Sault [mailto:Fawn.Sault@mncfn.ca]

Sent: April 29, 2021 12:05 PM

To: Jason Diceman ; Megan DeVries

Cc: Mark LaForme ; Gary Papas

Subject: RE: 2021-0259 MCFN Response to City of Toronto Don Mills Crossing Trail Bridge Study

Hi Jason,

This is our response to the Don Mills Crossing Trail Bridge Study which I believe we became aware of by other means. Looks like we got ahead this time which isn't a bad thing. I will likely be sending a response letter for the North York Centre South Service Road EA as well.

Please let me know if you have any other questions.

Take care and stay safe.

Miigwech,

Fawn Sault

Consultation Coordinator

Department of Consultation and Accommodation

Mississaugas of the Credit First Nation

Cell – 289-527-6580

From: Jason Diceman [mailto:Jason.Diceman@toronto.ca]

Sent: Wednesday, April 21, 2021 2:05 PM

To: Megan DeVries; Fawn Sault

Cc: Mark LaForme; Gary Papas

Subject: RE: 2021-0259 MCFN Response to City of Toronto Don Mills Crossing Trail Bridge Study

Good day Megan and Fawn,

I hope this finds you well.

I'm a bit confused...

This letter is in response to the "Don Mills Crossing Trail Bridge Study" but I have not yet sent MCFN that notice. But I did send notice for "North York Centre South Service Road Municipal Class EA"

Can you clarify?

Thank so much.

-jd

From: Megan DeVries [mailto:Megan.DeVries@mncfn.ca]

Sent: April 19, 2021 11:42 AM

To: Fawn Sault <Fawn.Sault@mncfn.ca>; Jason Diceman <Jason.Diceman@toronto.ca>

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>

Subject: RE: 2021-0259 MCFN Response to City of Toronto Don Mills Crossing Trail Bridge Study

Good morning,

Please find attached a letter from the Mississaugas of the Credit First Nation ("MCFN") regarding the upcoming assessment for Don Mills Crossing Trail Bridge, as identified below.

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

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

Sincerely,

Megan.

Megan DeVries, M.A. (she/her)

Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)

Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

P: 905-768-4260 | M: 289-527-2763

<http://www.mncfn.ca>

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. Please note that any views or opinions presented in this email are solely those of the author and do not necessarily represent those of the Mississaugas of the Credit First Nation.

From: Fawn Sault

Sent: Friday, April 16, 2021 5:20 PM

To: Jason Diceman <Jason.Diceman@toronto.ca>

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>

Subject: 2021-0259 MCFN Response to City of Toronto Don Mills Crossing Trail Bridge Study

Dear Jason,

Please see the attached letter as our response to your project the Don Mills Crossing Trail Bridge Study.

If you have any questions please feel free to reach out.

Miigwech,

Fawn Sault

Consultation Coordinator

Department of Consultation and Accommodation

Mississaugas of the Credit First Nation

Cell – 289-527-6580

Policy, Planning,
Finance & Administration

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

Reply to: Jason Diceman
Public Consultation Unit
Tel: 416-338-2830
Fax: 416-392-2974
TTY: 416-338-0889
Email: Jason.Diceman@toronto.ca

May 11, 2021

Haudenosaunee Confederacy Chiefs Council
2634 Sixth Line
Ohsweken ON N0A 1M0

**Re: Recommended Design – Don Mills Crossing Municipal Class EA Study
"Schedule C" Process**

Dear Hohahes Leroy Hill,

The City of Toronto is carrying out a Municipal Class Environmental Assessment Study (Schedule C) for the Don Mills Crossing - New Pedestrian & Cycling Bridge Over Rail Corridor. The purpose of the study is to develop designs for a new pedestrian and cycling bridge over the Canadian Pacific Rail (CPR) corridor to connect the existing Don Mills Trail to the Wynford Drive Extension within the future Crosstown Development at Don Mills Road and Eglinton Avenue East.

All stakeholders will be provided with an opportunity to review, comment on and discuss all options.

For your reference, we have enclosed a copy of the online **public consultation notice**, which includes a summary of the recommended design alternative, as well as the **Stage 1 Archaeological Assessment report**. The report notes that the study area does not contain any archaeological potential due to the significant land disturbance previously assessed and further archaeological assessment is not required.

Further information about the study can be found at toronto.ca/DonMillsCrossingBridge

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

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

Sincerely,



Jason Diceman
Senior Public Consultation Coordinator
Public Consultation Unit
City of Toronto

Policy, Planning,
Finance & Administration

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

Reply to: Jason Diceman
Public Consultation Unit
Tel: 416-338-2830
Fax: 416-392-2974
TTY: 416-338-0889
Email: Jason.Diceman@toronto.ca

May 11, 2021

Haudenosaunee Confederacy Chiefs Council
2634 Sixth Line
Ohsweken ON N0A 1M0

**Re: Recommended Design – Don Mills Crossing Municipal Class EA Study
"Schedule C" Process**

Dear Hohahes Leroy Hill,

The City of Toronto is carrying out a Municipal Class Environmental Assessment Study (Schedule C) for the Don Mills Crossing - New Pedestrian & Cycling Bridge Over Rail Corridor. The purpose of the study is to develop designs for a new pedestrian and cycling bridge over the Canadian Pacific Rail (CPR) corridor to connect the existing Don Mills Trail to the Wynford Drive Extension within the future Crosstown Development at Don Mills Road and Eglinton Avenue East.

All stakeholders will be provided with an opportunity to review, comment on and discuss all options.

For your reference, we have enclosed a copy of the online **public consultation notice**, which includes a summary of the recommended design alternative, as well as the **Stage 1 Archaeological Assessment report**. The report notes that the study area does not contain any archaeological potential due to the significant land disturbance previously assessed and further archaeological assessment is not required.

Further information about the study can be found at toronto.ca/DonMillsCrossingBridge

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

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

Sincerely,



Jason Diceman
Senior Public Consultation Coordinator
Public Consultation Unit
City of Toronto

Appendix 3 – Public Consultation Notice (flyer)

Don Mills Crossing

Municipal Class Environmental Assessment

New Pedestrian & Cycling Bridge Over Rail Corridor

Overview

The City of Toronto is developing designs for a new pedestrian and cycling bridge over the Canadian Pacific Rail (CPR) corridor to connect the existing Don Mills Trail to the Wynford Drive Extension within the future Crosstown Development at Don Mills Road and Eglinton Avenue East.

This bridge would provide a new multi-use trail connection and access to enjoy the ravine and its natural heritage.

Design options for the bridge structure and ramp approaches will be presented, along with a comparative valuation of each alternative and a draft recommendation for a preferred design.

The study is following Phases 3 and 4 of the Municipal Class Environmental Assessment (MCEA), a planning and decision-making process for implementing infrastructure projects. Phases 1 and 2 were previously completed within the Don Mills Crossing Mobility Planning Study in 2019.



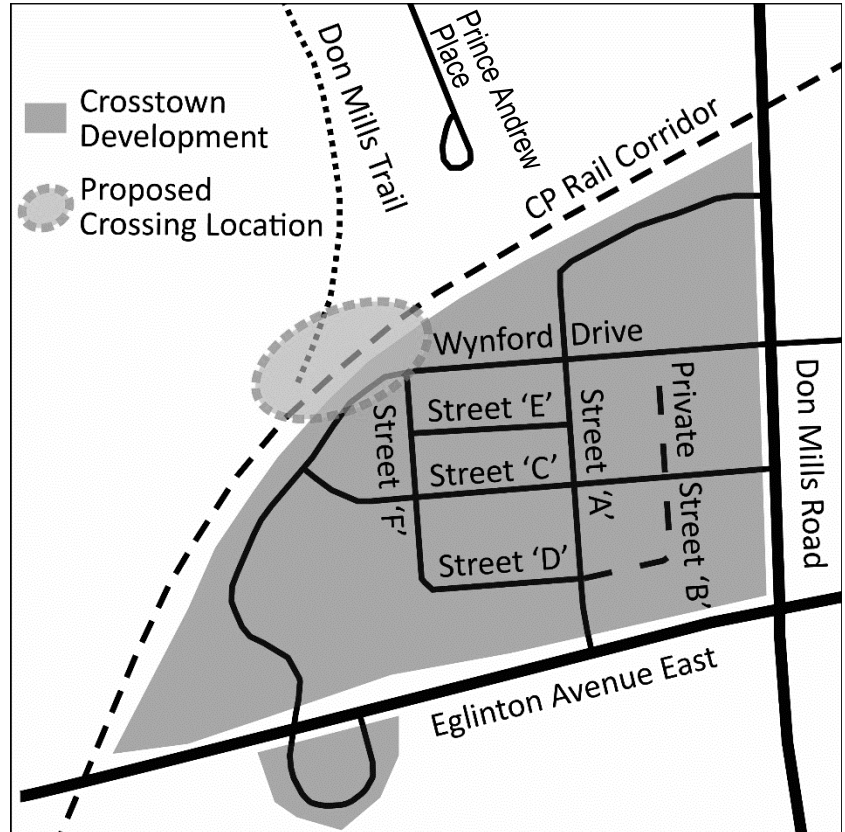
Artistic rendering of the Pedestrian & Cycling Bridge – detailed design to be determined

Don Mills Crossing - New Pedestrian & Cycling Bridge continued...

Recommend design elements include the following:

- 6.1 meter wide open air bridge for pedestrians and cyclists
- Steel I-girder structure using a “steel ribbon” concept for concealing the substructure beneath bridge
- Accessible by elevated ramps on piers approximately 200 meters long on each side, as well as a staircase for more direct travel to Street 'C'

Further elements, such as lighting, public art, signage, and landscaping, will be decided during detail design after completion of this study.



Following consideration of feedback from the public and stakeholders, a final report will be prepared and will be considered by City Council in mid-2021. The Environmental Study Report for the project will then be made available to the public for a 30-day review period. The proposed timeline for construction has yet to be determined.

Provide Your Feedback

Go online now to learn more and submit your feedback on this study.

Comments received by March 22, 2021 will be included in the final report.

Online

toronto.ca/DonMillsCrossingBridge

Review information panels and provide your input.



Contact

Jason Diceman, Sr. Public Consultation
Coordinator, City of Toronto, Metro Hall, 19th Fl.,
55 John St. Toronto, ON M5V 3C6

Tel: 416-338-2830

Email: Jason.Diceman@toronto.ca



In accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. Questions about this collection can be directed to the Manager, Public Consultation Unit, Tracy Manolakakis 416-392-2990.

Publication date: March 1, 2021

Appendix 4 – Active Transportation and Rail Stakeholders

The following stakeholder organizations were sent notification of this study:

- Cycle Toronto
- Toronto Centre for Active Transportation
- Walk Toronto
- METRAC
- The Centre for Sustainable Transportation
- Share the Road Cycling Coalition
- 8-80 Cities
- CP Rail
- TRCA

Also see longer list of agencies and utilities in Appendix 1.

Appendix 5 – Comment and Response Tracking

Don Mills Crossing - New Pedestrian & Cycling Bridge Over Rail Corridor - Comment and Response Tracking

ID#	Date Received	Organization	Subject	Comments / Questions	Response / Notes
1	23-Feb-21		Access from west side of rails via informal trail on private property	<p>JD email summary: This is to confirm that I forward your questions to the project team about providing access to the proposed Don Mills Crossing Trail Bridge and the Don Mills Trail from the west side. I noted the popular use of the informal shortcut through private property (next to OTT Financial) between 1123 and 1121 Leslie Street, and included your suggestion for a west side stairs.</p> <p>As private property this is a more complicated question, but I'll do my best to get a response for you and the community.</p> <p>FOLLOW-UP: Very good to speak with you today and to obtain your respectful consideration of my concerns regarding access to the Don Mills Trail from residents on the west side of the railway tracks (hopefully not the wrong side of the tracks! 😊)</p> <p>I just wanted to add that as a new homeowner, not totally familiar with the neighbourhood yet, I am not so sure the access on this side is informal or on private property. I direct you to the Maps App and Google Maps App which both seem to show a right of way from Leslie Street to the Trail that seems to run between Ott Financial and the vacant lot beside it.</p> <p>---</p> <p>Thanks for your reply.</p> <p>And thank you for providing the city map but I do believe it is a bit out of date. Presently between my building, 1105 Leslie Street, and OTT Financial Headquarters there is a fenced in vacant lot with no building on it.</p> <p>I direct you to the white line between OTT Financial and the vacant lot to which I refer on the screen shot of the map I have provided. This is a paved pathway with a fence on either side of it. It appears to me to be a right of way access to The Don Mills Trail as it connects the Trail terminus to the sidewalk on Leslie Street.</p> <p>I wonder if there is anyway you have of clarifying this?</p> <p>Since I am new to the neighbourhood I plan to inquire further with the Board of my Condominium Corporation and see if they might have any further information.</p> <p>---</p>	<p>JD Feb 23: This is to confirm that I forward your questions to the project team about providing access to the proposed Don Mills Crossing Trail Bridge and the Don Mills Trail from the west side. I noted the popular use of the informal shortcut through private property (next to OTT Financial) between 1123 and 1121 Leslie Street, and included your suggestion for a west side stairs.</p> <p>As private property this is a more complicated question, but I'll do my best to get a response for you and the community.</p> <p>---</p> <p>You can see the City map showing private property in gray next to the narrow green Park trail corridor here https://map.toronto.ca/maps/map.jsp?app=TorontoMaps_v2</p> <p>---</p> <p>I'll ask Transportation staff to confirm, but I'm pretty sure that is a legacy driveway on private property. Have a good weekend!</p> <p>----</p> <p>June 29: Sent email with link to web update including new details that address related questions and comments.</p>
2	14-Feb-21		Why east ramp going north? Priority level? Tunnel consideration? Bike lane on Street C?	<p>Thank you for the opportunity to submit comments for the proposed Don Mills Crossing Trail bridge. A bridge is obviously long overdue to increase the utility of the Don Mills Trail and connectivity to walkers and rollers from the East and West. I am in strong support of implementing a safe crossing at the earliest convenience. I will personally be a user of this crossing for both recreational and transportation usage.</p> <p>The proposed design and plan fails to meet a few important priorities:</p> <ul style="list-style-type: none"> • 'Rolling' traffic coming from the Don Mills Trail will be forced to travel North to the bottom of the ramp for an extremely long distance to reach 'street level' near Street F. This does not make sense when many of these cyclists will be heading for the ravine system below Eglinton. They will be forced to travel 'backwards' and then loop around to get to their destination. We would never expect a driver to travel 'backwards' to use a roadway, why do we expect cyclists to do so? • The City Planning staff always indicated that a connection over the CPR rail tracks and into the Don Trail ravine system was a priority. There is no evidence that it is being prioritized. Why not? This should be an urgent priority. • While a tunnel under the CPR was apparently originally considered, I do not see a complete 	<p>June 29: Sent email with link to web update including new details that address related questions and comments.</p>

				<p>evaluation of this option. Why not? This would provide the easiest access for cyclists and walkers with minimal requirements to climb up and down a ramp or stairs.</p> <ul style="list-style-type: none"> • Street 'C', which could potentially direct cyclists directly to the Bus Terminal being built at Don Mills in Eglinton does not have any planned protected cycling infrastructure. This seems like an oversight. <p>Thank you, look forward to your thoughts on this.</p>	
3	22-Feb-21		Crossing Bridge is a waste of money	<p>My property backs onto the Don Mills Path (former CN Rail Spur Line).</p> <p>I think the proposed Crossing Bridge is a waste of money and is unnecessary. It is also a serious safety concern. The city claims to be broke so stop spending on projects like this. If I am low on money I stop spending on low priority items. The path is already dangerous due to speeding bicycles. If you put this bridge in there will be even more speeding cyclists increasing the endless near misses etc. Asphaltting this nice trail was a big mistake from day one, for the same reasons as above. The idea of linking in with other over populated areas sounds like a horrible idea to me. Thank you for reading my thoughts.</p>	June 29: Sent email with link to web update including new details that address related questions and comments.
4	24-Feb-21		propose an alternative location	<p>I propose an alternative location for this bridge and my reasons why. please refer to the two attachments. [see PDF ID4]</p>	June 29: Sent email with link to web update including new details that address related questions and comments.
5	23-Feb-21		Clarification about stairs: how will we get up there?	<p>As the proposed crossing bridge will bring a much needed walking option to our neighbourhood, I'm delighted to see this as a possibility. I don't know whether this makes any difference to anything but I had to turn the map upside down to be able to understand it! But what I need to know is, how will we get up there? Because you really can't tell from the drawing. ??</p> <p>Please keep in mind that this neighbourhood is chock full of seniors (like myself) and the new transit system doesn't present much of a pleasant excursion opportunity. If its too hard for the Wynford Drive people to get up there, what is the point?</p>	<p>April 13 JD: The bridge will be accessible from Wynford Drive at two locations:</p> <ol style="list-style-type: none"> 1. Stair connection on the south end to Street C 2. Ramp connection on the north end to Street F <p>See images and drawings on the information panels, pages 28 to 30.</p> <p>https://www.toronto.ca/wp-content/uploads/2021/02/92a1-DonMillsCrossingPIC1Final-web1.pdf</p> <p>How the ramp entrance will look as it meets the sidewalk will be determined during detailed design in the next stage.</p>
6	28-Feb-21	Cycle Don Valley Midtown, Cycle Toronto	Why tunnel rejected?	<p>I'm the co-chair of Cycle Don Valley Midtown, Cycle Toronto's ward advocacy groups for Wards 15 and 16 and we are super excited about this project!</p> <p>Two questions were raised at our recent meeting about this project that I hope you can answer or refer me to someone else who can answer.</p> <p>The first is why was the tunnel option rejected?</p> <p>The second is about the proposed trail connection to Leslie Street and presumably to Sunnybrook Park. Currently people exit the Don Mills Trail and duck under a fence, ride on a narrow path through an abandoned lot and then down the sidewalk to a traffic light on Leslie Street at the Fire Station. After crossing the road, they ride down Leslie Street to turn right into Sunnybrook Park. Those coming from Sunnybrook Park to head north on the Don Mills Trail, follow the same route in reverse, after making a left turn across Leslie Street at the park exit. Can you provide any information about the proposed connection to Leslie Street and Sunnybrook Park from the Don Mills Trail? Once implemented, this route will provide a safe and efficient cycling route for people working at Sunnybrook Hospital and the institutions (Holland Bloorview, CNIB, Lyndhurst and Toronto Rehab) on Kilgour Road near Leaside.</p> <p>---</p> <p>Thanks very much for your reply. I will definitely follow up with the Cycling unit about the trail connection.</p> <p>We are getting a lot of questions about the Don Mills Crossing Trail Bridge proposal and I was wondering if it would be possible to arrange a virtual meeting so that our members can ask their questions to you directly. I'm not sure everyone understands the challenges that the site presents and the rationale for various decisions so it would be helpful to have the experts explain. Is this possible? This is a huge investment in the cycling and walking infrastructure in our area and it would be good to make sure people understand why this is the preferred</p>	<p>JD march 3: Thank you for contacting the City about the Don Mills Crossing Trail Bridge study. Concerning the tunnel option: An underpass was considered as part of the Don Mills Crossing Mobility Planning Study, which serves as the basis for the current Environmental Assessment. Through the Mobility Planning Study, it was determined that the underpass was not preferable as a result of safety concerns and challenges in integrating the ramp with the design of the Wynford Drive extension.</p> <p>Your second question about a cycling connection to Leslie Street and presumably to Sunnybrook Park, is out of scope for the bridge study team and would be great one to raise with cycling@toronto.ca. I'd suggest to add a sketch on a map and maybe some photos to help explain the existing travel patterns you described.</p> <p>---</p> <p>To maximize the answering of questions, rather than a meeting I'd suggest staff could develop and publish some FAQs, potentially with new drawings. What are the main questions you are hearing?</p> <p>Feel free to forward or ask them to contact me directly.</p> <p>If needed, we could arrange a virtual meeting, but I'd rather have the answers to questions well prepared and published for residents to read on their own schedule</p>

				alternative. Let me know and I will be happy to arrange a google meet or Zoom call.	
7	03-Mar-21	TRCA	No TRCA areas of interest	No TRCA areas of interest. [See PDF ID7]	Received
8	03-Mar-21		bridge 1m wide?	Is the proposal to have a 1 metre wide bridge? Or 6.1 metres wide? (email says 6.1 metres, but website says 1 metre.)	JD: Thank you for sending us this message. I very recently made some minor edits to the web page which apparently included that "1 metre wide" typo! It's now fixed. Thank you! We'd be happy to receive your feedback on a the 6.1 metre wide design.
9	03-Mar-21		Looks nice.	bridge looks very nice. 2025 is not [soon] enough:) I have a question though - I see that it's not in this project but is there anything going on with the Leslie Street? Is a trail bridge also being designed. That would connect Don Mills Trail to W.Don Trail.	JD: I'm forwarding your question about a connection between Don Mills Trail and West Don Trail to staff in Cycling to respond. Thank you for expressing your support of the Don Mills Crossing Trail Bridge study. I will add your email address to the study email list for receiving further updates.
10	04-Mar-21	Teraspan OpsLocates	no utilities in area	We do not have any utilities in the immediate work area; therefore, this is clear. If you have any questions or concerns, please don't hesitate to contact us.	Received
11	07-Mar-21		Any wind studies?	Has the City done any wind studies studies of the bridge design. There is a fear that the bridge highest section may be very windy perahsp dangerously so for bikes at times. The effect of the tall towers coming to the Celestica site should be taken into account also	June 29: Sent email with link to web update including new details that address related questions and comments.
12	19-Feb-21		Connect to West Don Trail	Live in Don Mills area. Got notice. Wish City finished trail dead end path, and connect properly to West Don Trail. Don't know why we are doing this project. [no call back requested]	Received
13	04-Mar-21		Discuss	Interested in discussing the bridge project.	JD March 5: called back and left message.
14	07-Mar-21		Ramps should curve. Should have south ramp on east side.	"the bridge approaches are at 90 degrees at each end, which is both dangerous and unattractive. If the ramp curved to approach the crossing, it would be safer and more attractive. " "By having the east side ramp go north instead of east or south, cyclists are being sent on a long detour " [see PDF ID 14]	June 29: Sent email with link to web update including new details that address related questions and comments.
15	18-Mar-21	Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) Heritage Planning Unit	proponent is required to determine potential impact on cultural heritage resources.	"Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources." "If potential or known heritage resources exist, MHSTCI recommends that a Heritage Impact Assessment (HIA), prepared..." See PDF ID 15	Confirmed receipt.
16	18-Mar-21		include snow removal, and connections	See PDF ID 16	Confirmed receipt.
17	19-Mar-21	OTT Financial Group	Consider bridgle in 1123 Leslie Street redevelopment	I am writing for OTT Financial to find out if there is any more addition information on the Don Mills Crossing Trail Bridge, as we are submitting our materials for the partial redevelopment of the 1123 Leslie site, we would like to include this bridge location into our thinking as we move forward. --- ...company is very supportive of seeing a pedestrian/cyclist connection through their property connecting Leslie Street to the Don Mills Trail and the new bridge.	City staff (AC, WML) met with Mr. Edwin Cheng, a representative of OTT Financial Group at 1123 Leslie Street, on March 29. Mr. Cheng noted that they anticipate meeting with City (Planning) staff sometime in the next month or so to present their plans. [See PDF ID 17]

18	20-Mar-21		Concerns with wind, connection to Leslit St, vertical twin spiral steel structure	See PDF ID 18	June 29: Sent email with link to web update including new details that address related questions and comments.
19	22-Mar-21	Cycle Don Valley Midtown	Suggestions	have separate on both ramps; careful design at Street F connection, lighting and snow clearing requested; better connections to trail network. [See PDF ID 19]	<p>June 14 AC: Apologies for not responding sooner. Generally the trail connections you note are anticipated to be secured through private development of adjacent lands. Previous planning studies like the 2019 Don Mills Crossing Mobility Plan Study (MPS) identified the transportation network needed to support the redevelopment of this area, including these various trails to enhance and connect the existing active transportation network. I believe this study is the source of the map you were referencing.</p> <p>One of the recommended features from the MPS is a new grade-separated rail crossing for people cycling or walking from the Don Mills Trail to the future extension of Wynford Drive (www.toronto.ca/DonMillsCrossingBridge). This is a City-led initiative which I'm the lead for but our scope does not include providing an additional trail connection directly to Leslie St. We recognize the importance of this connection though and have flagged this for our colleagues in Planning for if and when the adjacent property owners consider redevelopment of their land.</p> <p>City Planning is however looking to secure a connection to Leslie/Sunnybrook Park further to the south of the planned rail crossing. This is trail will be designed and built as part of the "Inn on the Park" development application. Ideally we could connect this trail to the bridge landing but it may not be feasible given physical constraints.</p> <p>Regarding the connection to ET Seton, yes it is a multi-use trail planned along the west side of the future extension of Wynford Drive (south of the cyclist/pedestrian rail crossing has been secured as part of the Crosstown development) and will be built out at the time the new street network is constructed. The trail will extend south of Eglinton into ET Seton Park and this section is in the detailed design stages now. Construction is anticipated to start later this year.</p> <p>Regarding the trail connection opposite Gateway Blvd, it's also a recommendation from the 2019 MPS but I don't believe it has advanced yet and it's one I have less familiarity with. Along the south edge of the Science Centre property, it is a multi-use trail proposed which will integrate with the existing roadway. The exact configuration of this trail would be determined through a development-led detailed design assignment in consultation with the community through the development review process.</p> <p>Hope this information is helpful and please don't hesitate to give me a call to discuss.</p>

20	24-Mar-21	telecon.ca on behalf of Rogers Rogers Communications	completed markup request	[see PDF ID 20] Rogers Communications currently has existing plant as marked on your drawing. Our standard depth in this municipality is: 1m. Please ensure you maintain clearances of 0.3m vertically and 0.6m horizontally.	[Overlay drawing to be sent once functional design CAD file received from LEA]
21	25-Mar-21	Ontario Ministry of the Environment, Conservation and Parks	General comments	the ministry's general comment letter. See PDF ID 21.	No response required.
22	12-Apr-21		Questions, pls call back		JD April 13 called back and left a message.

Appendix 6 – Feedback Form Results Data

Don Mills Crossing Pedestrian & Cyclist Bridge - Feedback Form

Respondents



Response timeline



N 33

Overall

Does the Emerging Preferred Design benefit the existing and future community (access to ravine, trails, etc.)? If not, how can it be improved?

Does the Emerging Preferred Design benefit the existing and future community (access to ravine, trails, etc.)? If not, how can it be improved?	Report
Yes, but it is important that ancillary connections be completed as well - a permanent connection from the Don Mills Trail to Leslie needs to be acquired and built as soon as possible; the planned connection from Wynford Drive south of Eglinton to the ravine trail along the river needs to be completed at the same time as the other trails in the planned community. It is essential that the City also include winter maintenance in its plans once the crossing is built, including plowing the existing Don Mills Trail. Without it, users will pack down snow and create dangerous icy conditions - people will use the trail despite signs to the contrary and it is completely counter-productive to physically close off the asset during the winter. We are supposed to be encouraging exercise, and the crossing is meant to provide non-car access to the proposed community centre.	Report
The Emerging Preferred Design will complete the connection of the Don Mills Trail to the lower Don Trail system and to future cycle tracks on Eglinton Ave East. The 'future multi-use paths' connecting to Leslie Street and Sunnybrook Park, and to the lower Don Trail south of Eglinton are important connectors that will increase the utility of the bridge and the Don Mills Trail.	Report
Yes	Report
The Emerging Preferred Design provides an excellent connection to the East from the Don Mills Trail. However, it does nothing for people travelling West from the end of the Don Mills Trail I use the Don Mills Trail to commute to Sunnybrook Hospital. I am currently travelling West from the end of the Don Mills Trail through private property to Leslie and then through Sunnybrook Park to the Hospital. This project can be improved by expropriating an easement from the end of the Don Mills Trail westbound through to Leslie Street, a crossover at Leslie and connection to Sunnybrook Park.	Report
No. It can be improved by leaving things alone and not interfering with nature as it is. The neighbourhood of Don Mills and Eglinton already have access to Wilket Creek and Sunnybrook Park and they have for years. The Don Mills Trail was not designed to be a highway for pedestrians and cyclists. Pedestrians and cyclists go through Wilket Creek and Sunnybrook Park, that's what parks are for.	Report
Yes!!!!!!!	Report
Yes it does. It is essential that the link directly to park system south of Eglinton. I understand that this is being worked on but it is very important.	Report
Yes, it looks good. An important feature is having both a staircase with direct access to Wynford Dr. and also a ramp on that side.	Report
Suggest to add another staircase on the west side of the bridge and link it to the walkway leading to existing condo buildings at 1101, 1103 and 1105 Leslie street and being constructed 'Auberge On The Park' condos at 1095 Leslie Street. This will allow people residing from both sides of the railway to use the bridge more effectively.	Report
Looks good. need to make sure there is proper garbage/waste management facilities nearby so that people don't litter. Concerned about garbage under bridge and in overall area as users increase. Look along rest of Don River trail, lots of garbage	Report
Try to make it more beautiful. I live at Finch and Leslie near the old Cummer GO bridge over Finch. It is the ugliest bridge. Similar materials Concrete, steel, stainless steel and galvanized steel. But no aesthetic balance. Years of indifferent maintenance has not helped. It looks like The future connection to Leslie is still in the works but that is not super clear from this report.	Report
Cyclists should not be permitted to use the bridge for the safety of pedestrians. Area where cyclists and pedestrians are forced to share space are extremely dangerous. See the absolute disaster at Queen's Quay as an example. Cyclists routinely ignore their traffic signals and endanger pedestrians by riding in walkways. The bridge should be pedestrian only.	Report
I think it is the most aesthetically pleasing of all the options and is cost-effective. It looks like it will provide very good access to the Don Mills Trail and the new Wynford area, and eventually to the parkland south of Eglinton Ave. I'm very pleased the straight ramp design was (previously) chosen, and the wide path that provides a separate area for bikes and pedestrians. The bikes will be travelling at a high speed, and it is much better than the separate laneways are being provided to protect both pedestrians and bicyclists.	Report

Does the Emerging Preferred Design benefit the existing and future community (access to ravine, trails, etc.)? If not, how can it be improved?	Report
can a self propelled wheelchair easily make it up a 5% slope ramp?	✎
Design is good but bridge part at least should be wider and maybe ramps too. Ideally separating cyclists from pedestrians would happen. Did you look at automating the ramps at least going up? An escalator or moving sidewalk concept. Might need to double the ramps so there is an up and a down ramp. Did you look at lowering the track level by tunneling?	✎
Yes.	✎
There is no ravine. The bridge is not designed for efficient cycling for commuters. A tunnel would make more sense as the elevation lowers to the valley at Eglinton.	✎
Yes. Both pedestrians and cyclists derive great joy from using this trail.	✎
Very supportive of the project, but the Preferred Design does not appear to allow easy access for pedestrians / cyclists from Wynford Drive across the tracks to Sunnybrook Park. Put another way, it is clear how a pedestrian / cyclist travelling south on the DonMills Trail could take the new bridge to Wynford, but it is unclear how the same person could choose to turn west and get to Sunnybrook Park. Many users of the DonMills Trail would like to gain access to not only Wynford to the east, but to Sunnybrook Park to the west as well.	✎
Yes, but consider link to East Don Trail	✎
It does benefit access to trails etc	✎
yes	✎
where the trail end now have an unofficial exit to Leslie st. . This should be made to have a proper exit for Leslie st.	✎
Why is the option for a tunnel not considered in this questionnaire? The planners appear to have already decided that this will be a bridge. This seems more complicated to build. For an idea of what one could look like, there is one at the Port Union Waterfront Beach in east Scarborough that passes under the Via / Go Train line.	✎
Not really. The design does not fit the place. The existing community, Flemingdon Park, will have people travel all the way to the North end of Wynford Green, double back up the bridge, then continue on. The bulk of the population of the future community is on the South and East of the development. Both existing and future communities would benefit from a more southerly entrance, not one way up at the North West corner of the development. I would much rather the tunnel design or a modified version of the preferred design which would have the bridge further North, toward Street F, with the East ramp heading South with the entry at or South of Street C.	✎
Yes	✎
It will, it seems, provide a nice connection over the train bridge. Right now, where the Don Mills Trail ends at the south end, the fence has been ripped open and the area near the train tracks has become a clandestine area for less-than-savoury activity. Just concerned a bit that underneath the new bridge will promote that continued activity.	✎
It does benefit the community. However, as expensive and difficult as it would be, a connection to the trail connecting Edwards Garden and the Ontario Science Centre (on the west side of Leslie Str.) would greatly enhance recreational network in the area.	✎
Yes. This will be a significant improvement to pedestrian and cyclist accessibility in this part of the City. Well done to all for a clearly thought-out proposal. Thank you.	✎
the preferred design does benefit the future community of the crosstown community lands, but fails to provide adequate connections to nearby trails which are only missing one link (don mills trail) from being a fully connected network of trails. Trails such as the west don trail connect communities as far north as leslie and york mills/windfields, and as far south as the port lands/ mouth of the don.	✎
Yes. It is a great idea. Its use would be improved if plans were made to connect it to Leslie Street and the Wilket Creek Park system. I know this has been a challenge due to private land ownership, but something really should be done.	✎
The ramp to Wynford Drive (slide 30) prioritizes cyclists at the expense of pedestrians. Pedestrians should not be treated as third class citizens; behind automobiles on roadways, and now also behind cyclists on recreational paths. Pedestrians should be afforded equal space, even if that means widening the structure, to ensure that families can easily and safely pass each other in opposite directions, without needing to resort to walking single file. This bridge and ramp should not be a highway for cyclists.	✎
The entire environmental assessment offers NO DETAILS about the connection onto the rail trail. Sad. I can't even figure out where the west side ramp comes down to the ground, especially in terms of a connection to the weird gap under the fence out to Leslie Street. You gotta fix this. It may be preferred to you, but there's no info to help the public understand what the switchback option might be far better on the west side...	✎

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N 33

Does the Emerging Preferred Design provide for a safe and accessible crossing for users? If not, how can it be improved? Are there any potential safety risks that should be reviewed further?

Does the Emerging Preferred Design provide for a safe and accessible crossing for users? If not, how can it be improved? Are there any potential safety risks that should be reviewed further?	Report
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Does the Emerging Preferred Design provide for a safe and accessible crossing for users? If not, how can it be improved? Are there any potential safety risks that should be reviewed further?	Report
The ramp from the Don Mills trail should be as wide as the one on the Wynford side and it should have separate pedestrian and cyclist lanes. The existing multi-use Don Mills Trail (at about 4m) is a bit too narrow and, even at current use levels, there are bike/pedestrian conflicts. With heavier use levels that will only get worse, and the ramp won't be expanded once it is built.	✎
I would like to see the wider ramp design with separation between people on bikes and people walking used for both ramps. The ramp connection to street F will be a high conflict zone and needs to be larger so that conflicts between people on bikes and on foot are minimized. This is a major investment and must be accessible in all seasons. How will snow clearing be done? Can the ramps and bridge be heated to melt snow and ice?	✎
Yes	✎
Yes, there is a very serious safety risk with the bridge as shown on page 27 of the 'Virtual Community Consultation.' As shown, the bridge has a snow trap of approximately 15 cm between the bridge surface and its railings. During the winter, this will result in snow being trapped and obstructing the bridge. Also, the subsequent freeze/thaw cycle will produce sheets of ice that will pose a hazard to people walking or cycling. The solution is simple: Get rid of the snow trap. Set the railings directly into the bridge surface so that snow can blow freely through.	✎
Not at all. Stay away from the CPR tracks all together and people will continue to be safe as it is. It can be improved by leaving things alone and not interfering with nature as it is. There is already access under the CPR bridge. People who live in the Don Mills/Eglinton corridor access park facilities behind the Ontario Science Centre. The neighbourhood of Don Mills and Eglinton already have access to Wilket Creek and Sunnybrook Park and they have for years. The Don Mills Trail was not designed to be a highway for pedestrians and cyclists. Pedestrians and cyclists go through Wilket Creek and Sunnybrook Park, that's what parks are for.	✎
My only comment relates to the length of the incline and decline ramps. I suspect that is to make it less taxing for the users of the trail and is required to give sufficient height above the rail tracks. Perhaps in the write-up for the bridge is to explain those 2 key points + others.	✎
The only potential issue is the 90 degree turns to the bridge. This could be an issue with cyclists. On the other hand, visibility looks good.	✎
My opinion the proposed design is safe, but again second staircase from the west side is needed to connect with a nearby condos.	✎
the bridge itself looks good and 6.1m is better when have multi-use trail. But not much information about the intersections and what happens at Eglinton and at Wynford so that cyclists transition safely.	✎
I would like rounder corners where the bike / pedestrians go around the bridge. People like to cut corners . But the square corners are sharp and create nasty pinch points. Maybe a wider / better look out over the train tracks.	✎
Forcing pedestrians to mix with cyclists is extraordinarily dangerous. Cyclists do not respect the safety of pedestrians. In other areas where space is shared, such as Queen's Quay, cyclists consistently break the rules and create hazards for pedestrians. As cyclists are unlicensed, uninsured, untrained, and unaccountable pedestrians have very little recourse in cases of collisions with cyclists. In most cases they simply ride away after telling the pedestrian to 'f off'.	✎
See my comments above - I think the width and the separate laneways are REALLY important and am very glad to see them as part of the design. The straight ramp design will also protect both pedestrians and bicyclists - switchbacks always create horrible and dangerous bottlenecks at each turn.	✎
Looks safe, subject to mixing cyclists and pedestrians. Ramp at 5% may be too steep for real accessibility so perhaps escalator with steps/platforms big enough for bicycles and prams and other mobility devices or an elevator?	✎
If the bridge is going to be used during winter, what will be the arrangement for snow clearing? An option will be for the bridge to be in sparse mesh form, so that snow will fall through the bridge surface, instead of accumulating?	✎
A few curves would have been a nice addition to make the flow more natural and less dangerous. Perpendicular changes in the direction of traffic flow are troublesome. The transition to the crossing over the rail corridor seems very abrupt and angular - it should not be so much of a hairpin. I hope that it will be made more friendly and less abrupt as the design evolves.	✎
Yes.	✎
see above	✎
May need to consider traffic flow from Wynford Dr crossing Don Mills Rd	✎
Yes it does provide a safe crossing	✎
Yes	✎
Needs more lighting on the trail and over the bridge. Will there be proper barrier over the bridge so no unstable people may commit suicide on the train tracks 😞.	✎
.	✎
Yes	✎
I feel the aerial clearance shall be confirmed	✎
One of the challenges on the Don Mills Trail is the convergence of cyclists and pedestrians. Some days, it's actually quite dangerous as cyclists use too much speed and no signaling devices. As a person who walks that path almost daily, I'd love to see the bridge have as much separation between pedestrians and cyclists as possible.	✎

Does the Emerging Preferred Design provide for a safe and accessible crossing for users? If not, how can it be improved? Are there any potential safety risks that should be reviewed further?	Report
Yes it does. Bridge is safer than tunnel and likely less expensive to maintain.	✎
Overall, yes, but may I please flag one safety risk that I have noted in other rail bridges in the city. Specifically, can you please ensure that there are no gaps that a small child could squeeze through, including on staircases and on corners. (Some of the visuals in the presentation, which I realize are provisional, suggest quite large gaps.)	✎
The preferred design does provide a safe crossing for users, but as mentioned above, nearby trails would benefit from safe, built out connections to the bridge and don mills trail. Problem areas include trail users coming from teh south/crossing at eglinton and leslie, and trail users coming from sunnybrook park attempting to reach the don mills trail. Proper biking/crossing infrastructure at the south west point of the crosstown community lands, and at the entrance to the don mills trail from the east side of leslie north of sunnybrook park is necessary.	✎
Yes.	✎
Please refer to answer #1.	✎
It's so long, and so sad that the developer already has streets approved that constrain the design. Sigh.	✎

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N 31

What amenities and landscaping treatments, if any, should be considered at the viewing and landing areas proposed at either end of the ramp connecting to Wynford Drive (e.g. seating, lighting, informative signage, etc.)?

What amenities and landscaping treatments, if any, should be considered at the viewing and landing areas proposed at either end of the ramp connecting to Wynford Drive (e.g. seating, lighting, informative signage, etc.)?	Report
It would be good to have seating at each end of the bridge - this would be facilitated by separation of cyclists from pedestrians.	✎
Landing areas (see comment above) need to be spacious, especially at the connection to Street F, where people will be moving in four different directions. Lighting needs to be provided so that the bridge is safe for people to use after dark.	✎
I think all three things you reference - seating, lighting and informative signage, should be included. Hopefully signage will also align with the TO360 project, to help guide people around the area by active transportation.	✎
Lighting should provide for safe use, particularly in the winter when people will be going home after dark.	✎
Absolutely none, the project is not needed.	✎
To me, this is not a priority at all but if so, the people using a viewing area do not impact the ability of people or cyclists of using the bridge	✎
It's a really good idea to have the viewing platform. Definitely provide a bench.	✎
no opinion	✎
ofcourse need seating and lighting. limit signage as much as possible as it takes away from the design and looks cluttered. We also need to avoid the 'No' culture of having signs all about what you can't do. signage also adds space for graffiti. For landscaping, please try and replace the number of trees cut down by planting the same number in the surrounding area. Would also be nice to have a plaque at the bridge that speaks to the design character, history of area, indigenous heritage in the area, etc.	✎
historic information sign. Railroad history. Any greenery, planters maybe. A playground type side would be fun.	✎
No cycling signs should be posted to alert that the bridge is for pedestrian use only	✎
Lighting and seating is a good idea. Signage with information about the trail system and maps would be good, too.	✎
some but not much seating as the views are not great. Bike stands/racks would be good if there is seating. Signage would be good to tell what is beyond the bridge in both directions and perhaps neighbourhood info, particularly re Crosstown and former Celestica facility. First Nation history recognition on signage and other local history if there is a pool to draw on.	✎
Definitely lighting & signage with directions	✎
A proper junction, with circles as at all the Schollen-designed intersections on the Don Mills Trail. They work well.\	✎
Signage must include a reminder for dog owners to keep their dogs leashed. Benches for resting would be ideal.	✎
Seating on ramp	✎

What amenities and landscaping treatments, if any, should be considered at the viewing and landing areas proposed at either end of the ramp connecting to Wynford Drive (e.g. seating, lighting, informative signage, etc.)?	Report
Informative signage, lighting and landscaping	↗
seating and lighting	↗
Have nice trees along the ramps add to nature	↗
.	↗
Eliminate the viewing areas - there's no view at this location and future towers will further obscure it anyway.	↗
Seating for sure. Roof for bad weather	↗
Seating, lots of lighting and signage are rarely bad.	↗
Seating on the bridge would benefit those who would need to rest after walking up to the bridge.	↗
I agree that the bridge should be a place where people can dwell, not only pass through. I trust the city's experts' judgement about which amenities can best achieve this.	↗
Seating should be incorporated not only at the landing/viewing areas of the bridge but also at least once at the midway points of the slopes of the bridge to provide adequate resting points. Lighting should also be incorporated along the entire stretch of the bridge to provide safe crossings at all times of the day. Signage is suitable at the landing and viewing areas.	↗
Public water fountain, including for dog fountain; free charging stations and free Wi-Fi.	↗
Curve the edge of the ibeam bridge so that 90° turns aren't required on either side of the bridge. Give us all some flow.	↗

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N 29

How should public art be incorporated into the bridge or ramp design (e.g. as materials, structural design treatments, colour, sculptural elements, etc.)?

How should public art be incorporated into the bridge or ramp design (e.g. as materials, structural design treatments, colour, sculptural elements, etc.)?	Report
No opinion	↗
I like that the bridge reflects the industrial heritage of the area and perhaps some art could give a nod to the computing technology that eventually flourished there. Any art should not impede the flow of bicycle and foot traffic.	↗
I have no opinion on this.	↗
No public art, it's an eye sore, and besides the project is not needed, it will destroy the area.	↗
To me, this is not a priority at all in order to get this bridge installed... if done afterwards but should not delay getting it available as quickly as possible.	↗
no opinion	↗
would like to see the piers improved from just concrete to include murals or lighting treatments. Look to the dutch for some fantastic examples. Art should celebrate nature in this area given that this is one of Toronto's most important ravine systems.	↗
artsy railing design. something for people on the train to see.	↗
I really love the design treatment given to the newly opened trail that connects Concorde Place with Wigmore Park (East Don Trail) The colour schemes, textures with rusty metal and wood on the bridges, the cool metal art with fish cutout designs, and the wood and metal fences along the path are all fabulous! That type of colour scheme, materials and textures would be great here, too.	↗
Perhaps something to remind us of the circuit board manufacturing in the Celestica plant (previously owned by IBM)..	↗
Structural design	↗
Take a look at the East Don Trail's extension from Wynford to Elvaston. The same elements (imprinted thematics) would work well.	↗
This bridge has the potential to become an iconic Toronto bridge! Involve OCAD students to submit their ideas and make it so beautiful it becomes instagram-worthy!	↗
Yes with links to history of area	↗

How should public art be incorporated into the bridge or ramp design (e.g. as materials, structural design treatments, colour, sculptural elements, etc.)?	Report
Design treatments	
Colour, sculptures	
Along the ramps either side	
.	
Graffiti art to be consistent with the area, like the graffiti art under the Eglinton train bridge	
shall be bright so it could be visible in day and night time	
Would love to see public art incorporated in any way possible. Love murals and colours. Adds to the joy of being there.	
Some bridges in Toronto are beautiful. E.g. on Martin Goodman trail over Humber River and the new bridge on Cherry Street. The Don Mills bridge shouldn't be just a platform.	
As above, I trust the city's experts' judgement about what art should be incorporated. Personally, I think that the concern you have demonstrated for the aesthetics of the bridge itself is all that is required, but I have no objection to additional art being installed.	
public art would best be incorporated as a functional element of the bridge as opposed to a physical sculpture or individual piece. Things such as unconventional materiality used in the railings, or a single structure wrapping around the bed of the bridge acting as a cocoon (see Helix Bridge, Singapore, for reference). In this way, the entire bridge would be acknowledge as a piece of art. Other options/design elements to add intrigue/artistic design could be LED lighting features lighting up the railings of the bridge. Additionally/alternatively, adding lights at the base of the supports of the bridge can light up the supports by shining on the sides.	
Public art can be incorporated in the future; build the best structure you can for pedestrians and cyclists.	
We don't need public art on this project. I'm not stopping here to look at anything. Spend those funds on improving access of Leslie Street.	

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N 26

In addition to structural concrete and steel, are there any other materials that should be considered during the detailed design phase?

In addition to structural concrete and steel, are there any other materials that should be considered during the detailed design phase?	Report
Railings should be stainless	
I have no opinion on this.	
Yes, make sure the area remains as is.	
Just for the flooring not to be slippery in any way.	
Keeping the design clean and simple is best.	
no opinion	
Use materials that age well and integrate with the landscape and history of the area.	
Maybe some natural ones wood or stones to sit on	
Anti cycling spikes should be used at the entrances to the bridge to prevent cyclists from using it and endangering pedestrians	
Wood, metal artwork, as I mentioned above.	
A water feature would be nice. Materials should be chosen for sustainability.	
Aluminum, so future painting, or maintenance will not be necessary	
Imprinted thematic steel is good on the East Don Trail. Way-finding and maps are needed as they were added to the Don Mills Trail. The connection to Leslie does not appear to exist in reality and it is essential.	
Be bold and daring, choose artistic design and colours that naturally bring a smile to the viewer!	
No	

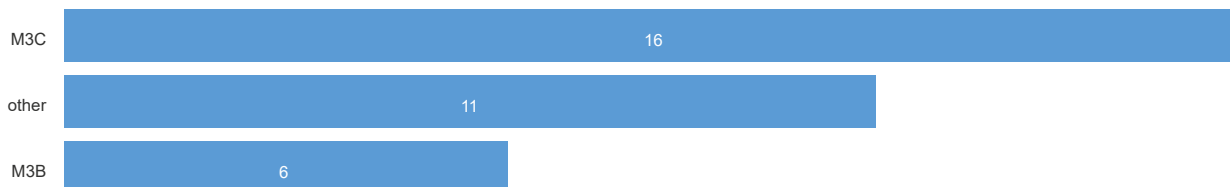
In additional to structural concrete and steel, are there any other materials that should be considered during the detailed design phase?	Report
Design should be kept simple and unobtrusive	↗
don't know	↗
As long the ramps and bridge is not made cheaply and brick within a few years. Build it properly so it will last for many years to come!	↗
.	↗
The city won't spend money on quality materials so functional is sufficient	↗
maybe sway or wind force	↗
Wouldn't be able to knowledgably comment here	↗
Whatever is cost effective.	↗
I have no opinion on this matter.	↗
the detailed design should consider materials such as wood for benches, and ground materials (see garrison crossing, toronto), and light posts, glass for railings.	↗
Why can't we have a landmark structure like the new bridge at Garrison Common or the Humber Bay arch bridges?	↗
We want to see recycled computer bits from the IBM plant.	↗

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N 27

About You

























What are the first 3 digits in your postal code?











N 33

What is your relationship to this area and/or your interest in this project?

What is your relationship to this area and/or your interest in this project?	Report
I live in the area and use the Don Mills Trail daily	↗
I live nearby and frequently use the Don Mills Trail to cycle.	↗
Used to live in North York and would cycle along the Don Mills Trail and be frustrated by how it just ended! I also deliver the Smart Commute program on behalf of the City of Toronto, and this project is within our Smart Commute service area. Therefore, I am very supportive of it from both personal and professional perspectives.	↗
I use the Don Mills Trail to commute to Sunnybrook Hospital.	↗
Lived in the area for years.	↗
I use that pathway frequently to get to Eglinton Ave and ultimately to get to the lake either walking or via bike.	↗
Live in Don Mills. Walk and cycle in the area very frequently. Active with the Don Mills Residents Inc. (DMRI).	↗
Visitor	↗

What is your relationship to this area and/or your interest in this project?	Report
I am a resident at nearby 1105 Leslie street building.	
Cycling through the area as part of regular (pre-Covid) work commute.	
i have ridden my bike here for decades.	
Live in the area	
I live nearby and I bike and walk in this area all the time. I exercise on the Don Mills Trail several times a week, and use it frequently to access Sunnybrook Park and ET Seton park and the trail system connecting with downtown.	
i would regularly use the ramp and bridge	
I use the Don Trail and am very supportive of a connection to Eglinton, particularly when the Crosstown is available with its cycling infrastructure and Bikeshare (which should be located at the junction with the Trail when the bridge gets in). I also know the Celestica facility from my past work life. I frequently went by the corner when relatives lived on Wynford and also just going to the east end as I live just south of Lawrence near Yonge.	
Owner in the neighborhood	
I was an active part of planning the Don Mills Trail and the East Don Trail as a member of the cycling community	
local resident	
Property owner on Leslie Street	
Local resident. Use Don Mills Trail to commute by bicycle and this extension would eliminate the requirement to divert to Eglinton Ave via Barber Greene Rd	
Live at the end of the trail and use it for walking	
Live near the end of the Don Mills trail	
I live in the condo next to trail on Leslie st side. Can see the crosstown from my _.	
I used to work at Celestica!	
I live nearby and bike	
I live near this bridge and maybe someday wish to work for the City.	
Live in the neighbourhood. Use the Don Mills Trail almost daily throughout the entire year.	
I'm living by the Don Mills trail and I use it daily.	
Probable user of this bridge in the future.	
Flemingdon park and surrounding areas are my place(s) of residence, work, play, shopping, etc.	
I run on the Don Mills trail frequently.	
Grew up in Don Mills. Bike through to sunnybrook or Bond Park and beyond now and again from Pottery road area.	

How did you hear about this project?(Check all that apply)

	Count	% of responses	%
City of Toronto email list	11		34%
Flyer	9		28%
My City Councillor	5		16%
Another email list (e.g. Association)	4		13%
Social media (e.g. Facebook, Twitter)	4		13%
Other, please specify	4		13%
Other web site	2		6%
Friend, family or neighbour	1		3%
News story	0		
City of Toronto website	0		

N 32

How did you hear about this project?(Check all that apply) - Other, please specify

Other, please specify	Report
Accidentally came across it in an article about the new community at DM/Eglinton that was on my councillor's website - did not see any other notices or receive any communications	
Searching the web for the old celestica site.	
QR code on the side of the Don Mills Library	
UrbanToronto.ca	

N 4

Appendix 7 – Web Update (June 29, 2021)

Answers to Questions Raised During the Public Consultation

The following content was published on the project web page and emailed to stakeholders on June 29, 2021.

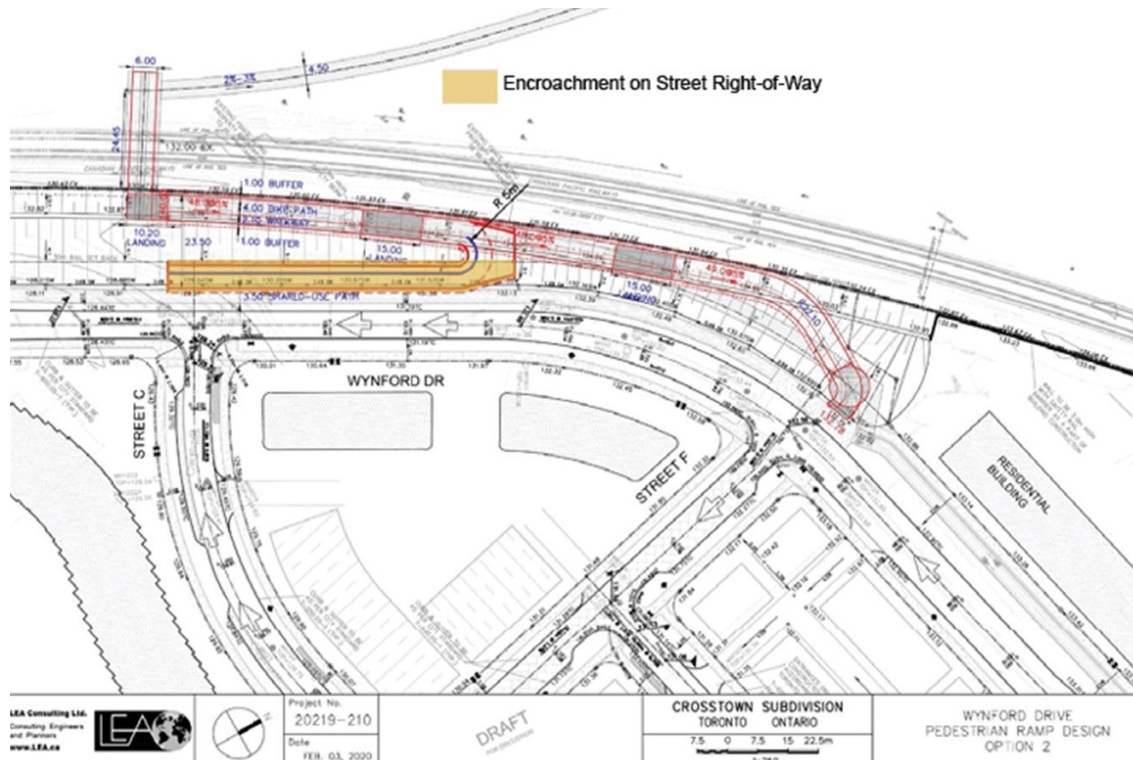
Tunnel Option Not Recommended

An underground option in the form of a tunnel was considered as part of the 2019 [Don Mills Crossing Mobility Planning Study](#) (MPS), which serves as the basis for the current Environmental Assessment. The tunnel option was not preferable as a result of safety concerns and challenges in integrating the ramp with the design of the Wynford Drive extension. It would require lengthy ramps due to grade differences and would be hidden from the roadway presenting security and safety issues. In addition, the lowered tunnel profile presented constructability challenges and limited opportunities for public realm enhancements.

Why the East Side Ramp Goes North, Not South or Switchback

There are a number physical constraints in the immediate area, including the grade of the adjacent Wynford Drive, valley and ravine system, and available land. A switchback ramp design was evaluated and determined to not be feasible as there is insufficient space between the rail corridor and the Wynford Drive extension to accommodate a switchback ramp with a minimum 5-metre turning radius required for cyclists to turn safely (see Figure 1). As illustrated in the drawing below, a switchback design with a 5-metre turning radius will cause the ramp to encroach onto the planned extension of Wynford Drive. Previous [Don Mills Crossing](#) MPS and current Environmental Assessment study also identified that a switchback design at this location would make it difficult for cyclists to maneuver, creating a safety concern for both pedestrians and cyclists.

Figure 1. Switchback Option Encroaching onto Wynford Drive



The current ramp design has been developed to meet the requirements outlined in the Accessibility for Ontarians with Disability Act, while minimizing the amount of backtracking. However, the east ramp must go north due the grade differences on the south side and inability to connect to the proposed street network.

An additional staircase connection closer to Street C is being proposed to provide pedestrians and cyclists a more direct way to access the crossing. The staircase can be fitted with channels for cyclists walking their bikes, and other design enhancements can be studied further following the completion of this EA.

Project Timing

We anticipate this bridge can be constructed within the next 5 years. Construction cost will be shared between the City and the developers of 844 Don Mills Road and 1155 Eglinton Avenue East. Funding for the City's share of construction and a construction year will be identified through Transportation Services division's capital budget process.

Planning for this rail corridor crossing is following the Municipal Class Environmental Assessment (EA) process, a planning and decision-making framework used across Ontario to undertake new public infrastructure projects. The City is working closely with the developer on this undertaking and our schedules are aligned so that the crossing can be implemented along with redevelopment of the area. Following completion of the EA, the developer will be responsible for completing the detailed design and constructing the

crossing. A detailed implementation schedule will be prepared by the developer after the completion of the EA. The City will review and approve the final design of the bridge.

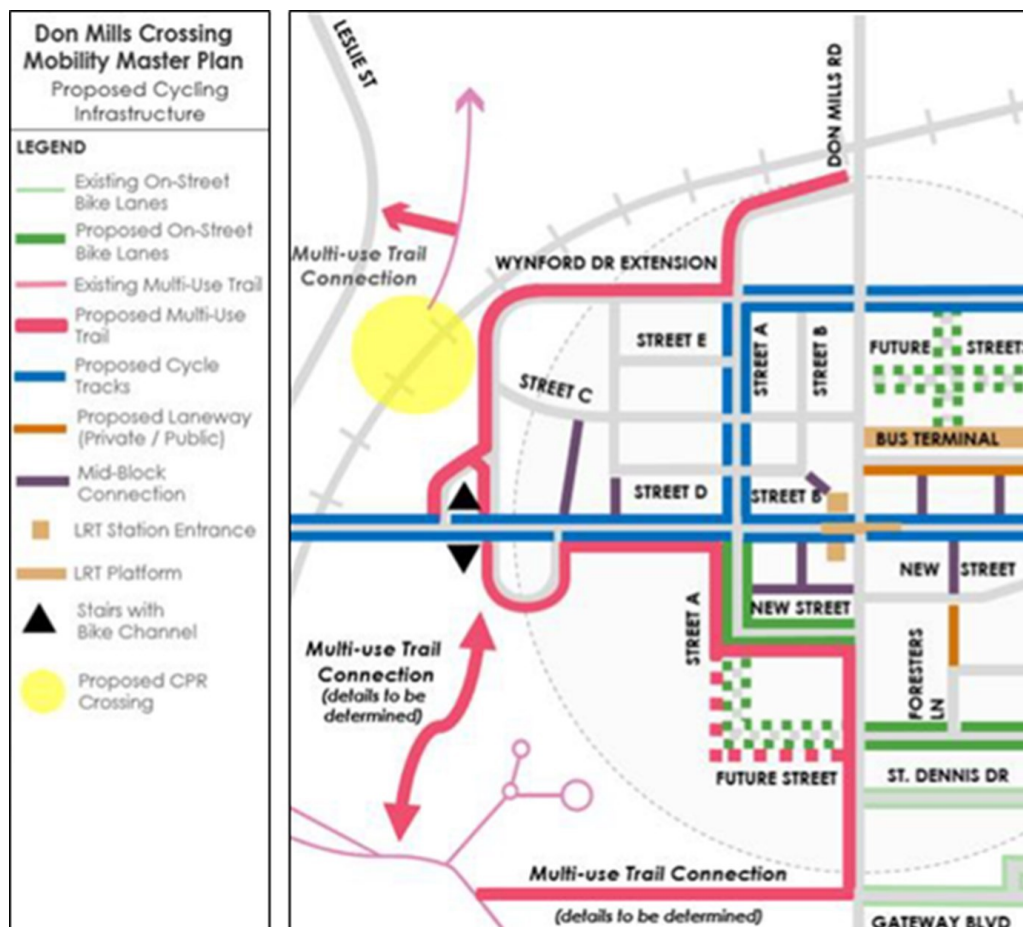
The scope of this study is limited to the rail corridor crossing and does not include the surrounding street network.

Cycling Connections: East Side of Rail Corridor

Previous planning studies like the Don Mills Crossing MPS identified the transportation network needed to support the redevelopment of this area, including these various trails to enhance and connect the existing active transportation network (See Figure 2).

Through the redevelopment of 844 Don Mills Road and 1155 Eglinton Avenue East a new multi-use trail will be constructed along the west side of Wynford Drive. How the ramps will interface with the multi-use trail will be determined during the detailed design phase following the completion of the EA study.

Figure 2. Don Mills Crossing MPS Recommended Transportation Network



Cycling Connections: West Side of Rail Corridor

A connection from the west side of the bridge from the Don Mills Trail west to Leslie Street was not part of the scope of this EA but was considered during the development of design options. Currently, the Don Mills Trail terminates at the approximate location of the future bridge and trail users access Leslie Street using a path on privately owned land not maintained by the City. It is anticipated that a future trail connection to Leslie Street can be secured through the development approval process. During the detailed design phase following completion of the EA, further consideration will be given to the current use and future condition of this connection.

Separating Cyclists and Pedestrians – Design and Rational

The preferred design provided a shared pedestrian and cycling space across the bridge and along the west ramp matching the layout of the Don Mills Trail. The ramp on the east side of the rail corridor proposes a separation of pedestrian and cyclist space matching the planned multi-use trail along Wynford Drive. The design of the interface between ramps and trails will be further developed in the detailed design phase following the completion of this EA study.

Alternate Bridge Locations Considered (Don Mills Crossing MPS)

The Don Mills Crossing MPS concluded that the northwest quadrant of the area currently exhibits poor connectivity in pedestrian and cycling networks with CP Rail Corridor identified as the major barrier to it. As such, a grade separated crossing at the railway location in the form of a tunnel or a bridge emerged as a key recommendation of the MPS. This location will provide the best opportunity for easy pedestrian and cyclist access from the new development to existing Don Mills Trail, Leslie Street, Wilket Creek Park and the greater Don Valley parklands to the west.

Snow Clearing

The bridge and ramps have been designed such that winter maintenance equipment can be accommodated to facilitate snow removal.

Lighting

The preferred design developed through this EA is to a functional level of design, where development of lighting options and other public realm improvements will be a focus of the following detailed design phase. Future consideration will also include integration of public art, signage and wayfinding, landscaping, and the treatments for the ramp landing areas. The design elements will be developed according to parameters set out in the EA and opportunities for public review and comment will be provided.