

Consultation Process

6 CONSULTATION PROCESS

6.1 Introduction

6.1.1 Overview of Consultation Process

Planning for the SRT Kennedy station, Conversion and Extension has involved extensive consultation during both preliminary planning and Transit Project Assessment (TPA) process phases of this assignment. This Chapter provides details on the consultation program that was conducted during the preliminary planning phase, prior to the issuance of the Notice of Commencement on April 6, 2010 (The Notice of Study Commencement signifies the formal declaration of the Transit Project Assessment Process). A summary of the consultation program that was conducted under the Transit Project Assessment Process for the Scarborough Rapid Transit as specified under Ontario Regulation 231/08 is also included in this chapter. A detailed summary of how the issues noted in Schedule 2 of Ontario Regulation 231/08 were addressed is included in Section 7.4.

Key components of the consultation program included consultation with agencies and local municipalities, the public and the aboriginal community, and review of the Environmental Project Report.

During the Preliminary Planning Phase, a Technical Advisory Committee (TAC), composed of staff from technical agencies, municipalities and the TTC, held meetings to discuss the project. Government Agencies that were not a part of the TAC were kept involved via issue specific meetings, work groups and a stakeholder agency workshop. Key study recommendations were endorsed by the Toronto Transit Commission and approved by Toronto City Council. Detailed information about key stakeholder consultation is provided in Section 7.2.1 and Section 7.3.1.

During the Preliminary Planning phase, TTC requested a formal contact for the Aboriginal Community from the Ministry of Environment (MOE), and the contact was forwarded to the City of Toronto. Consultations and notifications to the Aboriginal Community were conducted via the City of Toronto Public Consultation Group. This group will continue to coordinate with the various Aboriginal groups concerning this project. Details for these consultations and notifications are included in Section 7.2.3.

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;
- A project website; and/or
- Contacting the team directly through a 24/7 phone line, fax line, TTY line, e-mail or postal mail.

At the public open houses, held at a public meeting place, display panels were used to present information about the project. Project staff were available at the open houses to answer any questions or concerns that were raised by a member of the public.

As discussed in Section 7.2.4 and Section 7.3.4, five formal rounds of public consultation were undertaken (four as part of the preliminary planning phase and the final event as part of the TPA process). Reports which summarize public comments submitted for each round of consultation and a log of all public comments received during the study are provided in Appendix K. A summary of the top comments are illustrated in Table 6-1. Issues that require further commitments are provided in Section 5.

6.1.2 Notification Protocol

The general public, government agencies and various interest groups were provided opportunities to review and comment on this project during the course of the study. A number of methods were used to promote and notify the public about consultation activities and provide updates at each phase of the study, including:

- Advertisements in the following local newspapers: Metro Daily, Scarborough Mirror North and East Editions;
- Flyers/Newsletters distributed by Canada Post to approximately 58,000 properties within approximately 400 m of the study area;
- Posters displayed at the Malvern Town Centre and Finch, Sheppard and McCowan Subway Station; and Centennial College campus;
- Information posted on the project website; and
- E-mail and Canada Post direct mail to project mailing list, as well as all properties within the study area and property owners affected by the SRT Extension Transit Project

The Notice of Commencement of the Transit Project Assessment was done in accordance with the requirements of Section 7 (4) of the regulation. This includes the promotion methods listed above as well as:

- Email notices sent to the MOE Regional Director and Environmental Assessment Approvals Branch (EAAB) Director; and
- Government ministries, agencies and local municipalities noted later in this chapter.

6.1.3 Study Organization and Study Stages

There were two distinct phases that occurred during this study: the preliminary planning phase followed by the Transit Project Assessment process. A figure showing the process is available in Chapter 1 (see Exhibit 1-3).

The objective of the Preliminary Planning phase was to discuss with stakeholders about planning issues and to develop the project details. This phase occurred between December 2007 and April 5, 2010. Consultation undertaken during this Preliminary Planning phase is described in Section 7.2.

The objective of the Transit Project Assessment process was to consult on the project, regarding the alternatives considered, the potential impacts and proposed mitigation measures. This phase commenced on April 6, 2010 concurrent with the Notice of Commencement. Consultation undertaken during this Preliminary Planning phase is described in Section 7.3.

6.2 Consultation during 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 Preliminary Planning. A list of technical review agencies as well as municipal departments that were invited to be involved during the Preliminary Planning phase as well as during the Transit Project Assessment process is provided in Appendix K-7.

The TAC was established in the early stages of the Preliminary Planning phase in order to facilitate communication between the study team and key stakeholders. Meetings were held between these groups throughout the Preliminary Planning phase to consult on key recommendations during this phase. Members of the TAC include:

- City of Toronto – City Planning – Transportation Planning
- City of Toronto – City Planning – Urban Design
- City of Toronto – Transportation Services
- City of Toronto – Urban Forestry
- City of Toronto – Parks & Recreation
- City of Toronto – Public Consultation Group
- City of Toronto – Water & Wastewater
- Infrastructure Ontario

In addition to the TAC meetings, meetings were held with government and technical review agencies and City of Toronto departments to communicate key study recommendations and resolve any issues that arose. A list of meetings held with government review agencies and technical agencies is provided in Table 6-2. A list of meeting held with municipal politicians is provided in Table 6-3.

In accordance with TRCA's requirements, a copy of all letters issued by TRCA during the Preliminary Planning phase and during the Transit Project Assessment process is included in Appendix K-7.

Table 6-1: Preliminary Planning – Technical Advisory Committee Meetings

Date	Purpose
February 1, 2008	Introduction to the Project and Project Team
May 1, 2008	Review of Open House #1 and contents, selection of Network Alternatives
May 13, 2008	Confirmation of Network Alternatives
July 9, 2008	Alignment Analysis Table
July 22, 2008	Presentation of options
Feb 3, 2009	Discussion on Preferred Alignment
March 31, 2009	Run through of Draft Presentation to TTC Senior Management
October 29, 2009	Phasing of alignments, service connections options
November 19, 2009	OPA, Service Connections, Open House #4
January 25, 2010	Sheppard Bus Terminal, Service Connections, Alignment Modifications

Table 6-2: Preliminary Planning – Government Review Team Meetings

Date	City/ Department	Purpose
May 16, 2008	City Planning	Yard
July 23, 2008	MTO	Introduction to Project
August 26, 2008	GO/CP Meeting	Introduction to Project
October 21, 2008	TRCA	Introduction to Project
October 22, 2008	MOE	TPA process
Feb 11, 2009	TTC, TDSB	Discussion of project impacts on TDSB
March 2, 2009	TRCA	Highland Creek Crossings
March 10, 2009	TCDSB	Introduction to Project
May 12, 2009	TDSB	School site impacts
April 7, 2009	MTO	Highway 401 crossing options
May 22, 2009	City Transportation	Milner Business Court
October 29, 2009	TRCA	Updates to Project
November 19, 2009	City Planning	Project Updates
November 24, 2009	TTC Operations	Service Tracks Options
Feb 22, 2010	TCDSB	Impacts on Progress site
February 26, 2010	City Real Estate	Property Acquisition
March 22, 2010	MTO	Discuss preferred Highway 401 crossing
March 29, 2010	City Transportation	Progress Service Track, Temporary bus terminals
March 30, 2010	MTO	Engineering Approval Meeting –Bridge Crossing

6.2.2 Municipal Representatives

During the Preliminary Planning phase, municipal political representatives in the City of Toronto were provided with project overview presentations at key milestones. A list of the dates as well as the purpose of the meetings is provided on Table 6-3.

Table 6-3: Preliminary Planning – Municipal Councillor Briefing Meetings

Date	Purpose
November 13, 2009	Project Update
February 11, 2010	Project Update
February 26, 2010	Project Update
April 6, 2010	Service connections

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 "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)). A request for agency contacts that could assist in identifying aboriginal communities that could potentially be interested in the Transit City projects, including the Scarborough RT Extension project, was sent to the Environmental Assessment and Approvals Branch by the TTC on November 11, 2008.

The representative for the MOE Environmental Assessment and Approvals Branch (Zeljko Romic) responded on December 3, 2008 with detailed information regarding agencies that may be able to assist in identifying communities that would be interested in this project. 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).

As per the City of Toronto and INAC protocol for First Nations consultation for EAs, INAC Specific Claims, Litigation Management and Resolution, and Comprehensive Claims are required to be notified of all of EAs conducted by the City of Toronto and no written response is expected unless there are issues with the project as proposed (Note: none have been identified to date). Consultation with the Aboriginal Community was coordinated through a formal contact for the community, obtained from the MOE.

The aboriginal consultation process included notifying the following of public open houses and the Notice of Commencement:

- INAC Specific Claims
- INAC Litigation Management and Resolution
- INAC Comprehensive Claims
- Ontario Ministry of Aboriginal Affairs
- Mississaugas of the New Credit First Nation

Furthermore, following recent guidance received from the Ministry of Environment, Aboriginal Consultation process, the bands involved in the Williams Treaty were notified of the Notice of Commencement individually. This includes Alderville First Nation, Beausoleil First Nation, Chippewas of Georgina Island,

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Chippewas of Rama, Curve Lake First Nation, Hiawatha First Nation, Mississaugas of Scugog Island and Moose Deer Point First Nation. Invitation letters with an offer to meet and the Notice of Commencement of the Transit Project Assessment process and public consultation notices for the April 12 and April 15, 2010 public open house dates were sent to these parties on March 30, 2010.

All relevant consultations with the First Nations is provided in Appendix K-6.

6.2.4 General Public and Property Owners

As an integral component of the study, the general public, ratepayer groups, as well as property owners who will be affected by this project, were contacted to promote involvement during the preliminary planning phase and the Transit Project Assessment process.

The following is a list of the ratepayer groups and property owners that received notifications for public consultation meetings during both the preliminary planning phase and the Transit Project Assessment process:

- Armenian Holy Trinity Church
- Centennial College
- Chinese Cultural Centre of Greater Toronto
- 5780 Sheppard Avenue East Condo Board
- Malvern Town Centre Mall (Davpart)
- McDonald's Canada
- Metro Label Company Limited
- Scarborough Town Centre
- Morningside Heights Residents Association

Key public consultation dates during Preliminary Planning were:

- First round of public open houses – Thursday April 15, 2008;
- Second round of public open houses – Wednesday, June 4, 2008 and Thursday June 5, 2008;
- Special community public meeting – Thursday, July 31, 2008;
- Third round of public open houses – Tuesday, June 2, 2009; and
- Fourth round of public open houses – Monday, March 8, 2010 and Thursday, March 11, 2010

A summary of each preliminary planning event is summarized below.

6.2.4.1 Public Open House #1

The first public consultation approach involved an Open House event that was designed to reach and accommodate:

- All members of the public, in particular those living, working or with business interests in the Study Area;
- Transit users;
- Students, staff and faculty at Centennial College; and
- Persons who had previously signed up for the project mailing list.

The first public open house was held on Thursday April 15, 2008 at 6:30pm to 9:00pm at St. Peter and Paul Banquet Hall (see appendix K-1 for Notice and section 6.1.2 for notification protocol). Approximately 300 to 400 stakeholders took the opportunity to attend, view the information in detail, fill in a comment form and/or sign up to be on the project mailing list and talk with members of the project team. Detailed comments arising from these sessions are provided in a public consultation report, which is included in Appendix K-1.

The consultation objectives during Phase One were to:

1. Introduce the public to the project;
2. Provide opportunities for the public to comment or to ask questions;
3. Gather public and stakeholder input on the Phase One work including the Study Area boundaries, inventory of existing conditions, routes and general station locations, and evaluation criteria and indicators;
4. Make the public aware that consultation would be conducted during subsequent phases of the study; and
5. Find out how the public wanted to be kept informed and involved with the process.

The following information was presented to the public in Public Open House No. 1:

- The study area;
- The study objectives and the IEA amending ;/ Municipal Class EA process to be followed (this event predated the TPA process regulations);
- The study background and supporting planning policies;
- The existing conditions in the study area;
- The assessment and the recommended alternative corridors between Scarborough Town Centre and the Malvern Community;
- The alternative and recommended transit solution; and
- The next steps and activities of the study.

The open house included detailed display boards, a Frequently Asked Questions handout, a continuous loop slide show with voice over, and an open invitation to ask questions and discuss the plan with the many project team members present. At this Open House event, staff including senior representatives from TTC Engineering and Property Development Departments, URS Canada (lead consultant), LGL Limited (sub consultant), Planning Partnership (sub consultant) and the City of Toronto were available to discuss the project with the public.

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Five key questions were asked during the Phase One consultations. These questions were administered using the comment forms provided at the meeting and through the online commenting form. A total of 49 submissions were received (Attachment K-1). The questions and comments received are summarized below:

1. What is the preferred network option of Scarborough Rapid Transit Extension Study - The purpose of the first question was to determine whether there was general public support for the key recommendations of the SRT Extension Study. Over 60% of respondents supported the SRT Extension Study recommendations.
2. If the preferred network is an SRT extension to Malvern Town Centre, would you be directly affected by the use of abandoned rail corridor - Generally, the public's answer was no.
3. Existing and Future Conditions - Generally, people found the inventory of existing and future conditions comprehensive. Some respondents stressed the importance of documenting natural features such as watercourses, wetlands and routes or paths that animals would use to move from place to place. No specific details or features were identified. However, others stressed the importance of documenting existing buildings, and built environments.
4. Evaluation Criteria and Indicators - In response to the request for comments on the proposed evaluation criteria and indicators to be used to select the preferred route and general station locations, respondents emphasized the importance of safety, convenient access to stations for a wide range of transportation modes, minimizing noise and vibration impacts, minimizing construction and operating costs, and maximizing revenue. Several evaluation criteria and indicators were modified and/or added based on this input. Other proposed additional indicators were used during the detailed evaluation of alternative alignments during Phase Two.
5. Alternative Routes - As stated above, one of the main objectives of this phase of consultation was to obtain public and stakeholder input on the Study Team's initial work on developing alternative routes and general station locations. Following the presentation of eight alternatives, participant responses indicated an early (prior to evaluation) preferred route because only a limited number of respondents were in favour of eliminating some routes from the evaluation, the Study Team proceeded to analyze the alternatives.

6.2.4.2 Public Open House #2

The second round of the public open house sessions was held on Wednesday June 4th, 2008 from 6:30pm to 9:00pm at Malvern Community Centre and Thursday June 5th, 2008 from 4:30pm to 7:30pm at Scarborough Centre Station (see appendix K-2 for Notice and section 6.1.2 for notification protocol).. Approximately 30 stakeholders signed in on Wednesday June 4th, 2008, and approximately 16 stakeholders signed in on Thursday June 5th, 2008, to view the information in detail, fill in a comment form and/or sign up to be on the project mailing list and talk with members of the project team.

The purpose of the second round of consultation was for the public and key stakeholder agencies to:

1. Review the network evaluation and the recommended network;
2. Provide preliminary feedback on potential alternative alignments and station locations;
3. Review and comment on the type and importance of proposed evaluation criteria and indicators to be used to evaluate the alternative alignments and station concepts;

4. Provide comments or ask questions;
5. Obtain information on future consultation, which would be conducted during future phases of the study; and
6. Provide input on how they, the public, want to be kept informed and involved with the process.

The following information was presented to the public in Public Open House No. 2:

- The study area;
- A summary of the results from the first Open House
- Selection of the preferred transit network
- Potential alternative service options and alignments
- The inventory of existing socio-economic / natural / cultural environments
- The next steps and activities of the study.

The open house included detailed display boards, a Frequently Asked Questions handout, a continuous loop slide show with voice over, and an open invitation to ask questions and discuss the plan with the many project team members present. At this Open House event, staff including senior representatives from TTC Engineering and Property Development Departments, URS Canada (lead consultant) and the City of Toronto were available to discuss the project with the public.

Four key questions were presented to the public and stakeholders during the Phase Two consultations. These questions were administered using the comment form provided at the meeting and through the online commenting form. A total of 80 submissions were received. The questions and comments received can be summarized as:

1. Selection of Southern Segments - The purpose of the first question was to determine public/stakeholder agency support for the selection the preferred alignment and general station locations, based on the Study Team's analysis and evaluation of the alternatives. Having received strong endorsement of Southern Corridor by the public and stakeholders (over 90% of respondents), the Study Team proceeded with the development and evaluation of detailed alignments and station layouts located within the Option 1 corridor.
2. Alignments - The purpose of questions about the northern and southern alignment alternatives was to have the public and stakeholder agencies identify key issues to be considered by the Study Team during the alignment evaluation. The general comments received at this stage assisted the Study Team in preparation of the evaluation process.
3. Station Layouts - Respondents were requested to comment on alternative station layouts (including bus terminals, commuter parking and passenger pick-up and drop-off facilities). Similar to the alignments, the purpose of this question was to identify key issues/areas of concern to be considered by the Study Team during the evaluation of the alternatives.
4. Evaluation Criteria and Indicators - The Study Team sought input from the public and stakeholder agencies on the completeness and relative importance of various indicators to be used to evaluate the alternative alignments and station concepts. The comments received from the public and stakeholder agencies were used to assist in the evaluation in this regard.

6.2.4.3 Special Community Public Meeting

A special community meeting was held on July 31, 2008 by the project team. This was specifically targeted towards the residences that would be potentially affected by the preferred North alignment within the Scarborough community, especially those adjacent to the abandoned rail corridor. The meeting notification was coordinated through the City councillor's office. During this meeting, a brief presentation was delivered and a question and answer session was held. The alignments considered at the last meeting of June 4, 2008 and June 5, 2008 were presented. The details and summary of the questions and answers are available in Appendix K-8.

The majority of the public who attended the meeting were concerned with the loss of parkland and their perceived effects on the community around Progress Avenue between Sheppard Ave East and Milner Ave.

The input from the community assisted the project team in determining the key environmental effects to be considered when assessing the alternative methods through the abandoned rail corridor (The alternative methods comprised above grade and below grade options – see Chapter 2).

6.2.4.4 Public Open House #3

The Open House event was held on June 2nd, 2009 at St. Peter and Paul Banquet Hall from 6:30pm to 9:00pm (see appendix K-3 for Notice and section 6.1.2 for notification protocol). Approximately 200 stakeholders took the opportunity to attend, view the information in detail, fill in a comment form and/or sign up to be on the project mailing list and talk with members of the project team.

The purpose of the Phase Three consultations was for the public and key stakeholder agencies to:

1. Review work done to date;
2. Review the preferred alignment;
3. Provide feedback on the preferred alignment and station layouts;
4. Review potential impacts of the preferred alignment;
5. Provide comments or to ask questions; and
6. Obtain information on future consultations.

The following information was presented to the public in Public Open House No. 3:

- The study area;
- Introduce the public to the new Transit Project Assessment process
- A summary of the results from the first two Open House
- Selection alternative alignments
- The inventory of socio-economic / natural / cultural environments
- Possible impacts and mitigation measures
- Potential Property Impacts
- The next steps and activities of the study.

The open house included detailed display boards, a Frequently Asked Questions handout, a continuous loop slide show with voice over, and an open invitation to ask questions and discuss the plan with the many project team members present. At this Open House event, staff including senior representatives from TTC Transit City and Property Development Departments, URS Canada (lead consultant) and the City of Toronto were available to discuss the project with the public.

Four key questions were presented to the public and stakeholders during the consultations. These questions were administered using the comment forms provided at the meeting and through the online commenting form. A total of 35 comment forms were submitted. 32 comments were received via email or telephone. The questions and comments received can be summarized as:

Preferred Alignment – The purpose of the first question was to determine public and stakeholder agencies support for the selection of the preferred alignment and general station locations, based on the Study Team's analysis and evaluation of the alternatives. Having received strong endorsement (over 75% of respondents) regarding the preferred alignment being the fastest and most direct route by the public and stakeholder agencies, the Study Team proceeded with the development and evaluation of the detailed alignment and station layouts.

Station Layouts – Respondents were requested to comment on alternative station layouts (including bus terminals, commuter parking and passenger pick-up and drop-off facilities). Similar to the alignments, the purpose of this question was to identify key issues/areas of concern to be considered by the Study Team during the evaluation of the alternatives. General comments made by the public and stakeholder agencies include providing connection between Centennial College Station and Centennial College Campus and providing transit connection and access between Sheppard Station and Sheppard East LRT. The Study Team proceeded with the development and evaluation of detailed station design and construction analysis based on feedback received.

Community Engagement – The Study Team sought input from the public and stakeholder agencies on the best possible methods in which to engage and interact with the communities surrounding the SRT during the design and construction stages of the project. The general public and stakeholder agencies requested for interactions and meetings with community and residents, as well as email and mail notifications and updates regarding the progress of the project.

Additional Comments – Additional comments provided by the public and stakeholder agencies include recommendations to upgrade vehicle technology to LRT; concerns regarding noise and vibration during construction; concerns regarding Production Drive businesses impacts due to the Bellamy Maintenance and Storage Facility. The comments received from the public and stakeholder agencies were used to prepare weightings for the evaluation of the alternative alignments and station concepts.

6.2.4.5 Public Open House #4

The fourth Open House event was held on March 8th, 2010 and March 11th, 2010 at John Vanier CSS and the Chinese Cultural Center from 6:30pm to 9:00pm (see appendix K-4 for Notice and section 6.1.2 for notification protocol). Approximately 443 stakeholders took the opportunity to attend, view the information in detail, fill in a comment form and/or sign up to be on the project mailing list and talk with members of the project team.

The purpose of the Phase Four consultations was for the public and key stakeholder agencies to:

1. Review work done to date;
2. Provide details on proposed changes to the existing line, the extension of the SRT to Malvern and Kennedy Station;
3. Review the updated preferred alignment;
4. Provide feedback on the preferred alignment and station layouts;
5. Review potential impacts of the preferred alignment;
6. Provide comments or to ask questions; and
7. Obtain information on future consultations.

The following information was presented to the public in Public Open House No. 4:

- The study area;
- A summary of the results from the first three Open Houses;
- The preferred technology;
- Proposed Kennedy Station improvements;
- Existing SRT line conversion, including changes to the existing stations of Lawrence East, Ellesmere, Midland, Scarborough Centre and McCowan;
- Preferred Alignment for the extension and the proposed phased implementation;
- The development of a bus terminal at Sheppard East station;
- The identification and evaluation of non revenue service connection options;
- Potential property impacts; and
- The next steps and activities of the study.

The open house included detailed display boards, a Frequently Asked Questions handout, a continuous loop slide show with voice over, and an open invitation to ask questions and discuss the plan with the many project team members present. At this Open House event, staff including senior representatives from TTC Transit City and Property Development Departments, URS Canada Inc., Aecom and the City of Toronto were available to discuss the project with the public.

A total of 56 comment forms were submitted. 34 comments were received via email and telephones between March 8 and March 22, 2010. The questions and comments are summarized below:

1. The question of whether the Kennedy plans are supported was presented. 75% of the comment forms received indicated support for the plan for integrating the SRT and LRT lines within the station and providing quick and easy transfer between lines.
2. Comments concerning existing station changes included concerns about noise and vibration near Lawrence East station. Support for the conversion included suggestions for the Ellesmere Station and Scarborough Centre Station (that additions should match existing structures architecturally).
3. Of the comments received regarding the service connection, 26% of the comment forms opted for the Progress option stating that it would be less costly to implement, have less impact to the

neighbourhood and was more convenient. 18% of the comment forms received did not support the Progress option as a line it would directly affect their property. Additional concerns were that a dedicated right of way would impede vehicular movement and would affect adjacent businesses.

4. With regard to the below grade service connection via Sheppard, 44% of the comment forms received indicated a preference due to its perceived advantage in connecting with the Sheppard line directly. It was also perceived that it would be the simplest alignment from a development perspective. 12% of the responses did not prefer the Sheppard option due to its high cost.
5. Comments about the latest expansion plan from McCowan to Malvern Town Centre were that it was great and well overdue. Other comments include questions concerning funding and implementation timelines.
6. Regarding the future Sheppard Station, 47% of the comments received indicated support for the preferred plan because it would be convenient and reduce walking distance for transfers. 9% did not support the preferred plan due to the need for a bus terminal and concerns that the maintenance facility/track changes would create a lot of noise in a residential area.
7. Other questions included technology choices, vehicles and their noise impact, construction impacts with regard to traffic and service shut down, construction methodology and construction schedule.

6.3 Transit Project Assessment

The Notice of Commencement was published on April 6, 2010 officially starting the 120-day TPAP period. Therefore, the process period would conclude by the TTC issuing a Notice of Completion of project no later than August 4, 2010. The Notice of Completion was issued on August 4, 2010 in accordance with Section 7 (4) of the regulation (see section 6.1.2).

6.3.1 General Public and Property Owners

One (1) round of consultation was held 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 the fifth Round of Public Open Houses (April 12th, 2010 and April 15th),

During the Transit Project Assessment Process, TTC issued notifications to all property owners for whom permanent or partial property acquisition requirements were identified through the preliminary planning process.

6.3.2 Public Open House # 5

The Open House event was held on April 12th, 2010 and April 15th, 2010 at John Vanier CSS and the Chinese Cultural Centre from 6:30pm to 9:00pm. Approximately 350 members of the public took the opportunity to attend, view the information in detail, fill in a comment form and/or sign up to be on the project mailing list and talk with members of the project team.

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The purpose of this round of consultation was for the public and key stakeholder agencies to:

1. Review work done to date;
2. Provide details on proposed changes to the existing line, the extension of the SRT to Malvern and Kennedy Station;
3. Review the updated preferred alignment;
4. Provide feedback on the preferred alignment and station layouts;
5. Review potential impacts of the preferred alignment;
6. Provide comments or ask questions; and
7. Obtain information on future consultation.

The following information was presented to the public in Public Open House No. 5 (see appendix K-5 for details):

- The study area;
- A summary of the results from the fourth Open House;
- The preferred technology;
- Proposed Kennedy Station improvements;
- Existing SRT line conversion, including proposed changes to the existing stations of Lawrence East, Ellesmere, Midland, Scarborough Centre and McCowan;
- Preferred Alignment for the extension and phased implementation;
- The preferred bus terminal at Sheppard East station;
- The preferred non revenue service connection;
- The inventory of socio-economic / natural / cultural environments;
- Possible impacts and mitigation measures;
- Potential Property Impacts; and
- The next steps and activities of the study.

The open house included detailed display boards, a Frequently Asked Questions handout and an open invitation to ask questions and discuss the plan with the many project team members present. At this Open House event, staff including senior representatives from TTC Transit City and Property Development Departments, URS Canada Inc., Aecom, SS Wilson Associates (Sound & Vibration consultant) and the City of Toronto were available to discuss the project with the public.

A total of 56 comment forms were submitted. 34 comments were received via email and telephones. The questions and comments can be received as:

1. Non Revenue Service Connection - The purpose of the first question was to determine public and stakeholder agencies support for changes and recommendations made to the alignment since PIC 4. 75% of the respondents did not agree with providing service tracks along Progress Avenue. The public and stakeholder agencies recommended building service tracks underground or using Sheppard below grade service tracks.

2. Existing Stations - Respondents were requested to comment on proposed improvement to existing and proposed station layouts (including bus terminals, commuter parking and passenger pick-up and drop-off facilities). The purpose of this question was to identify key issues/areas of concern to be considered by the Study Team during the evaluation of the alternatives.
3. Potential Environmental impacts – Respondents were requested to comment on the satisfaction of potential environmental effects presented throughout the SRT project study area. Additional concerns raised included the need for more detailed review of impacts to the Highland Creek, and further studies on potential noise impact.
4. Additional questions and comments presented by the general public and stakeholder agencies included further follow-up of property impacts, further studies required for Progress Ave Service Track, and further investigation of construction schedule and disruptions caused by construction and closure.

In addition, following the Notice of Commencement on April 6, 2010, the transit project was discussed in the following public forums.

Table 6-4: Toronto Committee / Events

Date	Event	Purpose
May 6, 2010	Toronto Transit commission	Endorse Plan Hear deputations from public
May 17, 2010	City of Toronto Executive Committee	Endorse Plan (see following note) Hear deputations from public
May 19, 2010	City of Toronto Planning and Growth Committee	Approve Official Plan Amendment to match Transit Project Hear deputations from public
May 25, 2010	Scarborough Community Council	Discuss / confirm decisions to date
June 8 and 9, 2010	City of Toronto Council	Endorse Plan (see following note)

During the May 17, 2010 Executive Committee meeting, staff were given direction to replace the non revenue service connection on Progress Avenue with the underground service connection directly from Sheppard Avenue. This decision was approved at the June 8, 2010 Council Meeting. This decision is made in consideration of:

- Community impacts of the Progress Sheppard Service connection and the potential noise and vibration impacts with limited opportunities to mitigate these impacts in this unique situation
- Concerns on adverse effects parking availability for the Chinese Cultural Centre which serves the Chinese community within the Greater Toronto Area
- The underground Service option is perceived to be a less disruptive option to the community

6.3.3 Technical Agencies and Municipal Staff

The Notice of Study Commencement was sent to the Government Review Team. The list of agencies involved follows those listed in Section 7.2. Each agency was given a form to allow it to identify if and how they wish to be involved through the TPA process. The key stakeholders which indicated that more information was required were kept informed of the project through the process.

6.3.3.1 Stakeholder Agency Workshop (May 4, 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. Approximately thirty staff representing the government and technical review agencies and municipal departments listed below attended the workshop:

- City of Toronto – City Planning
- City of Toronto – Economic Development
- City of Toronto – Emergency Medical Services
- City of Toronto – Fire Services
- City of Toronto – Planning (Scarborough District)
- City of Toronto – Police Services
- City of Toronto – Ravines
- City of Toronto – Urban Design (Scarborough District)
- Conseil Scolaire De District Catholique Centre-Sud
- Hydro One Networks Incorporated
- Infrastructure Ontario
- Metrolinx
- Ministry of Environment
- Ministry of Transportation
- Ministry of Transportation – Corridor Control
- Ontario Growth Secretariat
- Ontario Provincial Police
- Ontario Realty Corporation
- Toronto District School Board
- Toronto Hydro
- Toronto and Region Conservation Authority

During the meeting, a presentation showing the preferred design as well as proposed environmental impacts and mitigation measures was made. 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 and permits and approvals required for implementation of the Scarborough Rapid Transit Extension and Conversion. Comments heard at this workshop are

summarized in Appendix K-9.

Following the Stakeholder Agency Workshop, Government Review Team members were provided a draft copy of the Environmental Project Report for review and comment. Comments that were received are included in Appendix K-9.

Similar to the Preliminary Planning phase, focused meetings were held during the Transit Project Assessment to address key issues. A list of meetings held with government review agencies and technical agencies is provided below.

Table 6-5: Transit Project Assessment – Technical and Government Review Agencies Meetings

Date	Agency	Purpose
May 14, 2010	TCDSB	Discussion on Properties
June 24, 2010	TRCA	Review meeting
July 8, 2010	MOE	Comment Review Meeting

6.3.4 Aboriginal Consultation

As a matter of practice for all Transit City projects, the Williams Treaty First Nations, their legal coordinator Ms. Kerry Sandy McKenzie and the Mississaugas of the New Credit First Nation were consulted. For the SRT and Kennedy Station projects, all received an invitation letter, offer to meet, and public notices for the April 12 and April 15, 2010 consultation meetings. All relevant First Nations consultation is contained in Appendix K-6.

Emails and follow-up phone calls were made to the First Nations groups to confirm in writing if they have any interest in the projects. No specific interest or concerns have been raised by the Williams Treaty First Nations and/or the Mississaugas of the New Credit First Nation.

On July 19, 2010, the Notice of Completion of the Transit Project Assessment and an accompanying letter offering to meet and once again asking if the First Nations had any interest in the project was sent to all Williams Treaty First Nations and the Mississaugas of the New Credit First Nation.

Follow up telephone calls and e-mails were made to all Williams Treaty First Nations and the Mississaugas of the New Credit First Nation on July 23, 2010 to confirm they have received the notice and to confirm if they have any interest whatsoever in the project.

As agreed previously, these First Nations will be contacted immediately should any potential First Nation archaeology be discovered.

6.4 Summary of Consultation

The input received through the consultation process undertaken during the Preliminary Planning and Transit Project Assessment process indicate that there is broad public and stakeholder support for the Scarborough Rapid Transit project. As indicated throughout this chapter (and described in further detail in Appendix K) a number of concerns were raised by the general public and by stakeholders. Detailed comments raised and how they are being addressed can be found in Appendix K. Table 6-7 provides a list of the most common comments and how the planning contained within this report has addressed those concerns.

As part of Transit Project Assessment Process, a draft version of this document was distributed to technical review on June 2nd, 2010 to solicit comments. Table 6-7 summarizes major comments received and the responses to those comments. A complete listing of all comments received and responses thereto appears in Appendix K-9.

Table 6-6: Addressing of Key Comments / Issues through the Pre Planning and Transit Project Assessment Process

Project Element	Comment/Issue	How Comment Was Addressed	Stakeholders	
1	Network Options	The Malvern community needs fast and reliable transit that connects to the Scarborough Centre Area and the Bloor- Danforth subway. This service should not require multiple transfers.	The preferred network is to connect the existing SRT network from McCowan Station directly to Malvern Town Centre with a single fully dedicated right of way. Transfer conditions between the Bloor-Danforth subway and the SRT will be greatly improved with the recommended improvements at Kennedy station.	General Public
2	Existing SRT	Concern regarding congestion on existing SRT. Want information on what changes will take place on the existing line.	Existing line must be modified to accommodate new LRT vehicles: <ul style="list-style-type: none"> • New trains will operate with 3 car consist (approximately 96m) - existing trains are 51m. The longer vehicles will increase the capacity on the line. • The new vehicles have lower floor heights • Traction power - replace 3rd rail with overhead catenaries Details of changes to each station were provided during preliminary planning and confirmed as part of the transit project during the TPA process.	General Public
3	Future extensions	Protect for future extensions to the north and east.	The current study area of the SRT extends to Malvern Town Centre. Preliminary Planning activities included an assessment of future extensions to confirm that the transit project did not preclude future extensions. Actual alignment beyond Malvern Town Centre Station must be confirmed through future extension studies.	General Public Resident ratepayer association for Morningside Heights York Region Transit
4	Private 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 provided 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. All property will be acquired in accordance with the Expropriations Act.	General Public Private Public Owners
5	General Noise and Vibration	Noise and Vibration along the entire line.	A detailed noise and vibration study was carried out in accordance with the established MOE/TTC Protocol. Localized mitigation measures have been identified for each of the key locations where the potential for adverse effects have been estimated. In response to community concerns regarding adverse noise impacts to residents along Progress Avenue, the City of Toronto Council directed staff to replace the non revenue service connection on Progress Avenue with the underground service connection directly from Sheppard Avenue.	MOE General Public
6	Temporary Bus services	Concerns were raised regarding the 3 year shut down for upgrade and construction of the SRT Conversion and Extension specifically over the perceived loss of service and its duration.	TTC has no choice but to shut down operations so that the conversion of the existing line can take place. To address concerns over loss of service, TTC has included a description of the bus service replacement strategy and has identified preliminary locations for temporary bus terminals (at Scarborough Centre and Kennedy Stations) in order to accommodate both permanent and temporary bus needs.	TTC Metrolinx (GO Transit) General Public Scarborough Town Centre mall
7	Environmental impact at Highland Creek	What are the environmental impacts at Highland Creek?	A number of studies were undertaken as part of the TPA process. Through consultation with key stakeholders, mitigation measures have been identified in this EPR with further commitments to future studies during design and permitting processes prior to construction. Monitoring programs, flood contingency plans and coordination with other initiatives will be developed in consultation with TRCA.	TRCA TTC MNR Toronto Water General Public

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Project Element	Comment/Issue	How Comment Was Addressed	Stakeholders	
8	Property impact at the future Bellamy Maintenance and Storage Facility	Concern regarding property impacts to businesses that will be displaced by the proposed yard.	Potentially affected businesses (and property owners) were consulted with during preliminary planning and TPA consultation events. City representatives from the Real Estate and Economic Development departments were at public open houses to discuss concerns with all impacted property owners regarding their properties. The decision to consolidate maintenance and storage operations for SRT and the Sheppard LRT at the proposed Sheppard East Maintenance and Storage facility defers the displacement of the current businesses to a later date. Future updates will be sent to businesses and property owners that may be affected by the Bellamy Yard to keep the local business community informed about implementation timing.	Local businesses Local property owners City of Toronto
9	Centennial College Station	Why is Centennial College Station on the west side of Progress Ave.	Studies have been undertaken to determine the location of Centennial College Station. Ideally, the station would be on the same side of Progress Ave. as Centennial College Campus. Unfortunately, the impacts to several local businesses plus the significant costs and technical challenges associated with Progress Avenue and the Progress bridge over the 401, resulted in impacts that outweighed the benefits.	Centennial College General Public Armenian Church Metrolabel
10	Construction Impacts	Concerns regarding noise, pollution and environmental impacts.	Measures will be implemented during construction to avoid, minimize or mitigate adverse environmental impacts including: <ul style="list-style-type: none"> • Erosion and sedimentation control • Best management practices to minimize release of dust and other airborne pollutants, mud and litter • Reinstatement of temporary work sites following construction • Development and implementation of transit management plans to maintain transit service during the period when the existing SRT is shut down. • Restriction of truck haul of construction materials, equipment and tunneling spoils to arterial roads • Noise and vibration control • Construction staging and sequencing to mitigate the potential impacts to the community to the extent possible Ongoing management and monitoring of construction activities.	MOE MTO TRCA General Public City of Toronto TRCA
11	Noise impact at Lawrence East Station	Changes at Lawrence East station may require a shift of the track alignment towards townhouses.	The increase in noise level may be mitigated by the new LRT technology. If necessary, TTC will consider alternate solutions to mitigate the increased noise, such as short noise barriers.	MOE City of Toronto General Public
12	Sheppard Station Bus Terminal	Impacted of phased implementation of the line to Malvern Town Centre.	The future bus terminal at Malvern Town Centre will be implemented as part of Phase 2. A bus terminal will be constructed at Sheppard East Station (the proposed terminus station for Phase 1). The bus terminal will allow 3 way transfers between the Sheppard East LRT, TTC Bus, and the Scarborough RT.	MOE City Traffic City of Toronto General Public
13	Noise and Vibration at Sheppard Station	Concern about noise and vibration impacts created by bus terminal at Sheppard Station as well as below grade vibration of the SRT.	To address potential noise issues from the bus terminal, a sound barrier will be installed.	MOE City of Toronto TTC Adjacent residential properties Chinese Cultural Centre

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Project Element	Comment/Issue	How Comment Was Addressed	Stakeholders
14 Sheppard Station Property Impacts	Concern regarding property impact at Sheppard Station	Efforts to reduce the footprint of the station have been undertaken as part of this TPA process. Compensation will be provided for temporary and permanent property requirements. For permanent property taking, compensation will be provided 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.	City of Toronto 5800 Sheppard Avenue East Chinese Cultural Centre Property owners along Sheppard Avenue
15 Impact to Chinese Cultural Centre	Concern regarding parking impact, service / delivery impacts and noise and vibration impact to the CCC	Studies have been undertaken to minimize property impact at the Chinese Cultural Centre of Greater Toronto. In response to concerns regarding adverse impacts to parking and service access for the Chinese Cultural Centre, the City of Toronto Council directed staff to replace the non revenue service connection on Progress Avenue with the underground service connection directly from Sheppard Avenue.	Chinese Cultural Centre City of Toronto TTC
16 Funding and Phasing	Concern regarding funding of project due to March 2010 Provincial Budget cuts.	Funding for this project was announced by the Province on April 1, 2009. The March 2010 Provincial budget announced the phasing of funding for the Transit City projects. The commitment of \$8.15B was maintained, but the funds will be distributed over a longer period of time. Specific impacts on Transit City projects are not known at this time. The TTC will be working with Metrolinx to determine if the change in the delivery of funding will affect the SRT project.	General Public
17 Utilities	Consideration during detailed design on the location of the Plants.	All utility companies were contacted during the preliminary planning and TPA process. Identification and possible avoidance/relocation approaches have been identified. Future consultation and coordination will occur during design stage.	Hydro One Other utilities

Table 6-7: Summary of Comments and Responses to Draft Environment Project Report

Project Element	Stakeholders	Comment/Issue	How Comment was Addressed
1 Noise	Toronto Catholic District School Board	Noise and vibration monitoring stations on or adjacent to the school site should be completed to allow for a more accurate and reliable assessment of possible noise and vibration impacts on a future school at TCDSB site. The TCDSB is prepared to continue discussions with the TTC regarding potential alternatives in order to find a solution satisfactory to both parties.	The additional node has been placed on the vacant TCDSB site and is incorporated into the Noise report (see Appendix C).
2 Transit-supportive Land Use	MEI	Promote convenient access to the SRT and support compact mixed-use developments. Place priority on identifying adjacent lands for redevelopment at Kennedy Station, and creating pedestrian-friendly areas.	In parallel with this Transit Project Assessment, the City of Toronto has initiated an Official Plan Amendment that acknowledges the recommended alignment. Official Plan policies will, in turn encourage more transit-supportive development around transit stations
3 ORC Class EA	ORC	Identify directly or indirectly affecting lands or facilities owned by MEI and managed by ORC. The EA must meet the 7 point analysis identified in the MEI/ORC's Class EA.	Initial coordination between this EPR and future ORC Class EA requirements has been addressed. TTC will work with ORC to complete the C&D report in accordance with the ORC Class process,
4 Abandoned Rail Corridor	MEI / MOE	Justification for dismissing the at-grade option for phase one of the SRT extension.	Studies have been completed that identify the technical challenges and rationale for not carrying forward an at-grade solution (see Appendix A-2 for details).
5 Noise and Vibration	MOE	Clearly articulate where and what type of mitigation is proposed for each location where a noise impacts are anticipated.	A preliminary strategy including the location and height of noise barriers has been identified in plates and Noise Impact Study (see Appendix C).
6 Environmental Impacts	MOE	The EPR should highlight positive effects to the environment.	Positive effects have been identified in Chapter 4 of this EPR.
7 Properties	MOE	It should be outlined what the TTC intends to do with property that it acquires which is only needed during construction. Cannot temporary use easements be used for some of the properties as opposed to outright purchases?	Chapter 4 articulates the various types of property impacts for each component of the project. It is TTC's / the City of Toronto's intent to acquire only property that is essential to the implementation of the project. Temporary needs are secured through easements and are reinstated to existing conditions once construction is complete.
8 Water Quality	MOE	Identify opportunities to improve stormwater quality as part of this project.	Stormwater Management report as summarized in Chapter 4 identifies the approach to stormwater quality for the first and future phases of the transit project.