

2. Consultation

Public involvement was an integral and ongoing part of the study process for the Highland Creek Village TMP Study. Throughout the completion of the study, the public consultation requirements of the MCEA were met and exceeded. Attachment 4 provides a summary of the consultation activities and feedback received.

The TMP Study included an introductory public WalkShop, two Public Information Centres (PICs), two stakeholder workshops, a project website, and numerous meetings with key stakeholders such as property owners, the University of Toronto Scarborough Campus (UTSC), and Cycle Toronto. In addition, there is a project webpage that includes all pertinent information related to the Study.

Notices (7,307) were distributed via standard mail delivery to agencies, residents, businesses, and property owners situated within and surrounding the study area for both public meetings. The limits of distribution generally included properties located within the boundaries of Centennial Road to the east, Lawrence Avenue East to the south, Morningside Avenue to the west, and Highway 401 to the north.

A mailing list was also created based on interaction with interested parties during the study. Attendance at meetings and workshops was as follows:

- Stakeholder Meeting #1 - WalkShop (June 5, 2014): 15 people
- Stakeholder Meeting #2 - Parking Session (November 19, 2014): 10 businesses represented
- Stakeholder Meeting #3 - pre-PIC#2 (May 28, 2015), 12 people
- Planners in Public Spaces (PiPS) (June 13, 2015) during the Highland Creek Festival: 170 people
- PIC#1 (June 25, 2014): 119 people signed in; some people did not sign in
- PIC#2 (June 24, 2015): 129 people signed in; some people did not sign in

Future consultation will take place through the notice of completion stage (which is required to complete this TMP study), as part of a future development approval process, and as part of Phase 3 & 4 of the MCEA process for major infrastructure projects like the future dismantling of the Highland Creek bridge.

A summary of the public consultation activities that were conducted as part of this study is discussed in the following sections.

2.1 Agency Involvement

The list of ministries, municipalities, agencies, and authorities who were contacted at the initiation of the study is included in **Appendix A.8**. The agencies were contacted through correspondence notifying them of the study commencement, PICs, and study completion (June 2022), as well as requesting their comments. All of these agencies were included in the study mailing list and updated regularly to ensure accuracy.

2.2 Indigenous⁵ Consultation

The identification of Indigenous and Metis communities and/or organizations to engage was established in accordance with the City of Toronto Indigenous Consultation Protocol for Environmental Assessments.

Based on the above information, the Indigenous communities, groups and/or organizations who were notified of the study and related events are identified in **Appendix A.9**. In addition, the list was updated regularly to ensure accuracy.

A summary of correspondence carried out with Indigenous communities is discussed in **Appendix A.9**.

2.3 Study Website

A dedicated study website was established through the City of Toronto website on June 10, 2014, to provide information related to the study, including notices, background information, updates, and links to other relevant information, as it became available. The project website can be found at: www.toronto.ca/hcvtransportation.

5 Note that within Appendix A, the term “Aboriginal” is used as this was the accepted terminology at the time of writing. The main report has been updated to replace “Aboriginal” with “Indigenous”.

2.4 Study Notification

Public notices were issued to notify stakeholders of the TMP study, invite members of the public to comment on the study and advertise the public information centres (PICs), as described below. Notices of PIC events were distributed via standard mail delivery to agencies, residents, businesses, and property owners situated within and surrounding the study area. The limits of distribution consisted of all properties situated between Centennial Road to the east, Lawrence Avenue East to the south, Morningside Avenue to the west and Highway 401 to the north.

Copies of study notices are provided in **Appendix A.1**.

2.4.1 Notice of Study Commencement and Public Information Centre #1

The Notice of Study Commencement and Public Information Centre (PIC) #1 was posted on the City of Toronto website on June 11, 2014. In addition, the notice was posted in the Scarborough Mirror East newspaper on June 12, and 19, 2014. The notice was distributed via standard mail delivery to agencies, residents, businesses, and property owners situated within and surrounding the study area on June 12, 2014.

2.4.2 Notice of Public Information Centre #2

The Notice of PIC# 2 was posted on the City of Toronto website on June 10, 2015. In addition, the notice was posted in the Scarborough Mirror East newspaper on June 11, and 18, 2015 and distributed via standard mail delivery to agencies, residents, businesses, and property owners situated within and surrounding the study area on June 11, 2015. In addition, event flyers were distributed during the Highland Creek Festival held on June 13, 2015, by City of Toronto Planning staff at the PiPS booth.

2.4.3 Notice of Study Completion and 30-Day Public Review

The Notice of Study Completion was posted on the City of Toronto website in June 2022. In addition, the notice was posted in the Scarborough Mirror East newspaper in June 2022 and distributed via standard mail delivery to agencies, residents, businesses, and property owners situated within and surrounding the study area in June 2022.

2.5 Technical Advisory Committee

A Technical Advisory Committee (TAC) was established early in the TMP study process to discuss progress and gather input at key stages in the planning and decision-making process, and comprised the following City of Toronto and TTC staff:

TAC Member	Affiliation
Edward Presta	City of Toronto Project Lead
Al Burrows	Transportation Services
Gary Papas	City Planning – Transportation Planning
Katrien Darling	City Planning – Community Planning
Maogosha Pyjor	Public Consultation Unit
Patrick Cheung	Toronto Water
Alan Filipuzzi	City Planning – Transportation Planning
Xue Pei	City Planning – Urban Design
Rob Gillard	Toronto Transit Commission (TTC)
Edmund Wu	City Planning – Transportation Planning
David Dunn	Transportation – Cycling Infrastructure
Godly Abraham	Traffic Planning
Andrew Chislett	Infrastructure Planning
Victor Gottwald	City Planning – Community Planning

In total, four meetings were held with the TAC throughout the study, including:

- Project Kick-Off Meeting, held on February 12, 2014;
- PIC #1 planning meeting to review draft presentation material, held on June 17, 2014;
- Review of evaluation of alternative solutions meeting, held on March 30, 2015; and
- PIC #2 planning meeting to review draft presentation material, held on May 14, 2015.

2.6 Stakeholder Meetings

Efforts to work with businesses, residents, and key stakeholders in the area throughout the study process, resulted in three stakeholder workshops, and the City’s attendance at a PiPS event. At the conclusion of the three workshops, a summary of the workshop discussion was

provided to each of the attendees, and these materials are included in **Appendix A.2** through **A.4**.

2.6.1 Pre-Consultation with Stakeholders – WalkShop

An invitation to participate in the WalkShop was issued to a range of local stakeholders, including participants of the Highland Creek Village Area Study Working Group, on May 20, 2014. City staff held the WalkShop event on June 5, 2014, to solicit feedback from a variety of local interests (i.e., businesses, residents, community groups, institutions, property owners, and faith groups) with regard to the existing transportation network concerns and future opportunities in the study area. As part of the WalkShop, input from the participants was sought in relation to potential improvements to the area’s roadway network, pedestrian environment, streetscaping, cycling network connections, on-street parking, and transit.

In total, fifteen local stakeholders participated in the WalkShop. TAC members were present to lead individual groups on a walk throughout the study area, discuss key areas and document feedback. A WalkShop agenda, which included discussion points and questions related to transportation elements in the study area, was distributed to the participants. A detailed description of the WalkShop event is provided in **Appendix A.2**.

2.6.2 Stakeholder Meeting #2 – Parking Session

City staff held a meeting with Village business owners on November 19, 2014, to discuss current and future on-street parking conditions and their priorities. The City also discussed the rationale for the proposed conversion of existing angled parking on the north side of Old Kingston Road (in front of the Village plaza) and the existing perpendicular parking on Morrish Road to the north of Old Kingston Road. The City highlighted that the conversion of the angled parking to parallel parking allows for a wider more generous public realm, including streetscaping, widened sidewalks, plantings, etc. The change will also provide safer conditions for parking manoeuvres, relative to the existing angled and perpendicular parking which limits visibility when backing out of the parking space. An information booklet for the on-street parking discussion was shared with the meeting attendees.

In addition, the requirement for new developments to meet accessibility standards as outlined in the Accessibility for Ontarians with Disabilities Act (AODA) was discussed at this meeting. As discussed further in **Section 3.2.15**, as of January 2013 the AODA requirements are legal requirements that govern the provision of public infrastructure including sidewalks, walkways, stairs, curb ramps, tactile walking surfaces, pedestrian signals and parking spaces, and the City

of Toronto must comply with the identified standards by January 1, 2016 for all newly constructed or redeveloped infrastructure. This means that new or redeveloped parking facilities must meet the AODA requirements related to the provision of accessible parking spaces, including minimum quantity, types, and dimensions.

Business owners expressed their strong preference to maintain angled parking for the purpose of retaining the maximum possible number of parking spaces. In addition, meeting attendees felt that there is not enough existing parking to accommodate customers during certain time periods and that new parking areas are required. A summary of Stakeholder Meeting #2 is provided in **Appendix A.3**.

2.6.3 Stakeholder Meeting #3 - Pre-Public Information Centre #2 Feedback

Participants of the previous WalkShop and Stakeholder Meeting #2 were invited to attend a Workshop with City staff to discuss the preliminary recommendations for transportation infrastructure improvements, as well as the draft display boards being planned for presentation at PIC #2. The Workshop was held on May 28, 2015 and included an interactive exercise to assist with identifying benefits, challenges, and comments associated with the preliminary recommended solution. The TAC also sought feedback on the clarity of the PIC presentation materials and suggestions for changes or additions.

In general, a positive response to the recommended solution was received by the majority of attendees; some expressed that improvements to network connectivity, the Village streetscape, and public realm are long overdue. In addition, some Village business owners reiterated their opposition to the proposed conversion of existing angled and perpendicular parking to parallel parking, given the proposed reduction in parking spaces in the immediate vicinity of the Morrish Plaza. However, there was support from other participants in relation to the proposed changes to parking, as well as the revised streetscape. A summary of the Workshop and the exercises that were used to facilitate the discussion are provided in **Appendix A.4**.

2.6.4 Planners in Public Spaces (PiPS)

PiPS was an informal "Pop-Up" consultation session conducted on June 13, 2015 during the Highland Creek Festival. Over 170 people attended the City Planning Division's vendor information booth at this event.

2.7 Public Information Centres (PICs)

Two PICs were held as part of this TMP study. The PICs were held in a public open house format and included a presentation by TAC members, an interactive question and answer session and additional opportunities to provide written and verbal comments and / or suggestions in relation to the study. Consultation summary reports were prepared following each PIC event, copies of which are provided in **Appendix A.5** and **A.6**. A detailed description of each PIC event, as well as a summary of the comments and/or suggestions received at/following the PICs, is included as part each summary report. These summary reports were also posted on the project website following each respective PIC.

2.7.1 Public Information Centre #1

PIC #1 was held at the Royal Canadian Legion on June 25, 2014. The purpose of the PIC was to introduce the TMP study and present and receive public input on existing conditions, the Problem and Opportunity Statement, the preliminary alternatives developed to address the transportation needs for the HCV area and the criteria to be used to evaluate the alternative solutions. The PIC was well attended by members of the community who expressed their interest in the wellbeing of study area residents and business owners. In total, 119 people signed in at the PIC. A detailed description of the PIC is discussed in the PIC #1 Consultation Summary Report provided in **Appendix A.5**.

2.7.2 Public Information Centre #2

PIC #2 was held at the Royal Canadian Legion on June 24, 2015. The purpose of the PIC was to discuss and seek feedback on the evaluation of alternatives, the preliminary recommended transportation solution, the preliminary recommended servicing solution, and the preliminary design concept. The PIC was well attended by members of the community; in total, 129 people signed in at the PIC. A detailed description of the PIC is provided in the PIC #2 Consultation Summary Report provided in **Appendix A.6**.

2.8 Summary of Public Feedback

Based on the consultation activities carried out as part of this TMP study, feedback from the public is summarized below, organized by themes and key points. Copies of the comment forms received from the public are provided in the consultation summary reports provided in **Appendix A.5** and **Appendix A.6**. Other public correspondence is included in **Appendix A. 7**.

Pedestrians

General support of need for sidewalk improvements, as well as suggestions to incorporate sidewalks along all roadways and/or on both sides of roadways, improve signal timings at pedestrian crossings and provide more sidewalks to improve pedestrian safety.

Cycling

Concern for cyclist safety along Highway 2A and/or Military Trail, as well as suggestions to include: bicycle parking in the Village area; cycling lanes through the Village; separated bike lanes; and bike lane connections (e.g., to the UTSC and Lawson Road to Military Trail).

Transit

- Overall need to consider impacts to transit users during study (i.e., effect on bus routes/public transit)
- Suggestions to improve access to subway routes and to provide link to the UTSC

Roundabout

- Roundabout navigation and safety concerns for motorists, pedestrian, and cyclists
- Some preference for roundabouts over stop lights was noted

Road Network

Meadowvale Road Connection

Some agreement that a new connection would improve traffic flow and reduce traffic through the Village/on Highway 2A. Concerns associated with potential to:

- Impact physical property and property values
- Create divide between existing community
- Increase traffic volumes on Meadowvale and associated impacts to area residents
- Possible speeding and associated safety concerns for nearby residents and school children

Highland Creek Overpass

Identified as improvement to existing network, however some requests to retain the bridge were received. Concerns associated with:

- costs and recent rehabilitation of bridge preclude need to remove structure
- new traffic signals create additional congestion and delays to traffic along Highway 2A
- queues on south approach to a signalized intersection at the Highland Creek Overpass/Highway 2A intersection
- potential redirection of traffic

Military Trail

- General support for signalized intersection at Military Trail and Highway 2A
- Some concerns that new signals will not improve traffic flow

Cultural Environment

Concerns associated with potential to:

- Impact mature trees and character surrounding Meadowvale Road
- Alter traditional appearance of the Village (related to removal of angled parking)
- Potential for Heritage Day parade route to be impacted by removal of Lawson Overpass

Parking

- General concern for lack of existing parking
- Suggestions to add new off-street parking facilities/lots (Green P)
- Concerns associated with proposed reconfiguration of angled parking include:
 - Potential to impact accessibility of Village for seniors
 - Navigational challenges associated with parallel parking
- Support for parallel parking attributed mainly to improving safety
- Business operations at Morrish Plaza will suffer from loss of parking spaces on Old Kingston Road
- Pedestrian safety to/from parked vehicle and destination

Economic Environment

- Potential for revised parking configuration to impact business operations in the Village area
- Potential to decrease property values in association with Meadowvale Road connection

Project Timing

Concerns associated with the potential length of time before changes are realized (i.e., changes should be implemented right away and/or not in stages).