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# Appendix K:

## Consultation Materials

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# Section K.1: Consultation Strategy

# Waterfront East Light Rail Transit

## Transit Project Assessment Process Engagement Strategy

Prepared by LURA Consulting

### 1. Project and Consultation Objectives

#### Project Objectives

- The objective of the Waterfront East Light Rail Transit (LRT) TPAP is **to complete environmental approvals for the project, as an update to the lapsed East Bayfront Transit Environmental Assessment**. The project footprint studied under the TPAP is shown in Figure 1.

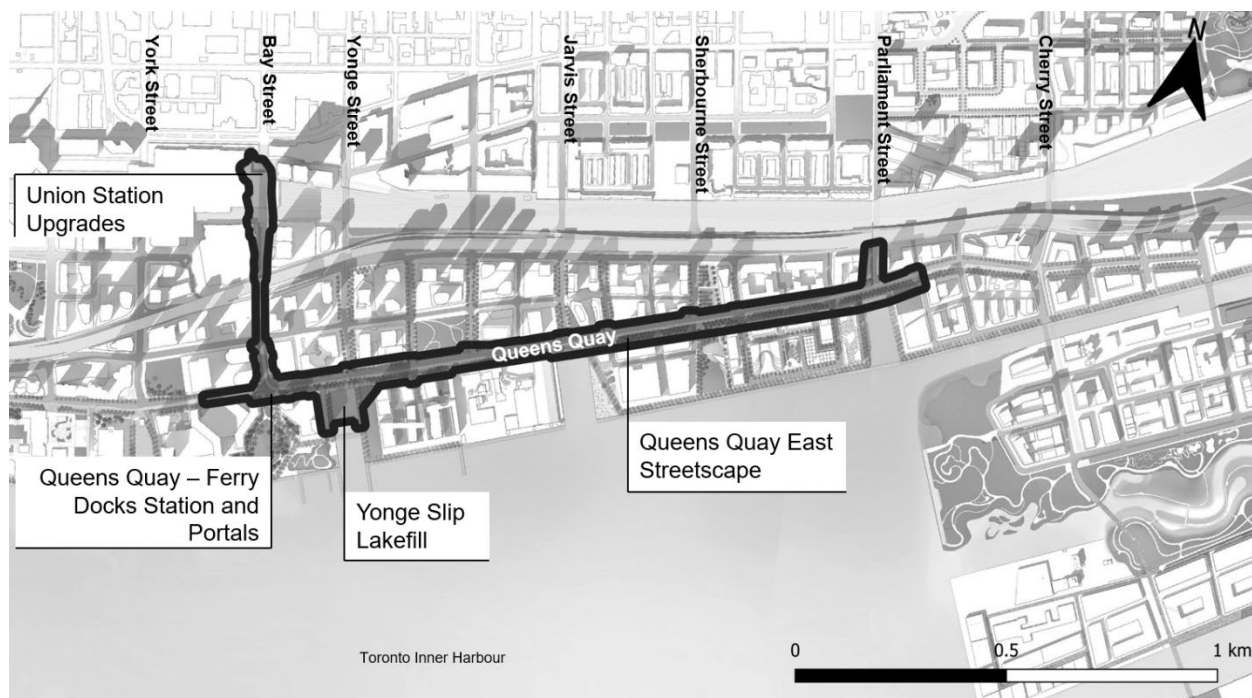


Figure 1. Map of the TPAP project footprint.

#### Consultation Objectives

The consultation process will:

- Provide engagement that is relatable. During each round of consultation, it will be made clear what is and is not up for discussion. Residents and stakeholders will understand how to provide feedback on the matters that are most important to them. The information will be approachable, engaging, and relevant.
- Provide engagement materials that are topical and audience specific. All materials should be specifically tailored for those it is intended to reach.

- Document community and stakeholder input and report on what we heard and how it will be used to inform the study. It is essential to ensure that the feedback loop is closed.

The Waterfront East LRT TPAP will follow the consultation requirements and objectives outlined by the Ministry of Environment, Conservation and Parks which are to:

- Provide information on which the transit project was selected, including
  - The assessment and evaluation of the impacts of the transit project and other methods considered;
  - The criteria for the assessment and evaluation of those impacts; and
  - Any studies completed with respect to those impacts.
- Provide information about the proposed measures for mitigating any potential negative impacts of the transit project.
- Provide information about the way the proponent intends to monitor and verify the effectiveness of the proposed mitigation measures.
- Discuss with Indigenous communities any constitutionally protected Indigenous or treaty right that is identified as potentially being negatively impacted by the transit project.
- Discuss with Indigenous communities any measures identified by the Indigenous community for mitigating potential negative impacts on constitutionally protected Indigenous or treaty rights.

## Key Messages/Scope of Engagement

### General Key Messages

Message	Details
The objective of the Waterfront East LRT TPAP is to update the existing East Bayfront Transit Environmental Assessment from 2009 given that over 10 years have passed. This will require a review of changes to the planning, design, and project environment	This is a universal, high-level key message to be reiterated throughout the consultation and engagement process.
The new Transit Project Assessment Process (or TPAP) is an alternative process to the EA addendum process that consolidates all changes along the corridor. The TPAP has no impact on the Preliminary design and Engineering (PDR) timelines, and is a more simplified process than the EA addendum process. Although simplified, the TPAP requires a similar amount of background technical work required to complete as the EA addendum process.	This key message helps introduce what a TPAP is, given that individuals may be unfamiliar with the requirements of this process and suspicious of why an EA addendum process is not being pursued.
Your input provides an important perspective to the design and implementation of the Waterfront East LRT TPAP. It will be considered alongside technical studies.	This high-level key message serves to remind participants that their

Together, these inputs will contribute to a thoughtful and integrated design for the Waterfront East LRT.	feedback is a critical factor in the Waterfront East LRT TPAP but that it is not the sole determinant of the final TPAP submission.
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In addition, the scope of engagement for each round of consultation should be made clear at the outset:

### **Winter 2021 – Kick-off and Design Progress Update**

This round will introduce the Transit Project Assessment Process (TPAP) to the public and stakeholders, as well as provide a progress update on design work that has been undertaken since previous consultations (and changes over the 10 years since the East Bayfront Transit EA). The portal selection study, network phasing study, and preliminary design and engineering work will be presented, and feedback sought on considerations/options therein, as appropriate.

### **Summer 2021 – Concept Level Plans**

This round of engagement will present a conceptual level update of the designs being assessed for the project. Feedback will be sought on these concept plans.

### **Spring 2023 – EPR Concept Plan**

This round will present a conceptual level update of the project ahead of the release of the EPR release and TPAP. Feedback will be gathered to refine the draft EPR and prepare the version to be released for review.

### **Winter 2024 – TPAP and Public Review of EPR**

A 120-day TPAP period will commence to gather feedback from regulatory agencies, Indigenous communities, adjacent property owners, the public, and interested parties broadly to finalize the EPR. Following the completion of the TPAP and the notice of completion and EPR, a 30-day public review of the EPR will take place prior to the Minister of Municipal Affairs and Housing's review.

## **2. Target Audiences and Framing the Conversation**

The following list outlines in greater detail some suggested audiences to be engaged through the project, and their assumed reason(s) for being interested. Audiences identified with an asterisk (\*) are represented in the Stakeholder Advisory Group. Note that this list is not meant to capture all stakeholders, regulatory agencies, or Indigenous communities who are consulted as part of this TPAP. This list reflects the broad consultation strategy and does not replace the parties identified in Section 6.1.2 of the Environmental Project Report (*Identification of Interested Persons*).

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Engagement Strategy

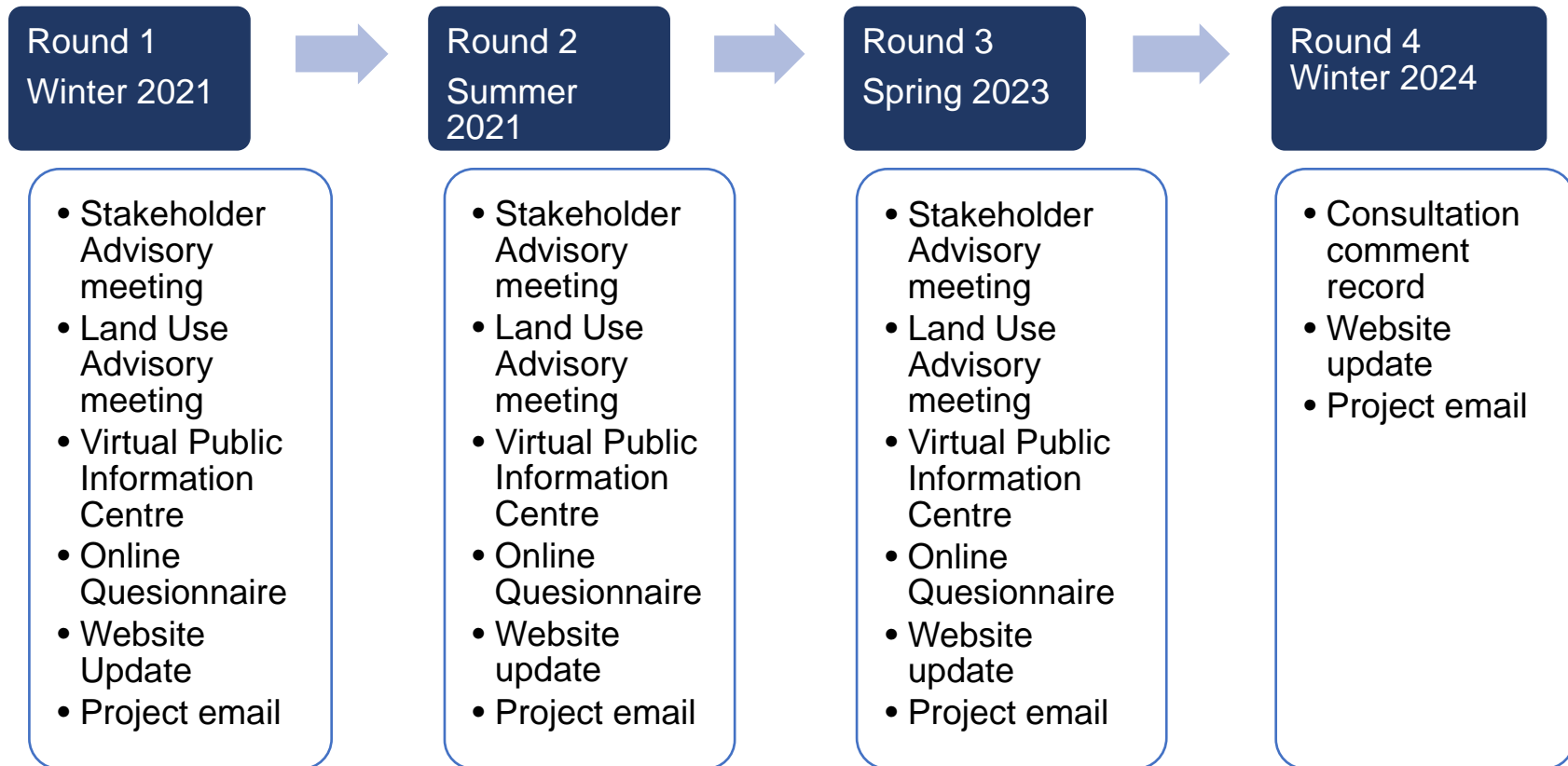
Audience	Assumed Reason(s) for Interest
<b>General Public</b> <ul style="list-style-type: none"> <li>Residents that live, work, and frequent Toronto's waterfront.</li> <li>Youth</li> <li>Seniors</li> </ul>	<ul style="list-style-type: none"> <li>General interest</li> <li>Shaping the public realm and streetscape</li> <li>Mobility, accessibility, and connectivity opportunity impacts generated by the transit infrastructure.</li> </ul>
<b>Property Owners</b> <ul style="list-style-type: none"> <li>Property owners within 30-metres of the site of the transit project</li> </ul>	<ul style="list-style-type: none"> <li>General interest</li> <li>Shaping the public realm and streetscape</li> <li>Immediate impacts posed by the transit project to their property including access, servicing, and potential disruptions.</li> </ul>
<b>Transit and Mobility Advocates</b> <ul style="list-style-type: none"> <li>Toronto Centre for Active Transportation*</li> <li>TTC Riders*</li> <li>Walk Toronto*</li> <li>Ontario Public Transit Association*</li> <li>Advisory Committee on Accessible Transit*</li> <li>CodeRedTO*</li> </ul>	<ul style="list-style-type: none"> <li>General interest.</li> <li>Detailed interest in the alignment and routing of the transit infrastructure.</li> <li>Mobility, accessibility, and connectivity opportunity impacts generated by the transit infrastructure.</li> </ul>
<b>Resident, Ratepayer, and Condo Associations</b> <ul style="list-style-type: none"> <li>Corktown Residents and Business Association*</li> <li>Gooderham Worts Neighbourhood Association*</li> <li>West Don Lands Committee*</li> <li>St. Lawrence Neighbourhood Association*</li> <li>York Quay Neighbourhood Association*</li> <li>Bathurst Quay Neighbourhood Association*</li> <li>Toronto Island Community Association*</li> <li>East Waterfront Community Association*</li> </ul>	<ul style="list-style-type: none"> <li>General interest.</li> <li>Shaping the public realm and streetscape.</li> <li>Potential impacts of later construction.</li> <li>Mobility, accessibility, and connectivity opportunity impacts generated by the transit infrastructure.</li> </ul>
<b>Other Community-Focused Groups</b> <ul style="list-style-type: none"> <li>Civic Action*</li> <li>City of Toronto Youth Council</li> </ul>	<ul style="list-style-type: none"> <li>General interest.</li> <li>Shaping the public realm and streetscape.</li> <li>Inclusion of diverse and representative perspectives.</li> </ul>

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Audience	Assumed Reason(s) for Interest
<b>Business, Culture, and Institutions</b> <ul style="list-style-type: none"> <li>• Waterfront BIA*</li> <li>• Financial District BIA*</li> <li>• St. Lawrence BIA*</li> <li>• Toronto Entertainment District BIA*</li> <li>• Toronto Region Board of Trade*</li> <li>• Waterfront Neighbourhood Centre*</li> <li>• Harbourfront Centre*</li> <li>• George Brown College</li> </ul>	<ul style="list-style-type: none"> <li>• General interest.</li> <li>• Economic impact of the transit infrastructure on the immediate and nearby surroundings including the eastern waterfront, CBD, and Port Lands.</li> </ul>
<b>Indigenous Communities</b> <ul style="list-style-type: none"> <li>• Mississaugas of the Credit First Nation</li> <li>• Six Nations of the Grand River (through both the Elected Council and Haudenosaunee Confederacy Chiefs Council)</li> <li>• Huron-Wendat Nation (if there are potential archaeological impacts)</li> </ul>	<ul style="list-style-type: none"> <li>• Recognition and meaningful representation on traditional territories.</li> </ul>
<b>Government and Agencies</b> <ul style="list-style-type: none"> <li>• Toronto and Region Conservation Authority</li> <li>• Environment Canada</li> <li>• Transport Canada</li> <li>• Metrolinx</li> <li>• Local Ministry of Natural Resources and Forestry Office</li> <li>• Fisheries and Oceans Canada</li> <li>• Ministry of Tourism, Culture and Sport</li> <li>• PortsToronto*</li> <li>• CreateTO</li> </ul>	<ul style="list-style-type: none"> <li>• Land use impacts.</li> <li>• Infrastructure requirements.</li> <li>• Transportation planning impacts.</li> <li>• Environmental impacts.</li> </ul>
<b>City Staff</b> <ul style="list-style-type: none"> <li>• Waterfront Secretariat*</li> <li>• City Planning</li> <li>• Transportation Planning*</li> <li>• Toronto Public Health</li> <li>• Councillors Offices*</li> </ul>	<ul style="list-style-type: none"> <li>• Land use impacts.</li> <li>• Infrastructure requirements.</li> <li>• Transportation planning impacts.</li> <li>• Environmental impacts.</li> <li>• Health impacts.</li> </ul>
<b>Utilities</b> <ul style="list-style-type: none"> <li>• Toronto Hydro</li> <li>• Local utilities</li> </ul>	<ul style="list-style-type: none"> <li>• Disruptions to existing infrastructure.</li> </ul>

### 3. Consultation Tactics

For each round, the following tactics will be used to inform stakeholders and the public about the study progress, and gather feedback through consultations on the content presented.





## 4. Documentation and Reporting

Throughout the TPAP consultation process and as part of the final EPR, documentation of the consultation process will include in the consultation record:

- A description of the consultations and follow up efforts carried out with interested persons, including Indigenous communities;
- A list of the interested stakeholders/organizations, including Indigenous communities who participated in the consultations;
- Summaries of the comments submitted by interested persons, including Indigenous communities;
- A summary of any discussions with Indigenous communities including discussions of any potential impacts of the transit project on constitutionally protected Indigenous or treaty rights, and copies of all written comments submitted by Indigenous communities;
- A description of what the proponent did to respond to concerns expressed by interested persons, including Indigenous communities. To be collected and tracked centrally for comments directed to/received by Waterfront Toronto, the City of Toronto, and the Toronto Transit Commission via email, telephone, and mail (comments at stakeholder/public meetings will be documented through LURA's reporting).