

## Public Meeting Summary

**Date:** Wednesday, March 4, 2026

**Meeting Type:** In-Person

**Start time:** 7:00 p.m. **End Time:** 8:30 p.m.

### Project Overview

The City of Toronto is moving forward with reconstruction of the Scarlett Road Bridge and the intersection of Scarlett Road, St. Clair Avenue West and Dundas Street West. Utility relocation work has started and will continue into 2026. Bridge and road construction is expected to begin once utility relocations are complete.

### Meeting Objectives

A public information meeting was held to share information about confirming design, construction plans, impacts and timelines.

### Meeting Overview

The meeting was facilitated by Michelle Dagnino, Facilitator/Senior Associate, Lura Consulting. A presentation was provided by Liz Trenton, Senior Project Manager, Transportation Services & Rubiat Islam, Senior Engineer, Engineering & Construction Services on the status of the Scarlett Road Bridge project followed by opportunity for participants to ask questions and hear responses from City staff.

### Questions & Comments

The following questions and answers were provided during the meeting.

| Questions & Comments                      | Project Team Answer  |
|---|--|
| How many properties will be expropriated? | One building on Scarlett Road. No residential properties are required.<br><br>Other properties require temporary or permanent easements, and staff have been working with those property owners. For example, regrading of driveways of private properties is a key task to ensure owners can access the newly lowered road. |

| Questions & Comments  | Project Team Answer   |
|---|---|
| <p>The maps don't show the community south of Dundas Street West. There will be impacts to this community outside of the highlighted project area. Have you considered this?</p>  | <p>All impacts are being evaluated. Project team is working with the Warren Park Ratepayers' Association about access at Gooch Avenue and Dundas Street West. The project team have evaluated the westbound left turn option from Dundas Street during off-peak hours. That will be included in the final design. The previous design included a solid median with no left turns in or out, but the project team understand this is a key access and we reviewed the feasibility of providing additional access and have accommodated some movements.</p> <p>We understand that, in winter Gooch Avenue is the easiest slope for residents to exit the valley. The project team have confirmed with the City's road maintenance team that all hills in the Humber Valley will continue to receive snow clearing services that major arterial roads receive.</p> |
| <p>During the utility work, construction signage was effective for vehicles but did not adequately support pedestrians. Additional measures are needed to assist pedestrians crossing at Old Dundas Street and Varsity Road, where traffic congestion is a concern. The traffic signal at Old Dundas Street West is particularly challenging for pedestrians, and this area would benefit from the same level of pedestrian-focused consideration applied in the downtown core.</p> | <p>During the City's construction, the contractor will be required to apply the same principles of road safety in and around this work zone as is done for projects in the downtown core. Detours for pedestrians and bikes are a requirement of permit approvals when contractors submit their traffic management plans to complete the construction work.</p>   |
| <p>Residents are frustrated this project has been 50 years in the making.<br/>When is this actually going to start?</p>   | <p>The tendering process will start as early as end of 2026, pending final CP rail agreements. Issuance of the award for construction is targeted for mid 2027.</p> <p>It has taken a long time because it is a complex project that has required a lot of coordination with CP rail. Advanced utility work has been on going since 2022.</p>   |
| <p>How long is this entire project going to take?</p>   | <p>It may take up to 4 years to be completed.</p>   |

| Questions & Comments   | Project Team Answer  |
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| <p>How much is it going to cost?</p>   | <p>The budget is fully funded by Transportation Services' capital budget. The project team does not have the exact cost at the moment.</p> <p><b>POST MEETING NOTE</b></p> <p>The Scarlett Bridge project is budgeted at \$88.519 million in the 2026 Transportation Services budget, subject to final design and contractor bid updates. Cost share is currently being negotiated with CPKC</p>   |
| <p>Can you explain why there is a 6-12 month period after tendering?</p>   | <p>It will take 2-3 months to review proposals submitted by prospective contractors. Once a contractor has been selected, a committee of City Council must approve the award. After it is awarded, the contractor requires many permits from other organizations to proceed with construction. The contractor must submit traffic management plans as well as preliminary schedules. This all takes time after the contract is tendered.</p> |
| <p>How can we be sure the flooding under the bridge will stop with the road re-leveling?<br/>How do we know the 100-year flood won't flood the area again?</p>                     | <p>The consultant has completed modeling for this area to mitigate against flooding. The project team is designing wider catch basins, doubling capacity for stormwater to flow into the sewer, and realigning the sewer all in efforts to mitigate flooding.</p>  |
| <p>The developments on St. Clair Avenue need to be added to the coordination slides.</p>   | <p>The Strategic Capital Coordination Office (SCCO) is actively coordinating upcoming projects in the area.</p>  |
| <p>Concern about flooding potential in the area: Is what you have proposed for the Scarlett Bridge to address flooding better than the mitigations for Royal York Road bridge?</p> | <p>Hydraulic modelling completed by the project consultant has been reviewed by Toronto Water. The project team are adding double catch basins and upgrading the storm sewers to ensure there will be no flooding. The modelling included the storm sewer system all the way to the Humber River</p>   |
| <p>Request for clarification on number of turning lanes from Dundas Street to Scarlett Road</p>  | <p>There will be two turning lanes on Dundas Street West for vehicles traveling westbound to turn north, under the bridge. There is space to accommodate this additional turn lane.</p>  |
| <p>What percent of this project being paid for by CP Rail?</p>   | <p>This is still under negotiation. The Canadian Transportation Agency provides some guidance for this, but this is a unique case, it is a complex negotiation. Our goal is a fair cost share</p>  |

| Questions & Comments   | Project Team Answer   |
|--|---|
| <p>Concern that utility work was completed but staff have not mentioned drinking water and sewers.</p>   | <p>Third party utilities have been relocated. Work to relocate the City's water and sewer infrastructure will be completed during the project when the road is lowered. The City's contractors managing the bridge reconstruction works will relocate these utilities.</p>  |
| <p>On Florence Crescent during previous road closures, the street experienced a large increase in traffic travelling wrong way and drivers travelling at high speeds. This is a major safety concern. Is there thought behind a traffic mitigation plan to prevent detouring cars from travelling the wrong way?</p> | <p>We will consider all impacts to side streets as part of the Traffic Management Plan. Councillor Nunziata echoed the concern and noted that there will be follow up engagement with residents on the issue.</p>   |
| <p>Request to restrict left turns onto Dundas Street West at St. Paul due to high pedestrian volumes during construction.</p>  | <p>That will be reviewed during the traffic management plan stage for each phase of work.</p>   |
| <p>The planned median at the top of Gooch Avenue isn't shown. Request to indicate turning restrictions.</p>  | <p>Noted. Project team will update slides for next meeting to show this change.</p>   |
| <p>Request for TTC to attend these meetings to ensure coordination with the project team and answer questions about service changes.</p>   | <p>Noted and will ensure they are in attendance for the next meeting.</p>   |
| <p>Request for continuation of the discovery walk to create a connection from Humber River. Will there be signs noting this?</p>   | <p><b>POST MEETING NOTE</b><br/>           TS Street Furniture has confirmed that the Discovery Walk program has been discontinued and there isn't an avenue to immediately update the Discovery Walk Maps. Unfortunately, it is not possible to include signage noting this connection.</p>  |
| <p>Once construction is complete, will there be changes to the speed limit?</p>  | <p>We will be evaluating this. Councillor Nunziata echoed the concern that drivers are speeding.</p>  |
| <p>How will eastbound traffic on Dundas Street West be managed, particularly with concerns about vehicles approaching from St. Clair Avenue West?</p>  | <p>A designated right-turn lane is proposed to help prevent vehicle backups on Dundas Street West, along with additional space to improve signal coordination.</p> <p><b>POST MEETING NOTE</b><br/>           The latest Traffic Impact Study proposes an exclusive right turn phase at Scarlett Road and Dundas Street West while the North-South signals at Scarlett Road and St. Clair Avenue West will be green. This will allow for westbound right turns at Scarlett and Dundas to flow continuously with minimal delays.</p> |

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|---|--|
| <p>Are there plans to coordinate this project with the work on the Scarlett Road bridge over Black Creek? Will the two projects be carried out simultaneously?</p>  | <p>Staff from the City's Strategic Capital Coordination Office confirmed that, in response to requests from the community and the councillor, staff reviewed the potential for overlapping construction and have confirmed that it is possible for the two projects on Scarlett Road to take place at the same time. This is to reduce the overall construction duration the area experiences.</p>   |
| <p>Does stormwater from Scarlett Road get cleaned before entering the Humber River? Concern expressed that oil and other substances on the road are polluting the Humber River.</p>   | <p>The project team is adding more capacity for catch basins to collect water. The current system is small and takes a long time for stormwater on the road surface to drain into the sewer system. When we increase the capacity, it will allow for faster draining. It will flow through the existing storm sewer system which goes into the Humber River.</p> <p><b>POST MEETING NOTE</b><br/>Toronto Water ensures safe discharge of storm sewer into Humber River. Treatment measures including use of oil and grit separator are in place to remove contaminants from storm sewer prior to getting discharged.</p> |
| <p>Request to include discussion of Gooch Avenue and Scarlett Road in the next meeting. Gooch Avenue is one of only three exit routes from the valley, is narrow, and can easily become congested, making it a very important road for the community.</p>       | <p>Noted. Project team will update slides for next meeting to show this change.</p>  |
| <p>Does Loblaws understand the impact these road changes will have?</p>   | <p>Yes, the project team has been in contact with Loblaws and will continue to engage with them.</p>   |
| <p>Request for police and traffic agents to assist with congestion and closures.</p>  | <p>Noted. Thanks for your comment</p>  |
| <p>We need transit and this will lead to less cars on the road. Request TTC to be present at meetings.</p>  | <p>Noted and will ensure they are in attendance for the next meeting.</p> <p><b>POST MEETING NOTE</b><br/>Project team has been coordinating with TTC staff to plan appropriate diversions for bus routes impacted during the bridge / Road work construction. Details to be shared closer to construction</p>   |
| <p>What will happen when the bridge will be closed again? Traffic will be much worse. During utility works, the bridge was shut down and the line up to turn onto Jane Street was to Royal York Road. Eglinton Avenue was 2 lanes only, now down to 1 lane.</p> | <p>This is something the project team is evaluating. One of the functions of the Strategic Capital Coordination Office is to minimize construction impacts to communities. If we can construct 2 roads concurrently, we can reduce overall impacts.</p>  |

| Questions & Comments                         | Project Team Answer   |
|--|---|
| <p>How long does access to bike lane go?</p> | <p>As part of this project there are new bikeways on Scarlett Road that connect to an existing bikeway further north. The north side of Dundas Street West, east of the bridge there is a planned multi-use path as part of this project, which will extend to the traffic signals at Loblaws. The current initial cycling network plans include continuation of facilities on the north side of Dundas Street West to Humbercrest Boulevard, which would then connect to side streets that have existing or planned cycling routes.</p> <p>As part of this project, west of the bridge, there is a planned separated bi-directional (two-way) bikeway and sidewalk or multi-use path at pinch points. This extends to Humber Hill Avenue and Dundas Street West intersection. Further extension of cycling and pedestrian improvements is planned west of the Humber Hill Avenue. This will connect to the existing bikeway on Royal York Road. The improvements east and west of the bridge work will be bundled with other required capital works on Dundas Street West such as road resurfacing which are intended to happen following the replacement of the Scarlett Road bridge. However, the schedule of this work is pending review, prioritization and coordination</p> |

## Total Participants:

71

## Project Team and Panelists

### Public Consultation

Tracy Manolakakis, Manager, Public Consultation

Stephanie Gris-Bringas, Program Manager, Public Consultation

Mark De Miglio, Senior Consultation Coordinator

### Engineering and Construction Services

Jennifer Graham Harkness, Chief Engineer & Executive Director

Christopher Loader, Manager, Bridges, Structures, Express

Rubiat Islam, Senior Engineer, Bridges, Structures, Express

### Transportation Services

Liz Trenton, Senior Project Manager Transportation



## Scarlett Road Bridge

Jennifer Hyland, Manager, Transportation Projects

Solmaz Rezaei, Engineering Technologist Technician

Nathaniel Tan, Transportation Engineer

Nader Azar, Senior Project Manager

### **The Strategic Capital Coordination Office**

Cassidy Ritz, Project Director

### **Lura Consulting**

Michelle Dagnino

### **Toronto Hydro**

Cindy Brooks

Sam Hifawi

### **Councillors**

Councillor Frances Nunziata, York South-Weston

Councillor Frances Nunziata Staff

Councillor Gord Perks Staff