

6. CONSULTATION PROCESS

6.1 Introduction

6.1.1 Overview of Consultation Process

An extensive consultation process was undertaken to assist in the planning and impact assessment process for the Eglinton Crosstown LRT project. The consultation process was designed to address the requirements of *Ontario Regulation 231/08*. Consultation was conducted during the Preliminary Planning Phase prior to the formal declaration of the Transit Project Assessment process on November 13, 2009 through the issuance of the Notice of Commencement.

Consultation was conducted with the government review agencies, technical agencies and local municipalities, the general public, business improvement areas and ratepayers associations, property owners, Aboriginal communities,

This chapter outlines the consultation carried out during the Preliminary Planning phase and during the formal Transit Project Assessment process. A detailed summary of how the issues noted in Schedule 2 of Ontario Regulation 231/08 were addressed is included in **Section 6.4**

Staff from key technical agencies and municipalities and the TTC participated in a Technical Advisory Committee which met each month throughout the Preliminary Planning and Transit Project Assessment. Other technical agencies and municipal were engaged through issue-specific meetings, working groups and a stakeholder agency workshop. As well, key study recommendations were endorsed by the Toronto Transit Commission and the City of Mississauga Council and approved by Toronto City Council. Detailed information about technical agency and municipal consultation is presented in **Section 6.2.1** and **Section 6.3.1**.

During the Preliminary Planning phase, a letter was sent to the Ministry of the Environment (MOE), Environmental Assessment Approvals Branch (EAAB) Director requesting input for First Nation Consultation. The details of First Nations Consultation are included in **Section 6.2.3**.

The general public and property owners were able to choose their level of involvement from one or more of the following options:

- Public open houses,
- Project website, and/or
- Contacting the project team directly (24/7 hot line; fax; e-mail; and regular mail).

At the public open houses, information about the project was presented on display panels arranged in sequence in a public meeting place. Project staff was available at the open houses to answer directly any questions or concerns raised by a member of the public.

As discussed in **Section 6.2.4** and **Section 6.3.4** four formal rounds of public consultation were undertaken. **Appendix M** includes reports which summarize public comments submitted for each of round of consultation as well as a log of all public comments received during the study.

6.1.2 Notification Protocol

To notify the general public, business improvement associations, ratepayers associations and property owners within the study area of the consultation dates, newspaper advertisements were placed in the Toronto Star and community-base newspapers. Similar notices were issued by Canada Post mail walk to 72,200 households and business in the study area and were also placed on the project website and posted at key TTC subway stations.

Letters were sent to members of the general public, affected land owners and interest groups by regular mail and/ or by email. As the study progressed, the mailing lists were update to include new individuals taking an interest in the LRT project. In addition, all property owners within 30 metres of the project were advised on the Notice of Commencement.

The Notice of Commencement of the Transit Project Assessment was done in accordance with the requirements of Section 7 (4) of the regulation. Specifically:

- Letters were sent to all property owners within 30 metres of the project;
- Email notices were sent to the MOE Regional Director and EAAB Director in addition to the government ministries, agencies and local municipalities noted later in this chapter;
- All members of the public that participated in previous consultation events received notification;
- Newspaper ads were placed in the Toronto Star, Metro News, City Centre Mirror, North York Mirror, East York Mirror, Scarborough Mirror, and Etobicoke Guardian ; and
- A notice was posted on the project website.

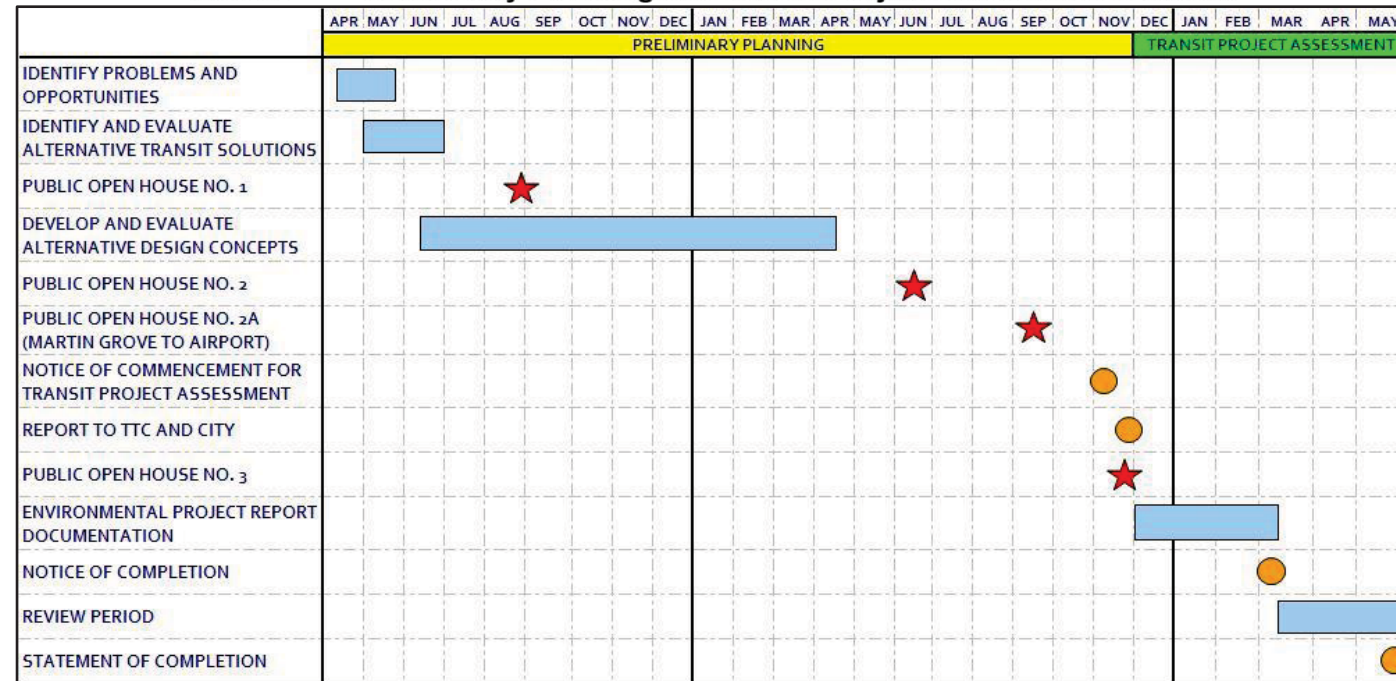
6.1.3 Study Organization and Study Stages

As shown in **Exhibit 181**, the study included two distinct phases: the Preliminary Planning phase and the subsequent Transit Project Assessment process.

The focus of the Preliminary Planning phase was to discuss planning issues with stakeholders and identify a project. This phase occurred between March 2008 and November 12, 2009. The consultation undertaken as part of Preliminary Planning is outlined in **Section 6.2**.

The focus of the Transit Project Assessment process, which commenced on November 13, 2009, was to consult on the project, the alternatives considered, the potential impacts and proposed mitigation measures. The consultation undertaken during the Transit Project Assessment is outlined in **Section 6.3**.

Exhibit 181: Preliminary Planning and Transit Project Assessment Process



Ministry of Energy and Infrastructure
 Ministry of the Environment
 Ministry of Municipal Affairs and Housing
 Ministry of Natural Resources
 Ministry of Transportation
 Ontario Realty Corporation

Technical Agencies

Bell Canada
 Enbridge Gas Distribution
 Enbridge Pipelines
 Hydro One Networks Incorporated
 Rogers Cable
 Sarnia Products Pipeline Company, Inc.
 Sun-Canadian Pipeline Company, Inc.
 Toronto Hydro
 Trans-Northern Pipeline
 Canadian National Railway
 Canadian Pacific Railway
 Greater Toronto Airports Authority (GTAA)
 Toronto and Region Conservation Authority (TRCA)
 VIA Rail
 GO Transit

Municipal Staff

City of Mississauga
 City of Toronto – City Planning
 City of Toronto – Emergency Medical Services
 City of Toronto – Transportation Services
 City of Toronto - Parks Forestry and Recreation
 City of Toronto – Public Health
 Conseil Scolaire de district Catholique Centre-Sud
 Toronto District School Board
 Toronto Catholic District School Board
 Toronto Fire Services
 Toronto Parking Authority
 Toronto Police Services
 Toronto Water

A Technical Advisory Committee (TAC) was established early in the Preliminary Planning phase to facilitate communication between the study team and key stakeholders, including TTC departments, the City of Toronto (co-proponents), GO Transit and Mississauga Transit. The TAC provided advice to the study team and was consulted on key recommendations during Preliminary Planning.

- City of Toronto – City Planning – Transportation Planning (East, North and West District)
- City of Toronto - City Planning – Urban Design
- City of Toronto Transportation Services

6.2 Preliminary Planning

6.2.1 Technical Agencies and Municipal Staff

Notification and consultation was carried out to encourage the involvement of government, technical agencies and municipal staff during the Preliminary Planning Phase. The following technical review agencies and municipal departments were engaged during Preliminary Planning and the subsequent Transit Project Assessment process.

The following technical review agencies were invited to be involved in the Preliminary Planning Study as well as the formal Transit Project Assessment process.

Federal Government Review Agencies

Canadian Environmental Assessment Agency
 Canadian Transportation Agency
 Indian and Northern Affairs Canada
 Environment Canada
 Department of Fisheries and Oceans
 Transport Canada

Provincial Government Review Agencies

Ministry of Aboriginal Affairs
 Ministry of Agriculture, Food and Rural Affairs
 Ministry of Citizenship and Immigration
 Ministry of Culture

- TTC Service Planning
- GO Transit
- Mississauga Transit

In addition to monthly TAC meetings, focussed meetings were held with government and technical review agencies and City of Toronto and City of Mississauga departments in order to communication key study recommendations and to resolve issues. **Exhibit 182** lists meetings held with government review and technical agencies and **Exhibit 183** lists meetings held with municipal staff during Preliminary Planning.

Key issues raised and the study team's responses and/ or follow-up actions are summarized in **Section 6.4**.

Exhibit 182: Preliminary Planning - Technical Agencies Meetings

Date	Agency	Purpose
September 4, 2008	GO Transit	Coordinate future plans with GO Transit
October. 30, 2008	MTO	Coordination with Mississauga BRT
December. 1, 2008	TRCA	Initial meeting with TRCA to review western section of Eglinton Crosstown LRT Project
December 16, 2008	TRCA	Initial meeting with TRCA to review eastern section of Eglinton Crosstown LRT Project
January 8, 2009	TRCA	Initial site visit to review the Humber River, Mimico Creek and Black Creek watersheds
January 12, 2009	TRCA	Site visit to review the Don River watersheds
January 22, 2009	MOE	Present Eglinton Crosstown LRT to MOE
February. 2, 2009	GO Transit	Discuss potential opportunities to interface GO Transit services with the Eglinton Crosstown LRT
March 11, 2009	MTO	Coordination with Mississauga BRT
April. 14, 2009	GTAA	Coordinate the alignment of the Eglinton Crosstown LRT with the Airports Authority
April. 17, 2009	GTAA	Coordinate the alignment of the Eglinton Crosstown LRT with the Airports Authority
April. 28, 2009	GTAA	Coordinate the alignment of the Eglinton Crosstown LRT with the Airports Authority
May 5, 2009	TRCA	Meeting to discuss floodplain and property issues at Jane Street
July 16, 2009	GTAA	Coordinate the alignment of the Eglinton Crosstown LRT with the Airports Authority
July 29, 2008	GTAA	Coordinate the alignment of the Eglinton Crosstown LRT with the Airports Authority
July 29, 2009	MOE	Consultation/Coordination with the Project Officer from MOE
August 24, 2009	MTO	Coordination with Mississauga BRT

Date	Agency	Purpose
August 27, 2009	MOE	Present overview of Eglinton Crosstown LRT to MOE staff and to review scopes of work for Air, Noise and Vibration, and Water Resources investigations
September 2, 2008	GTAA	Coordinate the alignment of the Eglinton Crosstown LRT with the Airports Authority
September. 15, 2009	TRCA	Site visit to review surface water issues at Mimico Creek, Jane Street, Black Creek and West Tunnel Launch Site
September 29, 2009	TRCA	Site visit to review surface water issues at East Tunnel Launch Site, West Don River, East Don River, Wilson Brooke and Massey Creek
December. 18, 2009	GTAA	Coordinate the alignment of the Eglinton Crosstown LRT with the Airports Authority

In accordance with TRCA's requirements, a copy of all letters issued by TRCA during Preliminary Planning and the Transit Project Assessment are included in **Appendix M**.

Exhibit 183: Preliminary Planning - Municipal Staff Meetings

Date	City/ Department	Purpose
April 17, 2008	City of Mississauga	Coordination with Mississauga BRT
June 10, 2008	City of Toronto - Toronto Water	Proposed water main at Mt. Pleasant Road
June 18, 2008	City of Mississauga	Coordination with Mississauga BRT
September 16, 2008	City of Toronto - City Planning	Don Mills LRT/Eglinton Crosstown LRT Special Study Kick-off
October 21, 2008	City of Toronto - City Planning	Obtain information on development plans in the North District
November 5, 2008	City of Toronto - City Planning	Don Mills LRT/Eglinton Crosstown LRT Screening of Initial Alternatives
December 8, 2008	City of Toronto - City Planning & Transportation Services	Workshop on Traffic Issues – West Surface Section
December. 12, 2008	City of Toronto - City Planning & Transportation Services	Workshop on Traffic Issues – East Surface Section
January 20, 2009	City of Toronto - City Planning & Transportation Services	Traffic Issues – Wynford and Victoria Park
January 22, 2009	City of Toronto - Toronto Water	Proposed water main at Mt. Pleasant Road
January 28, 2009	City of Toronto - City	Traffic Issues – Martin Grove, Kipling and Jane

Date	City/ Department	Purpose
	Planning & Transportation Services	
February. 2, 2009	City of Toronto - City Planning & Transportation Services	Traffic Issues – Wynford and Victoria Park
February 6, 2009	City of Toronto - Toronto Water	Proposed water main at Mt. Pleasant Road
March 11, 2009	City of Mississauga	Coordination with Mississauga BRT
March 27, 2009	City of Toronto - Transportation Services	Traffic Analysis – U-turn versus standard intersection configuration
March 30, 2009	City of Mississauga	Coordination with Mississauga BRT
Apr. 7, 2009	City of Toronto - City Planning & Transportation Services	Black Creek traffic and Maintenance and Storage (pocket) access analysis
April 8, 2009	City of Toronto - City Planning	Station Entrances
April 21, 2009	City of Toronto - City Planning & Transportation Services	Interface with Jane LRT
April 30, 2009	City of Toronto - City Planning	Station Entrances
May 1, 2009	City of Toronto - Transportation Services	Intersection Concepts – West Surface Section
May 1, 2009	City of Toronto - Transportation Services	Intersection Concepts – East Surface Section
May 1, 2009	City of Toronto - City Planning	Don Mills LRT/Eglinton Crosstown LRT Special Study Final Results
May 7, 2009	City of Toronto - Parks, Forestry & Recreation	Meeting to discuss floodplain and property issues at Jane Street
May 22, 2009	City of Toronto - Police, Fire, EMS	Consultation with issues related to property owned by these services
June 6, 2009	City Planning & Transportation Services	Black Creek traffic and Maintenance and Storage (pocket) access analysis
July 13, 2009	City of Mississauga	Coordination with Mississauga BRT
August 14, 2009	City of Toronto - Transportation Services	Updated traffic analysis
September 3, 2009	City of Toronto - City Planning	Station Entrances
September 9, 2009	City of Toronto - City	Black Creek traffic and Maintenance and Storage

Date	City/ Department	Purpose
	Planning & Transportation Services	(pocket) access analysis
September 10, 2009	City of Toronto - Transportation Services	Traffic analysis update
October 2, 2009	City of Mississauga	Coordination with Mississauga BRT
October 14, 2009	City of Mississauga	Coordination with Mississauga BRT
October 20, 2009	City of Mississauga	Coordination with Mississauga BRT
October 28, 2009	City of Toronto - Parks, Forestry & Recreation	Meeting to discuss property issues on City parklands where station entrances, fire vent shafts, emergency exit buildings or traction power substations would be located.
November. 13, 2009	City of Toronto - Parks, Forestry & Recreation	Discuss the West Launch Shaft site at Keele Dale Park

6.2.2 Municipalities

In addition to the involvement of municipal staff on technical elements of the study, municipal political representatives in the City of Toronto and the City of Mississauga were provided with project overview presentations at key milestones during Preliminary Planning. The dates of key meetings held are noted in **Exhibit 184**.

Exhibit 184: Preliminary Planning – Municipal Meetings

Date	Purpose
August 7, 2009	City of Toronto Councillor Briefing – First Round of Public Open Houses
June 3 and 4, 2009	City Councillor Briefing – Second Round of Public Open Houses
August 31, 2009	City Councillor Briefing – Third Round of Public Open Houses

6.2.3 Aboriginal Consultation

Ontario Regulation 231/08 requires transit project proponents to request from the Ministry of the Environment's Environmental Assessment and Approvals Branch "for a list of bodies that, in the opinion of the Director, would be able to assist in identifying aboriginal communities that may be interested in the transit project" (Section 7(4)(a)). On November 11, 2008, the TTC wrote to the Environmental Assessment and Approvals Branch to request agency contacts that could assist in identifying potentially interested aboriginal communities for the Transit City projects including the Eglinton Crosstown LRT.

The MOE Environmental Assessment and Approvals Branch (Zeljko Romic) wrote the TTC on December 3, 2008 with detailed information regarding agencies to assist in identifying potentially interested communities. The agencies included: Ontario Ministry of Aboriginal Affairs, and Indian and Northern Affairs Canada (INAC): (Specific Claims, Litigation Management and Resolution Branch (LMRB) and Comprehensive Claims).

During the first round of public consultation in the preliminary planning phase, notices were sent to:

- INAC Specific Claims, LMRB and Comprehensive Claims (July 31, 2008),
- Ministry of Aboriginal Affairs (July 31, 2008), and
- Mississaugas of the New Credit First Nation (July 31, 2008).

No comments were received from these organizations during the first round of open houses.

During the second round of consultation in the preliminary planning phase, notices were sent as follows:

- INAC Specific Claims, INAC LMRB, and INAC Comprehensive Claims (June 3, 2009),
- Ontario Ministry of Aboriginal Affairs (June 3, 2009), and
- Mississaugas of the New Credit First Nation (June 3, 2009).
- No comments were received from these organizations during the second round of open houses.

On September 2, 2009, an additional open house was held to specifically discuss the section of the LRT from Martin Grove Road to Pearson International Airport. Notices for this additional open house during preliminary planning were sent to the Mississaugas of the New First Nation (August 21, 2009). No comments were received from the Mississaugas as part of this Open House.

6.2.4 General Public and Property Owners

Involvement of the general public, community associations, ratepayers groups and property owners was an integral component of the study.

The following community associations and ratepayers groups received notification of public consultation events during both Preliminary Planning and the Transit Project Assessment process:

- Avenue Road Eglinton Community Association
- Bayview Blythwood Ratepayers Association
- Canadian Hispanic Congress
- Centennial Community Ratepayers Association
- Clairlea Regent Heights Neighbourhood Association
- Community of Rathburn-Grove Ratepayers
- Confederation of Resident & Ratepayers Associations
- Corvette Residents' Association
- Eglinton Way BIA
- Green Hills Residents' Association
- Islington Ratepayers & Residents Association
- Kennedy Road BIA
- Leaside Business Park
- Leaside Property Owners Association

- Markland Homes Association
- Martin Grove Ratepayers' Association
- Maryvale Community Association
- Midland Park Community Association
- Mount Dennis Community Association
- North Leaside Resident Association
- Renaissance Tenants Association
- Santamonica Birchmount Neighbourhood Association
- Silverthorne Ratepayers Association
- St. Andrew-St. Patrick Tenants Association
- The Princess Anne Manor Ratepayers Association
- Upper Village BIA
- West Deane Homeowners Association
- West Gate Residents Association
- Wexford BIA
- Wynford/Concorde Residents Association
- York-Eglinton BIA

Key public consultation dates during preliminary planning were:

- First round of public open houses – August 14 to September 22 2009 (6 locations),
- Ward 12 Open House – December 9, 2008,
- Second round of public open houses – June 15 to July 29, 2009 (6 Locations),
- TTC Advisory Committee on Accessible Transit – July 27, 2009,
- Don Mills Residents Incorporated – July 27, 2009, and
- Third round public open house – September 2, 2009.

Three rounds of public open house were held at key points during the Preliminary Planning phase. At each open house display panels were presented for public review and representatives TTC, City of Toronto, City of Mississauga (third open house only), and the consultants were available to discuss the study on a one-on-one basis with members of the public.

First Round of Public Open Houses (August 14 to September 22, 2008)

The first round consisted of six open houses held between August 14, 2008 and September 22, 2008. The purpose of the first round was to share information about the Eglinton Crosstown LRT project with the community and to gather feedback on preliminary project plans. Each open house presented information on:

- The planning context (rationale) for the LRT on Eglinton Avenue;

- Background information about the Eglinton Avenue Corridor (such as consistency with City and Provincial Plans, existing conditions and a description of LRT technology);
- Proposed surface and underground sections;
- Proposed stop and station locations; and
- Potential construction methods.

The level of public participation for the first round of open houses is summarized in **Exhibit 185**.

Exhibit 185: First Round of Public Open Houses – Summary of Participation

	Location	Number of Participants signed-in	Number of Comments Forms Received
August 14, 2008	Forest Hill Memorial Arena 340 Chaplin Crescent	119	35
August 19, 2008	Leaside Arena 1073 Millwood Road	172	45
August 25, 2008	Humber Valley United Church 76 Anglesey Boulevard	209	52
August 27, 2008	Don Montgomery Community Centre 2467 Eglinton Avenue East	48	8
September 4, 2008	Richview Baptist Church 1548 Kipling Avenue	70	11
September 22, 2008(*)	Centennial Recreation Centre 2694 Eglinton Avenue West	73	18
Total		691	169

(*) Joint Open House with the Jane LRT

Ward 12 Open House (December 9, 2008)

In addition, at the request of Councillor Frank DiGiorgio, an informal open house was held on December 9, 2008. The open house included the same presentation materials as the first round of public open houses. A total of twelve members of the public signed in at this event.

Second Round of Public Open Houses (June 15 to July 29, 2009)

The second round of public open houses were held at six locations June 15, 2009 and July 29, 2009. Initially, the open houses were scheduled to conclude by June 25, 2009, but the final open house was rescheduled to July 29, 2009 due to a civic strike. The purpose of the second round was to provide:

- Responses to frequently heard comments at Open House 1;
- Key objectives of the Eglinton Crosstown LRT;
- Typical portal, stop and station plans;
- Details of specific surface stops and underground stations (including proposed station entrance locations);
- Traffic management for surface LRT stops (including rerouted left turns at 10 key intersections);
- Potential corridors for the LRT between Martin Grove Road and Pearson International Airport; and
- Potential underground construction methods (including twin bore and single bore tunnelling).

In addition to notification to the general public through the methods described in **Section 6.1.2**, letters were issued to private property owners to advise of preliminary full and partial property requirements defined to date through the Preliminary Planning process.

The level of participation during the third round of Open Houses is summarized in **Exhibit 186**.

Exhibit 186: Second Round of Open Houses – Summary of Participation

Date	Location	Number of Participants signed-in	Number of Comment Forms Received
June 15, 2009	William Lea Room 1073 Millwood Road	257	82
June 17, 2009	Eglinton Public School 223 Eglinton Avenue East	160	37
June 18, 2009	Richview Collegiate 1738 Islington Avenue	275	35
June 23, 2009	York Memorial Collegiate 2690 Eglinton Avenue West	99	15
June 24, 2009	Beth Sholom Synagogue 1445 Eglinton Avenue West	168	44
July 29, 2009	Ionview Heights United Church 115 Ionview Road	45	7
Total		1,004	220

Dons Mills Residents, Inc. (July 27, 2009)

A meeting was held at the request of the Don Mills Residents, Inc. to review the Eglinton Crosstown LRT project in general and the options for Don Mills Station and Wynford Stop. In addition to the general project comments received, feedback was given regarding the assessment of the two Don Mills LRT interface options (including the proposed bus Terminal) and the two options at Wynford Drive.

TTC Advisory Committee on Accessible Transportation (ACAT) (July 27, 2009)

An overview of the materials provided for public review and comment at the second round of public open houses was presented to the ACAT Design Review Sub-committee for information.

Third Round Public Open House (September 2, 2009)

Subsequent to the completion of the second round, a separate open house was held on September 2, 2009 at the Etobicoke Olympium at 590 Rathburn Road. The purpose of this round of consultation was to present the recommended route for the LRT from Martin Grove Road to Pearson International Airport.

The open house presentation materials included:

- The five alternative routes between Martin Grove Road and Pearson International Airport;
- Reasons for selecting Route 1 (via Eglinton Avenue, Commerce Boulevard, Convair Drive and Silver Dart Drive) as the preferred route; and
- Stop concepts for the recommended route.

A total of 139 participants signed in, and 30 comment forms were submitted.

6.3 Transit Project Assessment

6.3.1 Technical Agencies and Municipal Staff

The involvement of the government agencies, technical agencies and municipal staff as listed in **Section 6.2.1** continued through the Transit Project Assessment phase.

Stakeholder Agency Workshop (January 8, 2010)

A stakeholder agency workshop was held to present the preferred design and proposed environmental impacts and impacts and to solicit comments from government review and technical agencies in advance of issuance of the draft Environmental Project Report.

Thirty-seven staff representing the government and technical review agencies and municipal departments listed below attended the workshop:

- Bell Canada
- Canadian Environmental Assessment Agency
- City of Mississauga
- City of Toronto – City Planning (Transportation Planning)
- City of Toronto – City Planning (Urban Design)

- City of Toronto – Emergency Medical Services
- City of Toronto – Fire Services
- City of Toronto - Parks, Forestry and Recreation
- City of Toronto – Transportation Services
- Enbridge Gas Distribution
- Metrolinx/GO Transit
- Ministry of the Environment
- Ministry of Transportation
- Rogers Cable
- Toronto and Region Conservation Authority
- Toronto Hydro
- Toronto Water

The meeting included a presentation of the preferred design as well as proposed environmental impacts and mitigation measures. Attendees participated in facilitated discussion groups and completed work books which requested comments about the proposed environmental impacts and mitigation measures, commitments to future work (to be included in the Environmental Project Report) and permits and approvals required for implementation of the Eglinton Crosstown LRT. Comments heard at the Stakeholders Workshop are summarized in Exhibit 172 shown later.

As for the Preliminary Planning phase, and as summarized in **Exhibit 187** and **Exhibit 188**, focused meetings were held during the Transit Project Assessment to address key issues.

Exhibit 187: Transit Project Assessment - Meetings with Technical Review Agencies

Date	Agency	Purpose
November 25, 2009	CEAA	Conference call to discuss Project Description prepared under the Canadian Environmental Assessment Act
January 5, 2010	TRCA	Follow-up to site visits held on Sept. 15, 2009 and Sept. 29, 2009 and to review TRCA comments on Drainage and Storm Water Management Report and Structures Report

Exhibit 188: Transit Project Assessment - Meetings with Municipal Staff

Date	Agency	Issues
November 13, 2009	City of Toronto – Parks, Forestry and Recreation	Meeting to coordinate the design of the Keele Community Centre with the West Launch Site
January 21, 2010	City of Toronto – Parks, Forestry and Recreation	Meeting to discuss the requirement of the Ravine and Natural Features Protection by-law and the Tree Protection by-law and to review the design of the Wynford stop
February 1, 2010	City of Toronto-	Meeting to review Cultural Heritage Assessment Report

Date	Agency	Issues
	Heritage Preservation Services	
February 1, 2010	City of Toronto – Parks, Forestry and Recreation	Subsequent meeting to discuss the West Launch Site at Keelestone Park

As part of the government and technical reviewed agency consultation, technical special reports to key agencies as requested. **Exhibit 189** lists which agencies received the technical specialist reports.

Exhibit 189: Circulation of Technical Specialist Reports

Technical Specialist Report	Circulation Agency
Air Quality	Ministry of the Environment
Stage 1 and Stage 2 Archaeological Assessment Report	Ministry of Culture City of Toronto - Heritage Preservation Services
Cultural Heritage Assessment Report	City of Toronto - Heritage Preservation Services
Drainage and Storm Water Management Report	Toronto and Region Conservation Authority
Geotechnical Assessment Report	Toronto and Region Conservation Authority
Hydrogeological Assessment Report	Toronto and Region Conservation Authority
Natural Heritage Assessment Report	City of Toronto – Parks, Forestry and Recreation Toronto and Region Conservation Authority
Noise and Vibration Assessment Report	Ministry of the Environment
Traffic	City of Toronto – Transportation Services City of Toronto – City Planning Ministry of Transportation City of Mississauga

6.3.2 Municipalities

There was continued involvement of municipal political representatives in the City of Toronto and the City of Mississauga during the Transit Project Assessment Process. The Toronto Transit Commission, Toronto City Council and City of Mississauga Council have endorsed the Transit Project and the filing of the Environmental Project Report. Key municipal consultation dates are noted in **Exhibit 190**.

Exhibit 190: Transit Project Assessment - Municipal Consultation

Date	Purpose
November 17, 2009	Toronto Transit Commission
December 4, 2009	Toronto City Council
December 2, 2009	Mississauga City Council
January 19, 2010	City of Toronto Pedestrian Committee
February 17, 2010	Toronto Transit Commission

6.3.3 Aboriginal Consultation

Following clarification received during the Scarborough Malvern LRT project, all Williams Treaty Bands were contacted in addition to the Mississaugas of the New Credit First Nation. The following contacts were made:

- November 12, 2009: a letter and Notice of Commencement was sent to all Williams Treaty Bands and their legal coordinator Ms. Karry Sandy McKenzie asking for written confirmation of any interest they may have in the project. The Williams Treaty Bands include: Alderville, Beausoleil, Chippewas of Georgina Island, Chippewas of Rama, Curve Lake, Hiawatha, Mississaugas of Scugog, Moose Deer Point First Nations.
- November 12, 2009: The Mississaugas of the New Credit were contacted via e-mail (their preferred method and asked to provide written confirmation of any interest they may have in the project); and
- November 12, 2009: Notices were sent to INAC Specific Claims, INAC LMRB, and INAC Comprehensive Claims and the Ontario Ministry of Aboriginal Affairs to confirm First Nation contacts.

Chief Sharon Stinson Henry (Chippewas of Rama First Nation) confirmed receipt of the Notice of commencement and letter via e-mail on November 12, 2009 and did not express interest. The Alderville First Nation (Shelley Gray - Consultation Coordinator) confirmed receipt of the Notice of Commencement and letter on January 7th, 2009. The Alderville First Nation expressed no concerns with the project but wishes to be contacted should any environmental or archaeological issues arise. A letter dated October 29th, 2009 from the Beausoleil First Nation acknowledged receipt of the Preliminary Planning notice for the Eglinton LRT.

Follow-up emails asking for confirmation of receipt of the November 12 letter and Notice of Commencement for the Eglinton Crosstown LRT were e-mailed to the Mississaugas of the New Credit and all Williams Treaty First Nations on January 4, 2010.

Follow-up phone calls were made to the Mississaugas of the New Credit First Nation on Feb 22nd and to all Williams Treaty Bands and Ms. Karry Sandy McKenzie, their legal coordinator on February 23 and 24, 2010. On Feb 23rd, the Chippewas of Georgina confirmed receipt of the Notice of Commencement, as did the Curve Lake First Nation. Neither expressed concerns and Curve Lake (Chief Knott) indicated an interest in being notified of any archaeological finds.

As of February 25, 2010, no specific interest or concerns have been raised by The Mississaugas of the New Credit and/or by any of the Williams Treaty Bands.

A Notice of Completion will be sent to all First Nations agencies, Williams Treaty Bands and the Mississaugas of the New Credit First Nation with an additional request for each First Nation to express any interest they may have in writing and to confirm receipt. Furthermore, these First Nations will be contacted immediately should any potential First Nation archaeology be discovered.

6.3.4 General Public and Property Owners

Through November and early December, 2009, seven Open Houses were held across the study corridor after the formal Notice of Study Commencement was issued. The following summarizes consultation undertaken. Key public consultation events held during the Transit Project Assessment Process were:

- TTC Advisory Committee on Accessible Transportation – Design Review Sub-Committee (November 18, 2009),
- Fourth Round of Public Open Houses (November 23, 2009 to December 10, 2009) (seven locations),
- Mount Dennis Community Meeting – December 14, 2009,
- Ward 34 Open House – January 14, 2010,
- Airport Corporate Centre Businesses Meeting – January 18, 2010,
- Mount Dennis Community Association Meeting hosted by Councillor Lindsay Luby – January 28, 2010,
- Latvian Canadian Cultural Centre Board of Directors Meeting – Feb 1, 2010,
- Ward 4 Community Meeting – February 3 2010,
- Ward 34 Meeting hosted by Councillor Minnan Wong - Feb 9, 2010,
- Wards 11 and 12 meeting hosted by Councillors Nunziata and Di Giorgio – Feb 11, 2010

During the Transit Project Assessment Process, TTC issued notification to all property owners for whom permanent full or partial property acquisition requirements were identified through the preliminary planning process. Several owners attended the fourth round of public open houses. Additional meetings were arranged with affected property owners upon request.

Fourth Round Public Open Houses (November 23 to December 10, 2009)

The purpose of the public open houses was to provide information covering:

- Response to frequently heard comments at Open Houses 2 and 3;
- Details and locations of specific surface stops and underground stations;
- Recommendations at Jane Street., Black Creek Drive, Wynford Drive. and Don Mills Road.;
- Locations of surface facilities (station entrances, emergency exit buildings, ventilation shafts and traction power substations);
- Recommended traffic management (including rerouted left turns at nine key intersections);

- Construction methods; and
- Potential environmental impacts and recommended mitigation measures.

Exhibit 191 summarizes the level of participation for the fourth round of public open houses.

Exhibit 191: Fourth Round of Open Houses – Summary of Participation

Date	Location	Number of Participants signed-in	Number of Comment Forms Received
November 23, 2009	York Memorial Collegiate 2690 Eglinton Avenue West	112	14
November 24, 2009	Etobicoke Olympium 590 Rathburn Road	125	11
November 25, 2009	Northern Secondary School 1929 Bayview Avenue	161	19
November 26, 2009	Richview Collegiate 1738 Islington Avenue	206	34
December 2, 2009	Canadian National Institute for the Blind 851 Mt. Pleasant Road	122	34
December 8, 2009	Don Montgomery Community Centre 2467 Eglinton Avenue East	63	14
December 10, 2009	Beth Sholom Synagogue 1445 Eglinton Avenue West	71	13
Total		860	139

TTC Advisory Committee on Accessible Transportation (November 18, 2009)

A presentation was made to the ACAT Design Review Subcommittee meeting of November 18, 2009 to provide an overview of the recommendations approved by the Commission at its November 17, 2009. Subcommittee members registered concerns about stop and station spacing and recommended the implementation of parallel bus service.

Mount Dennis Community Meeting (December 14, 2009)

The Mount Dennis Community Association and Councillor Frances Nunziata invited the TTC to a community meeting to discuss the LRT on December 14, 2009. Approximately 75 residents attended. Specific information was presented by project staff related to the rationale for selecting a surface LRT alignment versus an underground option. The councillor invited all residents who had been formally contacted by TTC regarding property impacts. Therefore, project staff explained the property acquisition

process in detail to the residents in attendance to ensure they had a clear understanding. Residents and Councillor Nunziata indicated they would follow-up with TTC to confirm a community position regarding preference for above ground versus below-ground LRT in advance of the Commission meeting in order for deputations to be made from local residents directly to the City Councillors overseeing the Commission.

Ward 34 Open House (January 14, 2010)

At the request of Councillor Denzil Minnan-Wong, an additional public open house was held at the Latvian Centre; 144 participants signed in at the event and 30 comment forms were received. The key issue raised by meeting attendees was strong opposition to the recommended removal of the LRT stop at Swift Drive/ Credit Union Road.

Airport Corporate Centre Businesses (January 18, 2010)

In response to a motion raised at the December 2, 2009 Mississauga Council meeting, City of Mississauga staff hosted an information meeting for Airport Corporate Centre (vicinity of Eglinton Avenue and Commerce Drive, south of Highway 401) businesses. The event opened with a presentation by City of Mississauga staff about the Mississauga Bus Rapid Transit project staff. TTC provided an overview presentation of the Transit Project Assessment Process recommendations for the Airport Corporate Centre area. Following the presentations, an informal question and answer session was held. The meeting was attended by 3 persons representing two property owners.

Mount Dennis Community Association Meeting (January 28, 2010)

The Mount Dennis Community Association board invited TTC staff, Councillors Nunziata and Di Giorgio to discuss their concerns with surface LRT, and propose an alternative design option. The Mount Dennis Community Association put forward a hybrid option. The Mount Dennis Community Association proposal was for a half surface LRT on the north side of Eglinton Avenue (from the planned Black Creek portal to the rail corridor bridge) and half underground tunnel (from the west side of the rail corridor bridge under Weston Road and emerging at a portal on the east side of Jane street.

The Mount Dennis Community Association indicated their proposal was based on attempting to minimize additional cost requirements by including a surface section, bypass the need for undercutting the rail corridor supports, minimize traffic disruption and minimizing residential acquisition. Mount Dennis Community Association noted they were particularly interested in ensuring a full surface stop to serve the new recreation centre, a hub connection with the GO line, and new green space created by the tunnel deck from the rail corridor to Weston Road.

Councillors Di Giorgio and Nunziata stated that their preference was not for a hybrid option or surface LRT but only for underground LRT from Keele Street to Jane Street. Councillor Di Giorgio expressed specific concerns with surface LRT and the Mount Dennis Community Association's hybrid proposal in terms of traffic back-ups at Black Creek.

TTC reviewed the Mount Dennis Community Association proposal and indicated significant concerns with LRT operations and traffic flow, and traffic safety for the proposed north side of Eglinton Avenue surface alignment.

Latvian Canadian Cultural Centre Board of Directors Meeting (February 1, 2010)

On February 1, 2010, TTC staff attended a meeting at the Latvian Canadian Cultural Centre with members of the Board of Directors and members of the Latvian Canadian Cultural Centre. This was a follow-up initiative to the Open House held at the Centre on January 14, 2010 with Councillor Minnan-Wong (Ward 34).

Led by the Chair of the Board of Directors of the Latvian Canadian Cultural Centre, several members declared their opposition to the removal of the stop, stating their belief that the decision to remove the stop will have detrimental effects to usership of the Centre, especially by the senior population.

TTC staff explained the rationale for recommending against the stop due to the steep grade of Eglinton Avenue between the Don River Valley and Swift/Credit Union. Specifically the intersection would need to be lowered by 6 metres. As well as additional costs, this treatment would also require the closure or relocation of driveways at 3 Swift Drive, 25 Swift Drive, and 1681 Eglinton Avenue. TTC noted that the nearest LRT stop at Bermondsey is located 350 metres to the east. The maximum walking distance to the Bermondsey Stop is 600 metres, considered an acceptable walking distance to transit.

The ECLRT team explained that although the technical recommendation to remove the stop had already been approved by City Council, groups wishing to provide feedback could submit letters or make deputations directly to the TTC Commission on February 17 when a report on the public consultation results would be considered by the Commission. TTC provided Latvian Canadian Cultural Centre members with some further engineering information in advance of the Commission presentation deadline regarding an option suggested at the meeting to modify the bridge over the East Don River Valley.

Ward 4 Public Meeting (February 3, 2010)

Councillor Lindsay Luby hosted a meeting at Richview Collegiate to discuss rerouted left turns at major intersections in Ward 4. The meeting was attended by 120 members of the public. TTC staff made a presentation about the rerouted left turns and Metrolinx staff provided an overview of the Transit City Program.

Residents largely indicated they would prefer a subway as opposed to surface LRT as they were concerned about traffic and noise.

Ward 34 Meeting (February 9, 2010)

On February 9, 2010 TTC staff attended a meeting eam met in a common room in the condominium at 1700 Eglinton Avenue East. The meeting was arranged by Councillor Minnan-Wong as a follow-up to a January 14, 2010 Open House to discuss the Transit City technical recommendation to eliminate a stop at Swift/Credit Union, in the vicinity of where the meeting was held.

The Councillor's office issued invitations to local stakeholders including the President of the local Parkway Honda dealership at 1681 Eglinton Avenue East, representatives of condominium buildings and property management companies in the area and the Victoria Village Residents Association. A representative from the Latvian Canadian Cultural Centre also attended to represent the Latvian Canadian Cultural Centre.

TTC staff explained the rationale for recommending against the stop due to the steep grade of Eglinton Avenue between the Don River Valley and Swift/Credit Union and distributed a hand-out outlining that the

intersection would need to be lowered by 6 metres. As well as additional costs, this treatment would also require the closure or relocation of driveways at 3 Swift Drive, 25 Swift Drive, and 1681 Eglinton Avenue.

TTC staff advised that the nearest LRT stop at Bermondsey is located 350 metres to the east. The maximum walking distance to the Bermondsey Stop is 600 metres, considered an acceptable walking distance to transit.

Attendees raised questions regarding the retaining walls that would be necessary if a stop was recommended and various engineering accommodations that would have to be adopted with a stop at Swift/Credit Union were explained.

General information about the Transit City Eglinton LRT line were discussed, including the centre median operation and at-grade operation, as well as general construction season impacts.

Ward 11 and Ward 12 Community Meeting (February 11, 2010)

Councillors Nunziata and Di Giorgio hosted a meeting and invited TTC to clarify the challenges of building an underground and an above ground LRT in order for their constituents, in order to confirm a community preference to present directly to the TTC Commissioners. Approximately 150 residents attended and they indicated a strong preference for an underground LRT from Keele Street to Jane Street.

Residents raised specific concerns with surface LRT in regards to traffic and safety - particularly for crossings at Black Creek, Weston Road and Jane Street. Residents expressed access concerns with surface LRT to York Memorial Collegiate, the future recreation centre on the south side of Eglinton, as well as both vehicular and pedestrian access concerns to Keele Park and Eglinton Flats.

TTC indicated that the cost of underground LRT options, including underground stations from Keele Street to Jane Street ranges from \$200-300 million compared to the surface LRT and analysis shows that traffic and pedestrian flow would be accommodated by surface LRT operations.

The audience indicated that extra money should be spent for underground LRT to Jane Street, even if that means re-allocating funds from other Transit City lines. Although outside the scope of this TPA, many residents from the Green Hills Community Association in Councillor Di Giorgio's ward spoke out against a future maintenance and storage (pocket) facility location at Black Creek.

6.4 Summary of Consultation

The input received through the consultation processes undertaken during the Preliminary Planning and Transit Project Assessment phases indicate that there is broad public and stakeholder support for the Eglinton Crosstown LRT. As indicated throughout this chapter (and described in further detail in **Appendix M**) a number of concerns were also raised by the general public and by stakeholders. The key comments raised up to January 25, 2010 and how they were addressed is outlined in **Exhibit 192**.

Exhibit 192: Comment Tracking Table

Project Element	Comment/Issue	How Comment Was Addressed	Stakeholders
1) Airport Extension	Preferred routes from Martin Grove to the Airport (some members of the public preferred Renforth/Commerce, others preferred Highway 27)	A special study was undertaken to evaluate 5 proposed routing options between Martin Grove Road and the Airport. The preferred alignment is from Martin Grove Road along Eglinton Avenue to Commerce Boulevard, then Commerce Boulevard across Highway 401 to Convair Drive and Silver Dart Drive.	City of Toronto – Transportation Services City of Toronto - City Planning Mississauga Transit GO Transit MTO
2) Business Impacts	Concern about pedestrian and vehicular access to businesses during construction	TTC will prepare detailed maintenance of traffic plans during design to address traffic issues during the construction phase. The plan will include pedestrian access to businesses.	Business Improvement Areas City of Toronto – Transportation Services
3) Connection with BRT	BRT and LRT interchange at Commerce Boulevard needs to be further addressed/examined to provide convenient transfer	The interface between the Mississauga BRT station and the Eglinton Crosstown LRT will be refined during the design phase	Mississauga BRT GO Transit
4) Construction Method	Single bore tunnel is preferred over twin bore tunnel for building the underground section	Analysis has concluded that this alternative is less desirable due to: <ul style="list-style-type: none"> • The lower station platform of the single bore tunnel scheme would have been less desirable for passengers moving between the surface and platform levels • The technology for the single bore tunnel would have been in excess of 13 metres in diameter and would have been without precedent as the largest bore ever attempted in North America • Existing geological strata would have resulted in higher risk of ground impacts at the surface and to adjacent buildings during the boring operations 	General Public Technical Advisory Committee
5) Cycling	Provide for cycling lanes and bike facilities	The standard cross-section for the Eglinton Crosstown LRT includes bicycle lanes on each side of the road. In the area between Martin Grove Road and Jane Street, no bike lanes will be provided, as the existing bike path will serve as the primary bicycle route.	City of Toronto – Transportation Services General Public
6) East Mall Stop	A stop is needed at East Mall at the ramp from Highway 427 to Eglinton Avenue West	A detailed traffic assessment was prepared for the intersection of the ramp from Highway 427 to the Eglinton Avenue West/East Mall intersection. A bus queue jump lane is proposed to provide an opportunity for bus riders on the 191 Highway 27 Rocket to transfer to the Eglinton Crosstown LRT.	City of Toronto – Transportation Services MTO

Project Element	Comment/Issue	How Comment Was Addressed	Stakeholders
7) Network Connectivity	Ensure that the LRT system interfaces with the existing subway and other transit systems such as GO Transit	The Eglinton Crosstown LRT will interface with the Mississauga BRT at the proposed BRT station near Commerce Drive. It will also interface with the Spadina Subway at Eglinton West Station, the Yonge Subway at Eglinton Station, and the Scarborough RT/Danforth Subway at Kennedy Station. Future connections with GO Transit rail lines will be protected at Weston Road (GO Georgetown line) and at Caledonia Station (GO Barrie-Bradford line). The Eglinton Crosstown LRT will also interface with the Jane LRT, the Don Mills LRT and the Scarborough/Malvern LRT lines.	Mississauga Transit GO Transit
8) Noise and Vibration	Noise and Vibration and vibration concerns during construction and during operations phase	A detailed noise and vibration study was carried out in accordance with the established MOE/TTC Protocol. No noise impacts are anticipated from LRT operations. A noise barrier is proposed for the Keele Bus Terminal. Further analysis is recommended to determine any noise impacts and potential mitigation measures from traction power substations and station vent shafts. No vibration impacts are expected from LRT operations in general running track areas. Further analysis will be undertaken during design to assess vibration impacts at special trackwork areas. Noise and vibration concerns during construction will be managed through performance specifications contained in contract documents.	Local Residents
9) New Bridge	Length of time required for gaining approval of Bridge over Highway 401	Coordination with Ministry of Transportation is underway to obtain approval for a new LRT structure over Highway 401 in Mississauga	MTO
10) Number of Lanes	Maintain at least four lanes of traffic (2 lanes per direction) – loss of lanes will result in increased traffic congestion	In the west surface section, the current lane configuration is two travel lanes in each direction from Commerce Boulevard to Weston Road. In the east surface section, the existing lane configuration is two general purpose travel lanes in each direction plus one peak period HOV lane in each direction. The standard cross-section for the Eglinton Crosstown LRT consists of two travel lanes in each direction and will not affect traffic.	City of Toronto – Transportation Services City of Toronto – City Planning
11) Parking	Request for commuter parking lots	No commuter parking is included in the Transit City Plan, of which the Eglinton Crosstown LRT is included. The focus of access to the LRT is by pedestrians and by transit users transferring from other modes (bus, subway, RT, other LRT lines)	General Public
12) Allen Station	Impacts to 13 Division Property near Eglinton West Station	Placement of a station entrance at Eglinton West Station on the south side of Eglinton Avenue west will impact land owned by the 13 Division of Toronto Police Services. A concept plan for mitigating the impact to the parking lot was prepared and accepted by Police Services.	City of Toronto –Police Services
13) Property Impacts	Concern about impacts to private property	Compensation will be provided for temporary and permanent property requirements. For permanent property taking, compensation will be provide at fair market value, which is determined at the time of purchase with a property appraisal report forming the basis of negotiations. Compensation will also be provided for the temporary property requirements.	Local Residents City of Toronto
14) Keele Station 15) Chaplin Station	Impacts to property owned by Emergency Medical Services at Keele Station and Chaplin Station	Through consultation with Emergency Medical Services, the station entrances at Keele Station and Chaplin Station have been shifted to avoid impact to future development plans by EMS at these locations.	City of Toronto - Emergency Medical Services

Project Element	Comment/Issue	How Comment Was Addressed	Stakeholders
16) Bayview Station 17) Dufferin Station 18) Chaplin Station 19) Allen Station 20) Eglinton Park	Impacts to property owned by Parks, Forestry and Recreation due to proposed station entrances/vent shafts at Bayview, Dufferin, Chaplin, Allen Stations and the emergency exit building at Eglinton Park.	Consultation has commenced with City of Toronto Parks, Forestry and Recreation regarding placement of station entrances and/or vent shafts at these park/parkette locations. Station entrances, vent shafts and/or EEBs at these park/parkette locations.	City of Toronto – Parks, Forestry and Recreation
21) Station Spacing	Provide a station between Dufferin and Caledonia	Caledonia Station was shifted westward from Caledonia Road to the location where Eglinton Avenue passes over the GO Transit Barrie-Bradford line. This shift was undertaken to protect for a future connection with GO Transit and to provide better access to the West Side Mall.	City of Toronto – City Planning GO Transit
22) Station Location	Provide a station at Laird and at Brentcliffe	The station spacing between Laird and Brentcliffe is too close to meet the TTC desired goal of approximately 850 metres between stations for the underground section.	General Public
23) Station Spacing	Continue to provide bus service on Eglinton Avenue because of long distances between stations to help seniors access transit service	In the underground section, stations will be located about 850 metres apart, typically at intersections where existing north-south bus routes or the Yonge and Spadina Subway lines cross Eglinton Avenue. This station spacing is similar to the central sections of the existing Bloor-Danforth and Yonge-University subway lines where passengers accept a longer walk to reach the frequent, reliable service and weather-protected waiting area provided by the underground operation. While the distance between underground stations is longer than the distance between surface stops, the resulting longer walk is an acceptable compromise between access, increased reliability, and cost. Parallel bus service is not proposed at this time.	General Public TTC Advisory Committee on Accessible Transit
24) Swift/Credit Union Stop	Provide a stop at the Swift/Credit Union intersection.	A stop was initially proposed but due to cost and property impact considerations, the stop was dropped from further consideration. The removal of the stop was presented at the third round of Open Houses in November and December. A subsequent meeting was held at the Latvian Centre on January 14, 2010 to further review the issues of placing a stop at this location.	General Public
25) Technology	Build a subway instead of LRT – subways have greater capacity	The design of a transit service is based on the number of people it is expected to carry per hour in a single direction at the 'peak point', the busiest spot on the line. City planning forecasts for the Eglinton Crosstown corridor into the foreseeable future show a peak point demand in the order of 5,000 to 5,400 people per hour. This demand can easily be accommodated by LRT, particularly given that the new light rail vehicles being designed for the TTC will be about twice the size of a standard Toronto streetcar, and can be easily 'coupled' to operate as two-car or three-car trains, if single vehicle operation is too frequent to avoid vehicle bunching. A peak point demand of 5,000 to 5,400 per hour is well below the 10,000 passengers per hour generally required to justify the much higher cost of a subway.	General Public
26) Traffic	Re-routing of Left Turns at nine intersections will impact traffic travel times	In order to provide for optimum LRT performance on the surface sections, left turns will be re-routed to U-turns at nine intersections (Martin Grove, Kipling, Islington, Royal York, Scarlett, Jane, Victoria Park, Warden and Birchmount). The re-routing of traffic to U-turns will not have a significant impact on traffic travel times.	General Public City of Toronto – Transportation

Project Element	Comment/Issue	How Comment Was Addressed	Stakeholders
			Services City of Toronto – City Planning
27) Traffic	Concern about infiltration of traffic onto local streets	The proposed cross-section for the Eglinton Crosstown LRT will retain the existing number of general traffic lanes throughout most of the corridor (except for a small section from Weston Road to Black Creek Drive). As no decrease in capacity will result, no traffic infiltration is expected. During construction, a traffic management plan will be prepared. It is anticipated that at least 3 lanes of traffic will be available at the underground section to provide as much traffic capacity on Eglinton Avenue as possible.	General Public City of Toronto – Transportation Services City of Toronto – City Planning
28) Traffic	Concern about truck routing in the corridor as a result of restricting left turns at nine intersections	A preliminary truck routing plan was prepared during the analysis of traffic operations at the nine intersections where left turns are recommended to be restricted. Further consultation will be undertaken during design with the City of Toronto Transportation Services Division regarding truck routes.	General Public City of Toronto – Transportation Services
29) Underground Stations- General	Number of entrances at each station	Initially, a main entrance, one secondary entrance and an emergency exit were proposed at underground stations. Following consultation and after further review, the typical station entrance was revised to include a main entrance and two secondary entrances.	City of Toronto – City Planning
30) Urban Development	Protect for future development opportunities west of Black Creek Drive	Development opportunities exist on the former Kodak lands and the current No-Frills property.	General Public City of Toronto – Transportation Services City of Toronto – City Planning
31) Urban Design/Pedestrian Realm	Provide an aesthetically pleasing urban environment	The standard cross-section for the Eglinton Crosstown LRT includes a boulevard with a tree planting area. The design of station entrances, bus terminals, traction power substations and other facilities will be prepared in consultation with the City of Toronto City Planning Division – Urban Design.	City of Toronto – City Planning General Public
32) Utilities	Utility relocations can require a significant amount of time to design and implement	Consultation with utility companies will be undertaken early in the design phase to accommodate the timing requirements of utility relocations.	Utility companies affected by the design
33) Vegetation	Impacts to vegetation communities	Impacts to vegetation communities will need to be tallied during design. Effort will be undertaken during design to minimize impacts.	TRCA City of Toronto –

Project Element	Comment/Issue	How Comment Was Addressed	Stakeholders
			Parks, Forestry and Recreation
34) Vertical Alignment	Build the LRT underground	Light rail transit can be constructed more cost-effectively on the surface than in an underground or aerial configuration. The central section of the Eglinton Crosstown LRT is being built in an underground configuration due to the narrow width of Eglinton Avenue from Keele Street to Brentcliffe Road. The width of Eglinton Avenue in the western and eastern sections is sufficient to accommodate the LRT.	General Public

As part of the Transit Project Assessment Process, a draft version of this document was distributed to technical review on January 25, 2010 to solicit comments. **Exhibit 193** summarizes major comments received and the responses to those comments. A complete listing of all comments received and responses thereto appears in **Appendix M**.

Exhibit 193: Summary of Comments and Responses to Draft Environmental Project Report

Project Element	Stakeholders	Comment/Issue	How Comment Was Addressed
1) Air Quality	MOE	Although at this time, the proponent is not aware of the contamination that will be present during the construction of the Eglinton LRT undertaking. However, during construction there could be the possibility of contaminated soils be exposed and thus impacting nearby receptors or pedestrians. If TTC during the design stage is aware of a contamination issue, at that time TTC should consult with the Ministry Central Region Office to discuss the requirements in dealing with contamination issues and ambient monitoring requirements, if applicable.	If contamination is found, TTC will discuss the requirements with Ministry of the Environment.
2) Bridges	City of Toronto – City Planning	Pedestrian sidewalk widths on Bridges - To each of the two main bridges being discussed at Black Creek and the East and West Don River- add a note- design of pedestrian sidewalks across bridges will acknowledge their unique challenges for pedestrians and will provide adequate space with appropriate rails, splash guards and lighting to promote safe comfortable pedestrian crossings.	Bridges that require widening will be widened to accommodate sidewalks. Details regarding rails, splash guards and lighting will be addressed in design.
3) Design Review	City of Toronto – City Planning	<ul style="list-style-type: none"> • The location and appearance of substations and emergency exit buildings need to be located with the guidance of City planning and City urban designers, the building appearance should fit within its context and landscaping should be provided. • The proposed main entrances and secondary entrances should be integrated within developments when ever possible rather than being free standing elements. • The proposed Fire Ventilation Shafts and the Traction Power Sub Stations should ideally be integrated within existing or new buildings where possible. They should not be free standing elements which sterilize potential development parcels. • When and where possible TTC must work with Community Planning and Urban Design to fully integrate TTC facilities with proposed development. 	TTC will consult with City Planning during design regarding the design of features and facilities associated with the LRT.
4) Natural Heritage	City of Toronto – Urban	<ul style="list-style-type: none"> • The second paragraph mentioning the protection of natural areas in the OP should also mention the Ravine & Natural Feature Protection bylaw as the 	The text has been revised to mention the Ravine and Natural Feature Protection

Project Element	Stakeholders	Comment/Issue	How Comment Was Addressed
	Forestry	<p>means of providing that protection, similar to that provided in Section 5.4 in the Natural Heritage Assessment Report</p> <ul style="list-style-type: none"> • More clarification is needed regarding removal/disturbance to edge features and diminishment of area. Also to say that vegetation loss is not considered as significant is misleading and erroneous. • Should add the following regarding tree permits: Trees are protected against injury or removal in the City of Toronto by a number of bylaws. In areas of the City protected by the Ravine & Natural Feature Protection bylaw, all trees are protected and grades are protected against alteration. Outside of this protected area, trees greater than 30 cm dbh on private property are protected by the Private Tree bylaw. All trees on city owned land, including streets and parks, are protected. Urban Forestry has delegated authority to issue permits. Completed applications along with supporting information, must be made to Urban Forestry. The issuance of permits may be conditional, for example, on the applicant providing for compensatory planting, to UF standards. 	<p>bylaw.</p> <p>Section 4.2.4.1 was revised to include the following paragraph: "Protection of natural areas in part protected by the Ravine and Natural Feature Protection bylaw that is defined and administered through the City of Toronto's Urban Forestry. Proposed removal of trees and features within protected areas will be reviewed and subject to approval by City of Toronto's Urban Forestry"</p>
5) Noise	MOE	<ul style="list-style-type: none"> • The noise and vibration protocols in the noise report should be revised for clarity to state that the upper limit for vibration levels is 0.1 mm/s rms. • The LRT system is being assessed based on the use of 2-car trains. It is acknowledged that in the future 3-car trains will be provided. Therefore, the noise assessment should account for 3-car trains. 	<p>The Noise and Vibration Assessment Report has been revised to state that the upper limit for vibration levels is 0.1 mm/s rms.</p> <p>Section 4.1.3 of the Noise and Vibration Assessment Report has been revised to include 3-car trains.</p>
6) Parks	City of Toronto - Parks	<ul style="list-style-type: none"> • Tunnel section drawings do not include plan for Emergency Exit Building #3 which is proposed for Eglinton Park. Include the plan for EEB in Eglinton Park in final EPR. • The Interaction Matrix should include a 'strong' impact for the interaction between Stations/Park and Open Space. Station entrances are proposed for St. Hilda's Parkette and Howard Talbot Park. • The Interaction Matrix does not identify impacts to Parks and Open Spaces from Western Launch Site in Keele'sdale Park. Table should identify all impacts from the Launch Site, including a 'strong' impact for the interaction between Tunnelling/Parks and Open Space, Material Import and Stockpiling/Park and Open Space, and Heavy Equipment Operations and Maintenance/Parks and Open Space. • Private property acquisition should continue to be investigated to lessen impact to parkland and compensate for loss of public parkland. • Parks, Forestry & Recreation have identified that the Western Launch Site will result in the following impacts: loss of the sports field during construction; displacement of recreational permit holders; loss of revenue generated from permitting; tree and vegetation disturbance; and potential noise, dust and traffic impacts to the rest of the park. TTC has committed to re-instating the soccer pitch after construction. In addition, TTC will be asked to satisfactorily address these impacts as an agreement to occupy the site is developed. TTC will continue discussions with PF&R to determine agreements, compensation, mitigation and restoration plans for use of Keele'sdale Park as Western Launch Site. 	<p>The tunnel sections drawings now include the area around Emergency Exit Building #3. The interaction matrix has been revised accordingly. TTC's approach to property acquisition, in concert with City Planning, is to investigate acquisition of public property before considering private property. TTC will continue discussions with Parks, Forestry and Recreation regarding the temporary use of Keele'sdale Park as the West Launch Site.</p>
7) Public Art	City of Toronto – City	Public Art commitment must be acknowledged in the EPR. The public art plan	A commitment to consult with City Planning concerning public art has been added

Project Element	Stakeholders	Comment/Issue	How Comment Was Addressed
	Planning	must be planned during the design process - not after the fact.	to Chapter 7.
8) Subway Station Design	City of Toronto – Police Services	<ul style="list-style-type: none"> As is the current practice with any new subway station designs, police input into the design of any underground stations would be recommended. The design of the area surrounding the Eglinton intersections may also need further review, as it may present a number of traffic-related access problems both for the public and the police. As with new development, we recommend the application of Crime Prevention Through Environmental Design (CPTED). The Toronto Police Service is regularly involved in CPTED, which embodies the concept that the design and effective use of the built environment can lead to a reduction in the opportunity for crime through strategies of natural surveillance, natural access control, and territorial reinforcement. 	As indicated in Chapter 7, TTC has committed to consult with emergency service providers during design.
9) Stray Current	City of Toronto – Parks, Forestry and Recreation; Water	Is there an influence of stray current from substations?	TCG needs to address – the comment tracking table is not complete with respect to this comment.
10) Surface Water	Environment Canada	Interaction between concrete forming and surface water should be added, and given a “strong” level of interaction.	The Interaction Matrix has been changed to reflect a strong level of interaction.
11) Surface Water	MOE	<ul style="list-style-type: none"> Throughout the body of this document, the author has indicated that impacts of the proposed LRT development on the natural environment will be minimal however, Exhibit 155: Interaction Matrix indicates that the “Footprint, Construction and Operations and Maintenance Impacts” will be “strong” regarding the surface water elements. Please clarify this variation, additionally, “dewatering and the tunnel construction” should also be graded as having some potential impacts on surface water. As noted, dewatering at rates higher than 50,000 L/day will require a Permit To Take Water (PTTW) issued by the Ministry of the Environment (MOE). Included in the PTTW applications, the MOE requires a discussion of potential impacts to the natural environment, any risks posed to nearby structures due to subsidence resulting from construction dewatering, the potential for the movement of contaminated groundwater due to construction dewatering, and the potential impacts on surrounding waterbody features. PTTW applications should also detail the planned discharge method for the water taking and discuss how the discharged water will meet the quality criteria for the chosen discharge method. Due to the scale and complexity of the ECLRT project, the TTC is encouraged to initiate a pre-consultation process with the MOE regarding the required PTTWs for ECLRT construction dewatering. 	<p>TCG for first bullet. The commitment in Chapter 7 regarding the Permit to Take Water has been revised to include pre-consultation where appropriate.</p> <p>The commitment in Chapter 7 regarding the Permit to Take Water has been revised to include pre-consultation where appropriate.</p>
12) Traffic Management During Construction	City of Toronto – City Planning; Transportation Services	A traffic management plan is needed during construction.	Chapter 7, Commitments to Future Work, includes a commitment to develop traffic, parking, transit, cycling and pedestrian management strategies to be included in construction contract documents.
13) Tree Protection	City of Toronto – Urban	<ul style="list-style-type: none"> Road improvements activity under footprint impacts would strongly impact City streetscape trees and possibly private trees, with any significant changes in the 	<ul style="list-style-type: none"> Streetscape trees and private trees are covered under the Populations/Species environmental factor. "S" is already marked.

Project Element	Stakeholders	Comment/Issue	How Comment Was Addressed
	Forestry	<p>current curb locations, within the Eglinton Avenue E and W City road allowances. Currently, this box is not 'S' marked in the Interaction Matrix.</p> <ul style="list-style-type: none"> • A significant number of properties in Exhibit 157 'List of Property Acquisitions' indicate road widening as the reason for Property Impacts. This is an indicator of significant curb realignments involved in this project. Others with significant negative tree impacts are: Launch Shaft and Work zone; Station, Secondary and Alternate entrances; Fire Vents; Emergency Exit Buildings, and Right turn lanes. • The bulk of the existing City trees along Eglinton Avenue West and East will likely require removal to facilitate either the surface road reconstruction and curb alignments, or the underground station construction, including existing utility relocation. Trees On City Streets (TCS) by-law allows for such City streetscape tree removal, if it is in the interest of the public good. However, this is generally quite a contentious issue. Councillor consultation is recommended, if the project has not yet been approved by Council. This pre-Council approval scenario would also include the PDIM/Forestry Directors' sign-off with PFR General Manager notification requirement for park tree removal approval, on a park by park basis. A complete permit application, under the PTP by-law, will be required for any applicable private trees, to be injured or destroyed by proposed work well within their respective tree protection zones, as all City agencies, boards, commissions, and divisions are subject to the Private Tree Protection (PTP) by-law. 	<ul style="list-style-type: none"> • The interaction of Population/Species with road improvements under footprint impacts is now marked as "S" and the interaction with building demolition is now marked as "M". Other interactions were marked as "S". • TTC will apply for permits as required. The Eglinton Crosstown LRT Project has already received City Council approval.
14) Truck Routing	City of Toronto – City Planning; Transportation Services	Address truck routing concerns relative to relocated left turns at U-turn locations	Chapter 6, Commitments to Future Work, includes a commitment to further study truck routings prior to the completion of design.
15) U-Turns	City of Toronto – City Planning; Transportation Services	<ul style="list-style-type: none"> • Allow pedestrian crossings at U-turn locations • Possibly realign Sinnot to align with Thermos at U-turn location 	The U-turns were developed without pedestrian crossings or cross traffic in order to keep the traffic cycle lengths as short as possible to minimize delay to LRT operations and traffic. Relocation of Sinnot and Thermos is not required for the LRT
16) U-turns	City of Toronto – Police Services	Concerns regarding redirection of left turning vehicles resulting in heavy traffic. Pedestrian and motorists should be notified of the changes and the proper approach to the new rules. Signage should be clear, as people may not follow the left turn restrictions due to inconvenience.	As part of the design process, signage will be provided to direct motorists to the U-turn location that will replace the existing left turn.
17) Utilities	City of Toronto – Water	<ul style="list-style-type: none"> • The impacts to the utilities should be further assessed, especially regarding impacts on maintenance and future replacement or capital works • There is contract underway to install a 750mm water main to replace sections of the 600 mm water main 	A commitment has been added to Chapter 6 regarding review of utilities with respect to maintenance, future replacement or capital works. Text has been added regarding the 750 mm water main.
18) Wynford Drive	City of Toronto – City Planning; Transportation Services; Parks, Forestry and Recreation	Commit to work with the City of Toronto regarding the design of the Wynford Stop.	A commitment has been added to Chapter 6.