

**Date:** Monday, July 21, 2025

**Meeting Type:** In-Person

**Start time:** 6:30 p.m. **End Time:** 8:30 p.m.

## Project Overview:

The City of Toronto is moving forward on several major infrastructure improvements that will help reduce the risk of flooding in the Rockcliffe-Smythe area. These improvements will increase the conveyance capacities of Black Creek and Lavender Creek and provide additional capacity in the City's sewer system. The improvements will reduce riverine and urban flooding in the area and are being implemented in phases.

Detailed design is underway for the first phase of the Rockcliffe Riverine Flood Mitigation (RRFM) project. Phase 1 of this project consists of constructing a new bridge across Black Creek at Jane Street, and reconstructing and widening the bridge across Black Creek at Scarlett Road. Construction of the Jane Street bridge is expected to begin in mid-2026. Construction of the widened Scarlett Road bridge is currently anticipated to begin after the Jane Street bridge is completed, in coordination with other infrastructure projects planned in the area.

## Meeting Objectives:

To provide updates on the detailed design for the first phase of the RRFM project and share the current status of the balance of phases of the RRFM project along with updates on the Black Creek Sanitary Trunk Sewer and the Basement Flooding Protection Program. Collectively these projects will reduce flooding in the area.

## Meeting Overview:

The meeting was facilitated by Joe Mihevc, Consultant. Representatives from the City of Toronto and the Toronto and Region Conservation Authority (TRCA) were present to provide project updates and respond to questions from the community. The summary of the questions and comments below is intended to generally reflect the questions, concerns and feedback received at the meeting, with responses provided by the panel.

## Questions & Comments

Question & Comment Summary	Project Team Response Summary
An attendee asked if the City can commit to more transparent communication about this project.	City staff noted the creation of the Strategic Capital Coordination Office, which City staff confirmed they are committed to improving communications and will provide regular newsletters and regular updates on the project web page. The City will also consider additional localized engagement opportunities. There will be public meetings prior to the start of construction.
An attendee asked if the City will provide responses to the questions submitted to the General Manager of Toronto Water on June	City staff confirmed that they are working on a response and all questions submitted to the City will be responded to.

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25 2025, from the Black Creek Flood Coalition.	
An attendee asked if the City convene a formal liaison committee during the detailed design.	City staff noted that they would like to better understand why residents are requesting a working group and what residents would like to achieve through those discussions.
Several attendees raised concerns about the hydraulic model used during the Environmental Assessment (EA). Some attendees expressed concerns that the EA recommended solution would not reduce upstream flooding or remove properties from the 350-year floodplain. One attendee noted that he had carried out his own modeling and analysis and suggested a working be established. Another attendee noted the hard work and dedication of some members of the public on the modelling concerns raised.	<p>City staff noted that it is typical during engineering design work for additional modelling to be undertaken to validate the design.</p> <p>TRCA staff commented that the TRCA remains supportive of the modeling work completed and noted that the TRCA is aware of the concerns expressed about the hydraulic modelling. The City is leading the design work now, and the TRCA noted that it has confidence the City will consider the concerns raised.</p> <p>Through the design work, the modeling will be verified as part of the City's due diligence. Jane Street and Scarlett Road projects should proceed while residents' questions are being answered.</p> <p>The TRCA representative acknowledged the extensive work members of the public have done with regards to this project.</p>
An attendee asked what if the cost of the project is higher than the \$68,000 per property threshold, and given that there is federal funding, is the City obligated to proceed with the project.	City staff explained that the Council-approved \$68,000 cost-per-benefitting-property threshold applies only to Basement Flooding Protection Program (BFPP), and not to the Rockcliffe Riverine Flood Mitigation project or Black Creek Sanitary Trunk Sewer project. Right now, there is no reason to think that cost will be an issue, and the City has entered into agreements with the Federal government for the funding which is a commitment by the City. The federal funding can be used to offset the cost-per-benefitting property for the Basement Flooding Protection Program if costs exceed the \$68,000.
One attendee noted that the project is not what the community wants and that the	City staff clarified if the attendee was suggesting that the community wanted a naturalized solution for the river and noted

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Question & Comment Summary	Project Team Response Summary
flooding is devastating and it becomes a raging river.	that this was an alternative looked at during the Environmental Assessment and was ruled out as a viable solution.
One attendee noted that some residents on the south side of Black Creek Boulevard did not receive the meeting notice.	City staff noted that notices were distributed by Canada Post to homes along Jane Street, Scarlett Road, and adjacent areas. The distribution area included Black Creek Boulevard. Residents may contact the project team to receive future email updates.
Several attendees raised concerns about proceeding with the Jane Street bridge and culvert removal before the widening of the Scarlett Road bridge. One attendee commented that they observed the back up at Scarlett Road, when there was flooding in 2024. Scarlett Road was the pinch point, not Jane Street. They expressed concerns that opening Jane Street first would lead to greater flooding in the Scarlett Road area and could impact residential properties between Scarlett Road and Jane Street. Another attendee raised concerns that widening Jane Street first would lead to greater flooding west of Jane Street and cause significant damage to Smythe Park, with sewage overflow posing both public health risks and serious environmental concerns.	<p>City staff noted that the phasing was determined during the Environmental Assessment (EA) and considered a number of factors such as removing properties from the flood plain and traffic. The EA identified that there was a greater benefit to have the Jane Street Bridge proceed first with Scarlett proceeding immediately after.</p> <p>TRCA staff noted there was a benefit for Scarlett Road for the overall flood protection solution.</p> <p>City staff noted that it can rereview the timing and sequencing of the bridges.</p>
An attendee noted that Scarlett Road will be closed at Dundas Street West next year for a different bridge replacement and asked if there has been consideration of replacing the Scarlett Road Bridge crossing Black Creek at the same time.	City staff noted that it can rereview the timing and sequencing of the bridges.
One attendee noted that there was recent road work on Symes Road and Terry Drive. Residents, at the time, flagged that there was future sewer work planned for Hilldale Road and, at the time, that the road work that was planned on Hilldale Road should wait. The attendee asked what the timeline for the sewer replacement and road work on Hilldale Avenue is and noted that the road is in poor condition. The attendee also raised whether the work with Lavendar Creek was needed.	City staff confirmed that they were aware of the decision at the time not to proceed with the resurfacing work due to the future sewer work. City staff indicated that they would follow up with the respective City divisions following the meeting.
One attendee noted it was indicated that 1,005 trees are to be removed and suggested	City staff noted that the 2014 EA was updated in 2021. The riverine work and

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Question & Comment Summary	Project Team Response Summary
<p>conventional infrastructure would have less impact. There was a proposed pumping station and sewer identified in an EA from 2014 but the community has not heard anything on this since.</p> <p>Another attendee noted that the solution recommended in the 2014 EA did not depend increasing the capacity of the Black Creek channel, and that the pumping station proposed at the time provided immediate relief on Black Creek Boulevard.</p>	<p>basement flooding work are interdependent. The modeling from the riverine flooding work, is required to update the model for the Basement Flooding Protection Program sewer upgrade work. As the channel is deepened and widened, the stormwater sewer outfall elevations will change. The Basement Flooding program needs to understand the new outfall elevations to design their solution.</p> <p>City staff also noted the storm pumping from the original EA station is still proposed.</p>
<p>An attendee expressed concern over rising insurance premiums and residents' inability to obtain insurance coverage due to repeated flooding, particularly on Hilldale Road.</p> <p>The attendee commented that the City's \$7,500 grant is not enough to cover the associated repair costs due to flood damage, and as a result, residents are cleaning up the mess of flooding themselves. Is the City communicating with insurance companies?</p>	<p>The City continues to offer the \$7,500 No-Fault Grant and is exploring enhancements to the Basement Flooding Subsidy Program. City staff suggested that the attendee may consider applying to the City's Basement Flooding Subsidy Program to get a subsidy for a backwater valve and sump pump. Direct dialogue between the City and insurers remains limited.</p>
<p>An attendee noted that the intersection at Jane Street and Alliance Avenue experiences significant congestion and safety issues due to bus laybys, queueing, turning conflicts, and heavy pedestrian activity near the plaza, and people accessing the baseball diamond and nearby residences. The bus on Alliance Avenue blocks the exit to the plaza. They asked if the project team be addressing these operational and safety issues as part of the proposed intersection modifications at Jane Street and Alliance Avenue and if the City could pursue an easement for the bus layby.</p>	<p>The development of the intersection design is ongoing, and the project team will take this concern into consideration, in consultation with the TTC regarding the bus layby and stop locations.</p>
<p>A representative of the York Baseball Association indicated they understand that there will be inconvenience with regard to access during construction. The representative asked if the construction work will modify or remove any part of the baseball diamonds in Smythe Park.</p>	<p>City staff noted no changes are currently anticipated to the baseball diamonds.</p>
<p>There was a request for a separate meeting to discuss flooding mitigation measures west of Jane Street among residences of Black</p>	<p>City staff indicated there was a commitment in the EA for further engagement about this</p>

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Creek Boulevard, Friends of Smythe park, Turtle Protectors, and the York Baseball Association.	issue and the City remains committed to further engagement.
An attendee asked if the sanitary trunk sewer project been cancelled for Rockcliffe Boulevard and where will the new sanitary trunk sewer storage be built.	City staff responded that the exact location for the combined sewer overflow (CSO) hasn't been decided. It remains proposed north of Rockcliffe Court, in the green space, with implementation anticipated in 2031.
An attendee raised concerns about the flood risk at Smythe Park and potential for the baseball diamonds to flood during the construction period.	City staff noted that they will continue to assess risks and monitor weather conditions during construction. Additional follow-up will be conducted.
An attendee noted that most people in the area already have a sump pump and have taken every precaution against flooding. They noted that given that there will be floods in the next 4-5 years while this work is being done and asked what interim measures can be implemented to protect homes from flooding. They also indicated that the community has put forward an emergency response plan with actions such as clearing out the ravine and asked if there any work planned by the City to mitigate flooding risks right now.	<p>City staff indicated that in addition to the No-Fault Grant Program, the City is looking at increasing incentives through the Basement Flooding Protection Subsidy Program and also considering offering stormwater assessments to help residents flood proof their homes. A report is scheduled to brought forward to City Council in October 2025 with respect to this.</p> <p>City staff indicated they would need to look into who is responsible for the routine maintenance of the channel in this area.</p>
An attendee noted that their basement floods frequently and asked if the City would consider prioritizing the basement flooding improvements over the riverine flooding work	City staff noted a report that went to City Council with respect to the timing of the basement flooding work ahead of the flood protecting the area. It was determined that the flood protection measures need to proceed first.
An attendee noted there is a quick fix to the problem in the area by acquiring the properties and that a \$500 million dollar solution is not needed.	City staff noted that this would involve revisiting the Environmental Assessment, which would set the community back on flood protection efforts by many years, and it was previously determined that acquiring the properties was not a viable solution.
A number of attendees identified concerns with the length of time the City is taking and that basements flood regularly. There were questions about whether the City could expedite the infrastructure.	City staff noted that the City is making every effort to accelerate project delivery. The infrastructure that is proposed are large and complex undertakings that take time to plan, design and construct. Work to flood protect the area is underway and with Jane Street, scheduled to start in 2026. This bridge would remove a number of properties from the flood plain. The City is also working on issuing a

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	Request for Proposals to hire consultants for the design work for Phases 2 and 3 of the Riverine Flood Protection Project.
A resident of the town house complex at 870 Jane Street noted the owner may be considering redevelopment of the town house complex into a condo.	City staff noted the comment and will pass the information to the design team.
An attendee expressed concern about the amount of sewage entering the creek from Keelesdale sewer and concern that the size of the approved underground storage tank was reduced from 36,000 to 6000. Reference was made to the International Joint Commission and the Great Lakes Water Quality Agreement to promote ecological health.	City staff noted the comment.

### Project Team and Panelists

Cassidy Ritz, Strategic Capital Coordination Office  
Corey Wells, Transportation Services  
Carlo Casale, Toronto Water  
David McCollum, Toronto Water  
Christopher Loader, Engineering & Construction  
Wilson Lam, Engineering & Construction  
David Kellershohn, Toronto and Region Conservation Authority (TRCA)

Councillor  
Frances Nunziata, York South-Weston