

Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment and Integrated Urban Design Study



Record of Consultation

Prepared by Lura Consulting for:
The City of Toronto and
Waterfront Toronto

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Executive Summary

Background

Waterfront Toronto and the City of Toronto jointly led the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (Gardiner East EA) and Integrated Urban Design Study. The Gardiner East EA was initiated in 2009 to determine the future of the Gardiner Expressway East and Lake Shore Boulevard East, from approximately Jarvis Street to approximately Leslie Street, as illustrated in the study area map below.



This Record of Consultation provides an overview of the public consultation process implemented in tandem with the phased technical study as part of the Gardiner East EA and summarizes the input received during consultation activities.

Consultation Process Overview

To fulfill the principles and objectives of the consultation program defined during the Terms of Reference (TOR) phase of the study as well as regulatory consultation requirements mandated under the *Environmental Assessment Act*, a wide range of complementary communication (e.g., public notices, notices to Aboriginal communities, e-notices, the project website and social media) and consultation activities (e.g., stakeholder meetings, public meetings and online consultation) were utilized to encourage broad participation.

During the development of the TOR for the Gardiner East EA in 2009, public and stakeholder consultation played a key role in defining the consultation process to be undertaken as part of the Gardiner East EA. Consultation activities during the TOR phase included stakeholder workshops, public forums, online engagement and consultation with Aboriginal communities.

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During the EA phase of the study (which resumed in 2013), five rounds of public consultation, based on the technical work completed for each phase of the study, were held between May 2013 and January 2016; approximately 30,000 points of contact were achieved with individuals (including website visits) during this time. Consultations with government agencies and ministries, Aboriginal communities and the project’s Technical Advisory Committee were also convened throughout the study.

A 45-day voluntary review of the Draft EA Report was subsequently held in summer 2016 to provide stakeholders and members of the public with an opportunity to review and comment on the Draft EA Report before its submission to the Ontario Ministry of the Environment and Climate Change (MOECC).

The table below outlines the key consultation activities that were conducted during the development of the TOR and Gardiner East EA.

Table 1: Key Consultation Activities as part of the Gardiner East EA

Component	Description
Notice of Commencement (NOC)	The NOC was published in March 2009 and formally announced the project start-up, described the dual focus on infrastructure and urban design, and provided an overview of the consultation process for the TOR phase of the study.
Public Forums	Public forums were held during the TOR phase and each round of consultation to obtain public feedback on technical work completed during each phase of the EA. Two rounds of public forums were convened during the TOR phase and five during the EA phase of the Gardiner East EA. A consultation summary report was prepared and made available to the public through the project website (www.gardinereast.ca), following each round of consultation.
Public Notices	Formal notices were published approximately two weeks before scheduled public consultation events, in local newspapers and online, to launch each round of consultation and promote and encourage participation.
Aboriginal Engagement	In accordance with the City’s First Nation Consultation Protocol for Environmental Assessments, formal study notices were circulated to Aboriginal communities that had been identified as having a potential interest in the study. This correspondence invited Aboriginal communities to participate during the TOR phase and each round of EA consultation, offered the opportunity for direct engagement with the Aboriginal communities. Discussions are ongoing with Aboriginal communities including the Mississaugas of the New Credit First Nation.
Stakeholder Advisory Committee (SAC) Meetings	The SAC was formed at the outset of the EA phase in 2013 and included members from approximately 40 key interest groups and community associations. The mandate of the SAC was to provide an ongoing forum for advice and guidance to the Project Team at key points during the Gardiner East EA. A total of 11 SAC meetings were convened during the study.

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Component	Description
Technical Advisory Committee (TAC) Meetings	The TAC was formed during the TOR phase to provide input at key milestones during the study process, and included representation from various City Departments, Toronto Transit Commission (TTC), GO Transit/Metrolinx and Toronto and Region Conservation Authority (TRCA). The TAC as a whole met a total of four times during the study. Additional meetings with TAC member agencies were also held.
Stakeholder Workshops and Working Groups	Two stakeholder workshops were convened to engage a wide range of stakeholders during the TOR phase. Topic specific Working Groups were formed in Fall 2014 as directed by the Public Works and Infrastructure Committee (PWIC) of Toronto City Council and met two times each to discuss the role of the Gardiner East in relation to economic competitiveness and the movement of goods in the immediate study area and Downtown Toronto.
Individual Stakeholder Meetings	Face-to-face meetings with specific organizations or groups (e.g., property owners, third party proposal proponents) were held as needed throughout the study.
Committee and Council Meetings	PWIC and Toronto City Council met at key decision points during the study to review progress and provide direction for the study.
Waterfront Toronto Board Meetings	The Project Team provided regular updates about the Gardiner East EA to the Waterfront Toronto Board throughout the study.
Online Engagement	The project website (www.gardinereast.ca) served as a portal for all information and engagement activities during the consultation process. In parallel with the face-to-face consultation activities, online options were also available during each round of consultation via the project website to further encourage participation. E-blasts, email invitations, social media and media advisories were also used to promote stakeholder and public awareness of consultation activities at the outset of each round of consultation.
Facilitator’s Office – “One-Window” Point of Contact	The Facilitator’s Office provided a “one-window” point of contact for the project, with dedicated phone, fax and email connections to facilitate communication with stakeholders and the public during each round of consultation. The “one-window” customer service centre provided basic information about the project in response to inquiries and served as a focal point for receiving questions and comments and providing responses throughout the study.
Voluntary Review of the Draft EA Report	Stakeholders and the public were invited to review the Draft EA Report during a 45-day voluntary review period, between July 21, 2016 and September 6, 2016, and provide comments to the project team via the Facilitator’s Office. The Draft EA Report was revised as needed to address comments received during the Voluntary Review period, and will be submitted to the MOECC for approval in early 2017.

Summary of Participant Feedback

Concise summaries of the input received during each round of the consultation process during the EA phase of the study and the Voluntary Review of the Draft EA Report are provided below and reflect the feedback received through face-to-face and online consultation activities. A report summarizing consultation undertaken and participant feedback during the TOR stage can be found on the [project website](http://www.gardinereast.ca) (www.gardinereast.ca).

Round 1 – Key Ideas for the Future of the Gardiner East

Round 1 of the public consultation process was held between May 28 and June 28, 2013, and engaged over 1,000 individuals (4,596 individuals with website visits) and 20 stakeholder groups. The purpose of this round of the consultation process was to introduce and obtain feedback on 14 “key ideas” informed by case study research and design concepts submitted by six international design teams in 2010. The top five most important key ideas identified by participants corresponded to the Replace or Remove alternatives, and indicated strong public support to balance transportation modes, enhance waterfront connectivity, incorporate alternative transportation, develop new transportation infrastructure and enhance the public realm.

The five least important key ideas identified by participants corresponded to the Maintain, Replace and Improve alternatives and suggested limited public support to rehabilitate the existing expressway.

Round 2 – Alternative Solutions

The second round of public consultation took place between October 1 and October 31, 2013, and engaged over 1,500 individuals (5,803 individuals with website visits). The purpose of Round 2 of the consultation process was to present and obtain feedback on the draft alternative solutions and evaluation criteria proposed for the Gardiner East EA.

Participant feedback revealed strong support for the Remove alternative based on the opportunities it presented to revitalize and redevelop the study area, particularly the public realm. Participant support for the Maintain alternative was limited and associated with this alternative’s ability to preserve existing road capacity and disrupt traffic the least. Varying support for the Improve and Replace alternatives was also expressed by participants in relation to the costs and benefits they attributed to each one.

Feedback received regarding the evaluation criteria was generally supportive of the criteria presented by the project team. Input focused on the need to provide a balanced evaluation for each study lens to achieve the study goals.

Round 3 – Assessment of Alternatives

Round 3 of the consultation process engaged more than 1,300 individuals (4,131 individuals with website visits) between February 4 and 20, 2014. The purpose of this round of consultation was to present and obtain input on the assessment of the alternative solutions presented in the previous round.

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Based on the feedback received¹, the majority of consultation participants (approximately 60 percent) supported the Remove option, followed by support for the Maintain (12 percent), Improve (4 percent) and Replace (4 percent) alternatives. Approximately 20 percent of participants provided general feedback on the evaluation results and/or advice to the Project Team and did not express clear support for any of the alternatives. Advice to the Project Team included general suggestions to clarify the trade-offs of each alternative as well as recommendations specific to the following theme areas: transportation and infrastructure, urban design, environment, and economics.

Round 4 – Updated Evaluation of Alternatives

More than 1,400 individuals (8,746 individuals with website visits) participated in the fourth round of consultation which took place between April 13 and 24, 2015. The focus of this round of the consultation process was to present and obtain input on the results of the additional work directed by the PWIC of Toronto City Council and updated evaluation of alternatives.

In response to discussion questions seeking feedback on key considerations City Council should contemplate in its decision about the future of the Gardiner East, recurring comments emphasized: road capacity and travel time; cost; public realm improvements; safety and accessibility; public transit; active transportation; construction; economic development; and potential for future development. Participants also provided feedback specific to the Remove and Hybrid alternatives, which were the focus of the updated evaluation of alternatives.

Round 5 – Evaluation of Alternative Designs for the Hybrid Option

Round 5 of the consultation process occurred between January 5 and 29, 2016 and engaged more than 1,550 individuals (3,682 individuals with website visits). The purpose of this final round of the consultation process was to obtain feedback on the evaluation of alternative designs for the Hybrid option (which had been endorsed by Toronto City Council as the preferred alternative), as well as urban design concepts for the study area.

Recurring comments were received that applied broadly to all three alternative designs for the Hybrid option, as well as proposed urban design concepts for the study area. In comparing the three design alternatives and associated public realm plans, most participants expressed support for either Hybrid 2 or 3, with Hybrid 3 receiving the most positive feedback. Very little support was expressed for Hybrid 1.

Voluntary Review of the Draft EA Report

A 45-day voluntary review of the Draft EA Report was held by the project co-proponents between July 21, 2016 and September 6, 2016. The purpose of the Voluntary Review was to provide stakeholders and the public with the opportunity to review and comment on the Draft EA Report before its submission to the MOECC. Submissions were received from forty-five individuals and stakeholders during the review period.

¹ Percentages are indicative of the distribution of responses for completed feedback forms and online surveys, but should be viewed as approximate.

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Overall, the Draft EA Report was well received by stakeholders and the public. Several comments indicated that the report was well written, thorough in its analysis and professionally presented. Several themes also emerged from the comments submitted by stakeholders and the public pertaining to the EA process and outcomes including: the Remove alternative, preferred alternative (Hybrid 3), importance of public realm improvements, balancing transportation modes, public consultation, project cost and use of public funds, role of the Gardiner East in the GTA transportation network, and construction phasing and impacts.

Although several comments from members of the public reiterated support for the Remove alternative, recurring feedback from several stakeholders and members of the public also indicated support for Hybrid 3 as the preferred alternative, recognizing that it provides the most opportunity of the three Hybrid design alternatives to improve the public realm and revitalize the waterfront in the study area. A strong and recurring theme that emerged in the feedback received is the need to ensure that public realm improvements proposed to revitalize and improve connections to the waterfront are completed in tandem with the implementation of the preferred alternative.

Next Steps

Following Toronto City Council's endorsement of Hybrid 3 as the preferred EA alternative design, the next step is to prepare and submit the Gardiner East EA report to the Ministry of the Environment and Climate Change in early 2017.

1. Introduction

Background – About the Environmental Assessment

Waterfront Toronto and the City of Toronto jointly led the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (Gardiner East EA) and Integrated Urban Design Study. The Gardiner East EA was initiated in 2009 to determine the future of the Gardiner Expressway East and Lake Shore Boulevard East, from approximately Jarvis Street to approximately Leslie Street, as illustrated in the study area map below.



Conducted as an Individual EA under the Ontario *Environmental Assessment Act*, the first phase of the study involved preparing the Terms of Reference (TOR), which were approved by City Council and the Ontario Ministry of the Environment in late 2009.

Project Goals

The Terms of Reference outlined five goals to guide the project:

- Goal 1:** Revitalize the Waterfront;
- Goal 2:** Reconnect the City with the Lake;
- Goal 3:** Balance Modes of Travel;
- Goal 4:** Achieve Sustainability; and
- Goal 5:** Create Value.

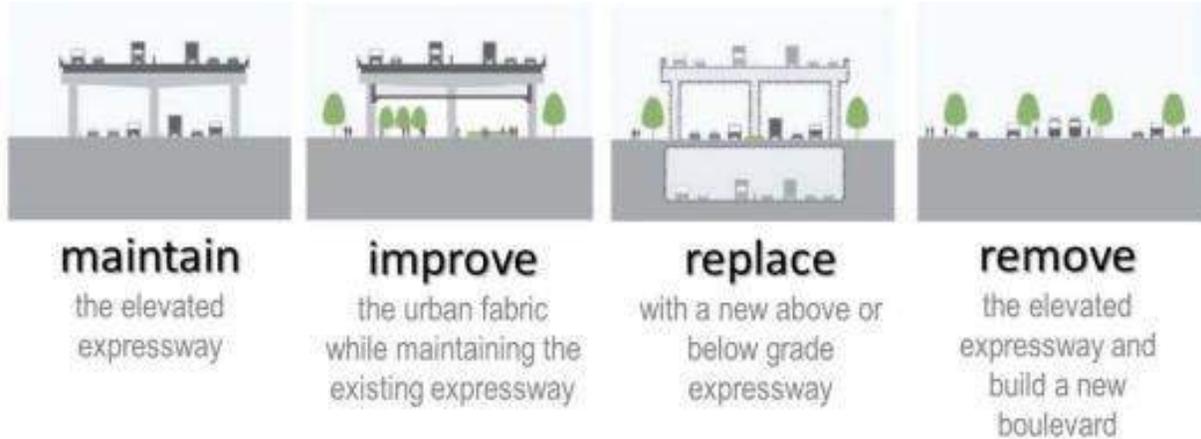
The Alternatives

The TOR also identified four alternative solutions for consideration as part of the Gardiner East EA:

- **Maintain** the elevated expressway;

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- **Improve** the urban fabric while maintaining the existing expressway;
- **Replace** the existing expressway with a new above-or-below grade expressway; and
- **Remove** the elevated expressway and build a new boulevard.



Evaluation Lenses and Criteria

Four lenses guided the evaluation of the alternative solutions, and most recently of the alternative designs, during the Gardiner East EA.



The Preferred Alternative

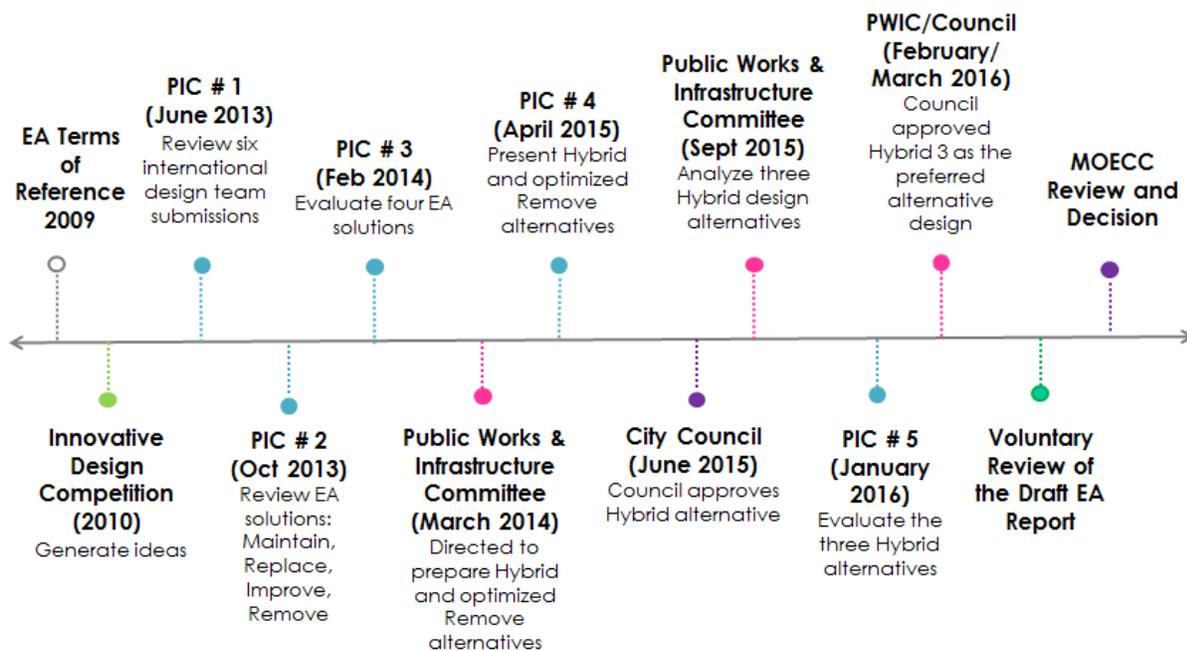
The initial evaluation of alternative solutions identified the Remove alternative as the preferred alternative based on technical merit. After careful consideration, the City of Toronto's Public Works and Infrastructure Committee (PWIC) directed the project team to prepare an additional Hybrid option that combined the Maintain and Replace alternatives (to preserve expressway linkage and functionality between the Gardiner Expressway and the Don Valley Parkway), and to optimize the Remove alternative (to improve travel times).

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The Hybrid was approved by Toronto City Council as the preferred alternative solution for the Gardiner Expressway East on June 11, 2015. Three alternative designs for the Hybrid solution were subsequently developed and evaluated. Toronto City Council endorsed Hybrid 3 as the preferred alternative design in March 2016.

Study Process and Timeline

Technical work for the Gardiner East EA was completed in phases and implemented in parallel with consultation activities throughout the study process. The graphic below outlines key milestones and consultation dates during the study process.



Report Contents

This Record of Consultation provides an overview of the public consultation process implemented in tandem with the phased technical study as part of the Gardiner East EA and summarizes the input received during consultation activities. Section 2 below provides an overview of the consultation program and key consultation mechanisms used to encourage broad participation throughout the study. An overview of stakeholder and public input received during the EA is included in Section 3. The next steps in the study process are briefly outlined in Section 4.

2. Consultation Process Overview

Public Consultation during the Gardiner East EA

Consultation on the Terms of Reference

During the development of the Terms of Reference (TOR) for the Gardiner East EA in 2009, public and stakeholder consultation played a key role in defining the consultation process to be undertaken as part of the Gardiner East EA. Consultation activities during the TOR stage included stakeholder workshops, public forums, online engagement and consultation with Aboriginal communities. A report summarizing consultation undertaken during the TOR phase can be found in the Document Library on the [project website](http://www.gardinereast.ca) (www.gardinereast.ca).

Consultation Principles and Objectives

As outlined in the approved TOR, public consultation was an important component of the Gardiner East EA. Waterfront Toronto and the City of Toronto recognized the value and importance of engaging stakeholders and the public to provide opportunities for feedback throughout the process, while ensuring consultation activities complied with Ontario's *Environmental Assessment Act*. The principles and objectives that guided the consultation process are listed below.

Principles

- **Inclusiveness** - The consultation program will engage the widest possible audience by offering multiple consultation opportunities and mechanisms for participation;
- **Timeliness** - The program will offer early and ongoing opportunities for participation, well before decisions are made;
- **Transparency** - Opportunities for participation will be widely communicated through multiple communications channels;
- **Balance** - The program will provide opportunities for a diversity of perspectives and opinions to be raised and considered;
- **Flexibility** - The program will be adapted as required to meet the needs of consultation participants, Waterfront Toronto, the City of Toronto, and the Project Team; and
- **Traceability** - The impact of the consultation program and participant input on decision-making will be clearly demonstrated.

Objectives

1. Generate broad awareness of the project and opportunities for participation throughout the EA process;
2. Facilitate constructive input from consultation participants at key points in the EA process, well before decisions are made;
3. Provide ongoing opportunities for feedback and input, and for issues and concerns to be raised, discussed, and resolved to the extent possible; and
4. Document input received through the consultation process and demonstrate the impact of consultation on decision-making.

Five Rounds of Consultation

Building on the TOR consultations, the Gardiner East EA consisted of five rounds of public consultation, implemented in tandem with each technical phase of the study, to ensure multiple opportunities for participation as part of an inclusive and transparent consultation process. Core components of the consultation program included: six well-attended public meetings; online consultation via webcasts of the public meetings, social media and surveys on the consultation website; and 11 meetings of the project’s Stakeholder Advisory Committee, which includes representatives of over 40 community, business and transportation organizations. Consultations with government agencies and ministries, Aboriginal communities and the project’s Technical Advisory Committee were also convened throughout the study as needed.

Voluntary Review of the Draft EA Report

The project team prepared a comprehensive Draft EA Report following Toronto City Council’s approval of Hybrid 3 as the preferred alternative design. The Draft EA Report summarizes the Gardiner East EA study process since it was initiated in 2009 to the present and outlines the findings and results of the study.

Stakeholders and the public were invited to review the Draft EA Report during a 45-day voluntary review period held between July 21, 2016 and September 6, 2016, and provide comments to the project team via the Facilitator’s Office. Stakeholders and the public were notified of the opportunity to provide feedback through e-blasts and social media channels established earlier in the EA study process. The table below provides an overview of each phase of public consultation during the Gardiner East EA.

Table 2: Overview of Public Consultation by Round

Public Consultation	Results
Terms of Reference Phase	
Round 1 March-April 2009	Round 1 introduced the project to the public and engaged approximately 450 individuals (2,482 individuals with website visits).
Round 2 April 2009	Round 2 presented and discussed key components of the EA TOR and engaged over 150 individuals (790 individuals with website visits).
Gardiner East EA Phase	
Round 1 May-June 2013	Round 1 focused on key ideas for the future of the Gardiner East and engaged over 1,000 individuals (4,596 individuals with website visits).
Round 2 October 2013	Round 2 featured discussion and feedback on the four alternatives and draft evaluation criteria and engaged over 1,500 individuals (5,803 individuals with website visits).
Round 3 February 2014	Round 3 engaged over 1,300 individuals (4,131 individuals with website visits) in a discussion about the evaluation of the alternatives.
Round 4	Round 4 presented the results of additional work and updated evaluation of

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April 2015	alternatives for discussion and feedback, and engaged over 1,400 individuals (8,746 individuals with website visits).
Round 5 January 2016	Round 5 focused on the evaluation of alternative designs for the Hybrid option, as well as urban design concepts for the study area, and engaged over 1,550 individuals (3,682 individuals with website visits).
Voluntary Review Phase	
July – September 2016	The Voluntary Review provided stakeholders and the public with the opportunity to review and comment on the Draft EA Report before its submission to the MOECC. Forty-five individuals and stakeholders submitted feedback during the Voluntary Review

Consultation Program

To fulfill the objectives of the consultation strategy in the approved TOR, a multi-faceted approach targeting key stakeholders and the general public through complementary communication and promotional tactics, as well as inclusive consultation activities was implemented over the course of the study. These tactics and mechanisms are described below.

Communication and Promotional Tactics

Notice of Commencement

The Notice of Commencement formally announced the project start-up, described the dual focus on infrastructure and urban design, and provided an overview of the consultation process for the TOR phase of the study. It was published in the Toronto Star and Metro newspapers on March 13, 2009 and was also circulated to Waterfront Toronto’s online database of contacts.

Aboriginal Engagement

In accordance with the City's First Nation Consultation Protocol for Environmental Assessments, which was developed in consultation with the Ministry of the Environment and Climate Change (MOECC), the Ministry of Aboriginal Affairs (MAA) and Aboriginal Affairs and Northern Development Canada, the following communities were identified as having a potential interest in the EA:

- Alderville First Nation
- Beausoleil First Nation
- Chippewas of Georgina Island First Nation
- Chippewas of Rama
- Curve Lake First Nation
- Hiawatha First Nation
- Mississaugas of Scugog Island
- Moose Deer Point First Nation
- Mississaugas of the New Credit First Nation
- Kawartha Nishnawbe

Unless requested otherwise, letters and emails were sent to each of the communities advising of the five PICs, with a description of the study and its potential impacts. The study timelines were provided to the Aboriginal communities to identify any interests they have in the study. Correspondence was sent by registered mail and email to ensure receipt and followed-up by two email attempts within 14 days.

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The **Hiawatha First Nation** corresponded with the project team and advised of an interest in the project. Project materials were provided and an offer to meet was made, however, a meeting was never requested.

Curve Lake First Nation sent a letter on July 11, 2013 acknowledging receipt of the notice of PIC 1 and broadly outlined what their interest may be in the project (limited to archaeological at this point). Further communication by phone and email confirmed that Curve Lake First Nation would like a copy of the draft EA when available for review and comment. They subsequently asked that they not be sent any further meeting notices.

Alderville First Nation sent an October 7, 2013 letter advising that the Gardiner EA is deemed as having minimal potential impact on First Nations' rights. Accordingly, they have requested to be kept apprised of any archaeological findings, burial sites or any environmental impacts should they occur.

The Mississaugas of the New Credit First Nation provided a letter in early 2016 stating an interest in the project. A meeting was held on May 5, 2016 at the Mississaugas of the New Credit First Nation reserve. Members of the project team provided a presentation about the Gardiner EA and answered questions about the project. A number of project related materials were provided and dialogue about the project continues.

Samples of the notices sent to First Nations communities as part of each round of consultation are included in **Appendix A**.

Public Notices

Formal notices were published approximately two weeks before scheduled public consultation events, either in local newspapers or online (or a combination of both), to launch each round of consultation and promote and encourage participation. The table below lists the dates public notices were printed in local newspapers to kick-off each round of consultation during the study.

Table 3: Public Notices in Local Newspapers

Round	Date	Publication(s)
Terms of Reference Phase		
1	March 27, 2009	North York Mirror, Etobicoke Guardian East York Mirror, Beach-Riverdale Mirror, Scarborough Mirror
	April 1 & 3, 2009	North York Mirror
2	April 22, 2009	Toronto Star, North York Mirror, Etobicoke Guardian, Scarborough Mirror
	April 24, 2009	Beach-Riverdale Mirror, East York Mirror
Gardiner East EA Phase		
1	May 31, 2013	Toronto Star, Beach/Riverdale Mirror, East York Mirror, North York Mirror, City Centre Mirror and Scarborough Mirror

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Round	Date	Publication(s)
2	October 1, 2013	Toronto Star, Beach/Riverdale Mirror, East York Mirror, North York Mirror, City Centre Mirror and Scarborough Mirror
3	January 23, 2014	Toronto Star, Beach/Riverdale Mirror, East York Mirror, North York Mirror, City Centre Mirror and Scarborough Mirror
4	April 1, 2015	Toronto Star (GTA section)
	April 2, 2015	Beach Mirror, Riverdale/East York Mirror, North York Mirror, City Centre Mirror, Etobicoke Guardian and Scarborough Mirror
5	January 11, 2016	Toronto Star (GTA section)
	January 14, 2016	Etobicoke Guardian, North York Mirror, City Centre Mirror, Beaches and East York Mirror, Scarborough Mirror and York Guardian

E-Promotion/Invitations/Media Relations

E-blasts, email invitations and media relations were used to promote stakeholder and public awareness of consultation activities at the outset of each round of consultation, as described below:

- An e-mail notice and invitation was sent to over 6,900 subscribers (industries, professional organizations, community associations, transportation groups, numerous individuals, etc.) on Waterfront Toronto’s extensive contact list database;
- Existing communications channels of the City of Toronto and Waterfront Toronto (websites, Councillor distribution lists, Waterfront Toronto e-newsletter) were used to provide details about the project and upcoming consultation opportunities;
- An e-blast was used to inform e-mail subscribers of the project’s website about face-to-face and online opportunities to submit comments and feedback;
- Media briefings were hosted by the City of Toronto and Waterfront Toronto prior to public forums, generating significant media coverage of the project; and
- Media advisories regarding the public forums and online engagement opportunities were issued by the City and Waterfront Toronto which, combined with the media briefings, resulted in substantial media coverage of the project.

Members of the project’s Stakeholder Advisory Committee and subscribers to the project website’s mailing list received direct notification of the opportunity to comment on the Draft EA Report as part of the Voluntary Review.

Project Website

The [project website](http://www.gardinereast.ca) (www.gardinereast.ca) served as a portal for all information and engagement activities during the study consultation process. The website included a comprehensive overview of the study, relevant documents and resources, information about consultation events and opportunities to

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provide feedback, including engagement activities such as scenario planning and online surveys. The project website also included links to City of Toronto and Waterfront Toronto webpages which contained additional background information about the Gardiner East EA and accompanying Urban Design Study.

Social Media

Twitter and Facebook were used as promotional tactics during the consultation process to increase awareness about the Gardiner East EA and to encourage broad participation – both at the public meetings and online via the [project website](http://www.gardinereast.ca) (www.gardinereast.ca). The Twitter handle @GardinerEast and Facebook page facebook.com/GardinerEast were embedded in various communication materials and consultation resources to generate additional followers. Tweets and Facebook updates were used to advertise the public meetings and opportunities to participate online. These were also utilized during public forums to provide real-time updates and to engage off-site participants. Participants were also encouraged to ask questions or share comments through either social media service. The project hashtag #gardinereast was used on all tweets to promote and track discussion. Tweets and Facebook updates were also used to notify followers and encourage participation during the Voluntary Review of the Draft EA Report.

Facilitator's Office

A “one-window” point of contact for the project, with dedicated phone, fax and email connections was used to facilitate communication with stakeholders and the public during each round of consultation, and the Voluntary Review period.

Copies of the Notice of Commencement, public notices and media releases used to generate awareness and promote participation throughout the Gardiner East EA phase of consultation process can be found in **Appendix B**. Communication materials from the TOR phase are included in the TOR Record of Consultation, available on the [project website](http://www.gardinereast.ca) (www.gardinereast.ca).

Consultation Activities

The following consultation activities were implemented during the EA phase of the study to ensure broad participation from key stakeholders and members of the public during each round of the consultation process.

Technical Advisory Committee

A Technical Advisory Committee (TAC) was established during the TOR phase to provide input at key milestones during the study process. The TAC included representation from various City of Toronto Departments, Toronto Transit Commission (TTC), GO Transit/Metrolinx and the Toronto and Region Conservation Authority (TRCA). The TAC met a total of four times during the Gardiner East EA, as outlined in the list below:

Table 4: Technical Advisory Committee Meetings

Meeting No.	Meeting Date	Purpose
1	May 22, 2013	Present and discuss the key ideas developed for the Gardiner

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Meeting No.	Meeting Date	Purpose
		East EA.
2	September 8, 2013	Present and discuss the alternative solutions prepared by the project team.
3	January 13, 2014	Present and discuss the results of the evaluation of alternatives.
4	February 5, 2016	Present and discuss the evaluation of alternative designs for the Hybrid option and urban design concepts for the study area.

In addition numerous meetings were held between the project team and TAC member agencies and divisions.

Stakeholder Advisory Committee

A Stakeholder Advisory Committee (SAC) was formed at the outset of the EA phase in 2013 and included members from approximately 40 key interest groups and community associations. The mandate of the SAC was to provide an ongoing forum for advice and guidance to the Project Team at key points during the Gardiner East EA. A total of 11 SAC meetings were convened during the EA, as summarized in the table on the next page.

Table 5: Stakeholder Advisory Committee Meetings

Meeting No.	Meeting Date	Purpose
1	May 28, 2013	Reorient stakeholders with the project and obtain feedback on key ideas for the Gardiner East EA prepared for Public Forum 1.
2	October 1, 2013	Obtain feedback on the alternative solutions to be evaluated during the Gardiner East EA in preparation for Public Forum 2.
3	October 29, 2013	Obtain feedback on the draft evaluation criteria that will be used to assess the alternative solutions.
4	February 4, 2014	Obtain feedback on the results of the evaluation of alternatives in preparation for Public Forum 3.
5	June 17, 2014	Provide a detailed update on the Gardiner East EA, including results from the March 4, 2014 PWIC meeting and next steps for the study.
5b	October 9, 2014	Provide a recap of the Gardiner East EA for several new members as well as existing members who were unable to participate in the study process to date.

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Meeting No.	Meeting Date	Purpose
6	April 13, 2015	Present the results of additional work requested by the Public Works and Infrastructure Committee (PWIC) and the updated evaluation criteria in preparation for Public Forum 4.
7	July 21, 2015	Present and obtain input on the high-level design alternatives for the Hybrid option prepared by the Project Team.
8	September 1, 2015	Present the alternative design concepts for the Hybrid option and obtain input on the results of the initial screening process and proposed approach to the alternative design evaluation.
9	October 20, 2015	Present and discuss the proposed evaluation criteria and Hybrid urban design concepts.
10	January 14, 2016	Present and discuss the evaluation of the alternative designs for the Hybrid option and urban design concepts for the study area in preparation for Public Forum 5.

Summaries of each SAC meeting, including feedback provided by SAC members, can be found in **Appendix C**.

Stakeholder Workshops and Working Groups

Two stakeholder workshops were convened in 2009 to engage a wide range of stakeholders during the TOR phase (see Table 6), before the Stakeholder Advisory Committee was established in early 2013.

Table 6: Stakeholder Workshops

Workshop No.	Meeting Date	Purpose
1	March 12, 2009	Introduced stakeholder representatives to the project, the rationale for undertaking it, the proposed process and timelines. The workshop enabled early stakeholder feedback on ideas, opportunities and issues, based on a presentation of case studies from similar projects elsewhere in the world.
2	May 2, 2009	The workshop garnered stakeholder input regarding project goals and principles, alternative solutions, evaluation process and criteria groups, and consultation activities.

Topic specific Working Groups were formed in Fall 2014 as directed by the Public Works and Infrastructure Committee (PWIC) of Toronto City Council and met two times each to discuss the role of the Gardiner East in relation to economic competitiveness and movement of goods in the immediate study area and Downtown Toronto (see Table 7). The Economic Competitiveness Working Group

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included stakeholders from think tanks and industry associations, real estate owners and developers, and employers. The Goods Movement Working Group consisted of stakeholders from industries and manufacturers, and retail, courier and logistics companies.

Table 7: Working Group Meetings

Meeting No.	Meeting Date	Purpose
Economic Competitiveness Working Group		
1	December 11, 2014	Orient stakeholders to the Gardiner East EA and obtain feedback on the economic implications of the various alternatives being considered for the Gardiner East and Lake Shore Boulevard.
2	March 30, 2015	Present draft findings from the economic evaluation of the EA alternatives, and solicit feedback from stakeholders.
Goods Movement Working Group		
1	December 11, 2014	Orient stakeholders to the Gardiner East EA and obtain feedback on the implications on the movement of goods of the various alternatives being considered for the Gardiner East and Lake Shore Boulevard.
2	March 30, 2015	Present draft findings from the consultations and goods movement analysis, and solicit feedback from stakeholders

Summaries of the Working Group meetings are attached in **Appendix D**.

Individual Stakeholder Meetings

Face-to-face meetings with specific organizations or groups (e.g., property owners, third-party proposal proponents, community organizations, etc.) were held with the Project Team as needed throughout the EA.

Public Forums

Public forums were held during the TOR phase and each round of consultation to obtain public feedback on technical work completed during each phase of the EA. Two rounds of public forums were convened during the TOR phase and five during the EA phase of the study as summarized in the table below. The public forums were designed to encourage broad participation through a variety of engaging formats (e.g., open houses, presentations, questions of clarification, facilitated discussions, and live webcasts. The table below outlines the timing and purpose of each public forum.

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Table 8: Public Forums

Forum No.	Meeting Date	Purpose
Terms of Reference Phase		
1	March 28, 2009 (Etobicoke) March 30, 2009 (Scarborough) April 2, 2009 (Central) April 4, 2009 (North York)	Introduce the project to the public and obtain feedback on issues, opportunities and study approach.
2	April 23, 2009 (Scarborough) April 25, 2009 (North York) April 27, 2009 (Central) April 28, 2009 (Etobicoke)	Present and discuss key components of the EA TOR, including: Goals and Principles, Alternative Solutions, Evaluation Process and Criteria Groups, and approach for EA Consultation.
Gardiner East EA Phase		
1	June 13, 2013 (Downtown)	Present and discuss key ideas for the Gardiner East EA.
2	October 16, 2013 (Central)	Present and discuss the draft alternative solutions and evaluation criteria.
3	February 6, 2014 (Central)	Present and discuss the assessment of alternative solutions.
4	April 15, 2016 (Central) April 20, 2015 (Scarborough)	Present and discuss the results of additional work directed by PWIC and updated evaluation of alternatives.
5	January 19, 2016 (Central)	Present and discuss the evaluation of alternative designs for the Hybrid option, as well as urban design concepts for the study area.

A report summarizing consultation undertaken and participant feedback during the TOR phase can be found on the [project website \(www.gardinereast.ca\)](http://www.gardinereast.ca). The proceedings from the public forums held during each round of consultation during the Gardiner East EA are available in **Appendix E**.

Committee and City Council Meetings

PWIC and Toronto City Council met at key decision points during the study to review progress and provide direction for the study, as outlined in the table below. Interested individuals had the option to make deputations at PWIC meetings.

Table 9: PWIC and Council Meetings

Committee	Meeting Date	Purpose
Council	August 2009	Authorized submission of the Gardiner East EA Terms of Reference.
PWIC	April 2013	Received an information report on Gardiner East EA.

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Committee	Meeting Date	Purpose
PWIC	March 2014	PWIC deferred selection of a "Preferred Alternative", and provided direction for additional work on the Remove option and preparation of an additional Hybrid option.
Council	June 2015	City Council selected Hybrid as the "Preferred Alternative".
PWIC	September 2015	PWIC Progress Report on Design Concepts for Preferred Alternative.
PWIC	March 2016	Received the evaluation of the preferred design.
Council	March 2016	Approved Hybrid Alternative Design 3 as the Preferred Design for the Gardiner East EA.

Waterfront Toronto Board Meetings

The Project Team provided regular updates about the Gardiner East EA to the Waterfront Toronto Board throughout the EA.

Online Engagement

In parallel with the face-to-face consultation activities, online options were also available during each round of consultation via the [project website](http://www.gardinereast.ca) (www.gardinereast.ca) to further encourage participation (e.g., e-versions of discussion guides, PDFs of presentations and display panels, recorded webcasts, social media and email).

Facilitator’s Office – “One-Window” Point of Contact

The “one-window” customer service centre provided basic information about the project in response to inquiries and served as a focal point for receiving questions and comments and providing responses throughout the study.

Tables of the questions and comments received during the EA and Voluntary Review phases, as well as the responses to them are available in **Appendix F**.

Voluntary Review Consultation Activities

Stakeholders and the public were provided with three options to submit comments during the Voluntary Review period using channels established earlier in the EA study process:

- 1) An online feedback form accessed through the [project website](http://www.gardinereast.ca) (www.gardinereast.ca);
- 2) Email to info@gardinereast.ca; or
- 3) Mail to the Facilitator’s Office.

The summary of participant feedback received during the Voluntary Review is included as **Appendix G**.

Consultation Resources

A number of resources were developed to facilitate participation during each round of consultation during the Gardiner East EA. These resources were presented at the public forums and subsequently made available on the [project website](http://www.gardinereast.ca) (www.gardinereast.ca). Each resource is briefly described below.

Open House Display Panels

Large format panels were displayed at each public forum to provide participants with an overview of the project as well as more detail about the study purpose, alternative solutions, evaluation process and criteria, and results. PDF versions of the display panels are available on the [project website](http://www.gardinereast.ca) (www.gardinereast.ca).

Overview Presentations

A presentation was developed by the Project Team for each round of consultation to provide stakeholders and the public with an overview of the work completed for each phase of the EA and next steps in the study process. PDF versions of the presentations are available on the [project website](http://www.gardinereast.ca) (www.gardinereast.ca).

Discussion Guides

Discussion Guides were developed for each public forum to inform and educate participants about the study process, objectives and to identify the topics for discussion. The Discussion Guides also included discussion questions enabling participants to provide feedback on topics and issues specific to each phase of the EA. Online versions were created and made available on the [project website](http://www.gardinereast.ca) (www.gardinereast.ca) subsequent to each public forum.

Workshop-in-a-Box

A modified version of the Discussion Guide was created for the first public forum and made available through the project website to enable self-led group discussions. The Workshop-in-a-Box contained the same key background information and discussion questions as the Discussion Guide, as well as instructions for community groups to facilitate and document their own discussions. The Workshop-in-a-Box was discontinued after Round 1 based on little uptake of the tool during Round 1.

Backgrounders

Concise backgrounders on the Remove and Hybrid alternatives were prepared for Public Forum 4 to illustrate the key features of each option. PDF versions of the backgrounders are available on the [project website](http://www.gardinereast.ca) (www.gardinereast.ca).

Live and Recorded Webcasts

Each public forum was broadcast live on the Internet through the project website to further encourage participation. Videos of the webcasts are available on the [project website](http://www.gardinereast.ca) (www.gardinereast.ca) as a record of the event and to enable participation by individuals who could not attend the public forums.

Draft EA Report

During the Voluntary Review period, an electronic copy of the Draft EA Report was made available on the [project website](http://www.gardinereast.ca) (www.gardinereast.ca). A hard copy of the full Draft EA Report was also available for

viewing at [Toronto City Hall Library](#) (100 Queen Street West, main floor), [Waterfront Toronto](#) (20 Bay Street, Suite 1310), and the [Facilitator’s Office](#) (505 Consumers Road, Suite 1005).

3. Summary of Participant Feedback

Highlights of the participant input received during each round of the consultation process of the EA are provided below and reflect the feedback received through facilitated small group discussions, letters, emails, voicemail, webcast chat room, online versions of the Discussion Guide, Twitter and Facebook. The highlights provide a high-level synopsis of recurring comments, concerns and/or recommendations from consultation participants and illustrate how stakeholder and public feedback informed the Gardiner East EA. A summary of the input received during the Voluntary Review period is also included in this section. A report summarizing consultation undertaken and participant feedback received during the Terms of Reference stage can be found on the [project website](#) (www.gardinereast.ca).

Round 1 – Key Ideas for the Future of the Gardiner East

Round 1 of the public consultation process was held between May 28 and June 28, 2013, and engaged over 1,000 individuals (4,596 individuals with website visits). The purpose of this round of the consultation process was to introduce and obtain feedback on 14 “key ideas” informed by case study research and design concepts submitted by six international design teams in 2010. These “key ideas” were used to inform the development of the alternative solutions identified in the Terms of Reference. The table below summarizes the number of participants engaged during Round 1 by consultation activity.

Table 10: Round 1 Participation Results by Consultation Activity

Consultation Activity	Number of Participants
Stakeholder Advisory Committee (May 28, 2013)	40 (invited) 20 (attended)
Public Forum (June 13, 2013)	300
Live Webcast	36
Recorded Webcast	415
Online Participation Tool	1123 (visits) 367 (with feedback)
Twitter	166 followers
Facebook	37 likes
Emails	51
Phone Calls	9
Website Visits	3,195
Total	1,400 (excludes absent SAC members, online participation tool without feedback and website visits) 4,596 (with website visits)

Participants at Public Forum 1



Topics and Discussion Questions Considered

Participants were asked to consider the following questions during this round of consultation:

Thinking about the key ideas presented this evening, and the evaluation lenses on page 3 of this guide, choose up to three ideas that you think are the most important to consider as part of the study, and up to three ideas that you think are least important to consider as part of the study. Please mark your preference in the appropriate box and please tell us why you feel this idea is important or not. The key ideas have been sorted by: maintain, improve, replace, and remove. Please choose only three ideas total for each of most and least important, regardless of alternative. When you are finished, you should have three ideas chosen as most important, three as least important, and eight ideas that you have not categorized as either.

What We Heard

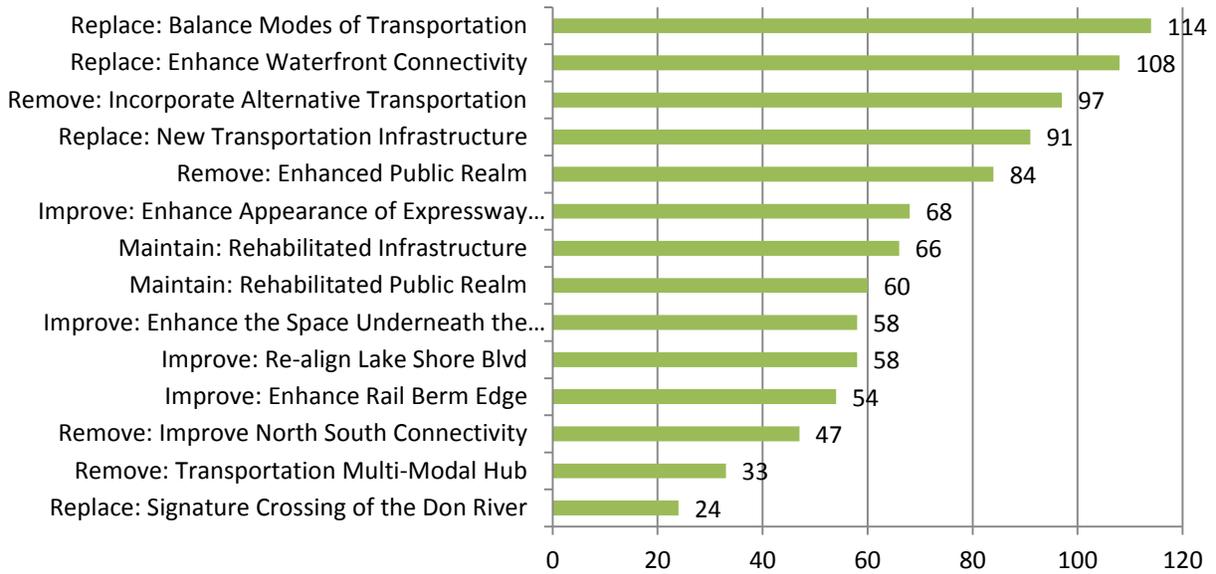
The top five most important key ideas, as identified by participants in the graphic below, corresponded to the Replace or Remove alternatives, and indicated strong public support to balance transportation modes, enhance waterfront connectivity, incorporate alternative transportation, develop new transportation infrastructure and enhance the public realm.

The five least important key ideas, as identified by participants in the graphic below, corresponded to the Maintain, Replace and Improve alternatives and suggested limited public support to rehabilitate the existing expressway, rehabilitate the existing public realm, build a signature crossing over the Don River or improve the appearance of the existing expressway infrastructure.

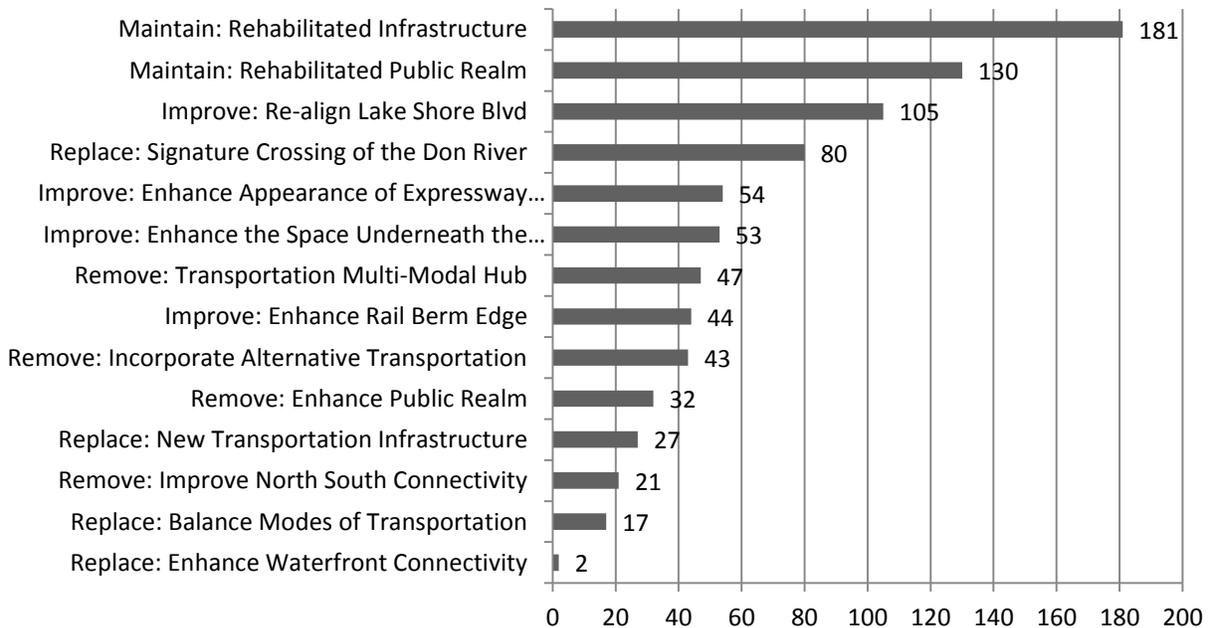
Other feedback included a range of comments about the benefits or disadvantages participants associated with each key idea in relation to a broad range of themes including: costs, access to the waterfront, local and regional connectivity, traffic, travel times, safety, public transit and future development.

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Most Important Key Ideas



Least Important Key Ideas



A copy of the Round 1 consultation report is available in **Appendix E**.

Round 2 – Alternative Solutions

The second round of public consultations took place between October 1 and October 31, 2013, and engaged over 1,500 individuals (5,803 individuals with website visits). The purpose of Round 2 of the consultation process was to present and obtain feedback on the draft alternative solutions and evaluation criteria proposed for the Gardiner East EA. The table below summarizes the number of participants engaged during Round 2 by consultation activity.



Participants at Public Forum 2

Table 11: Round 2 Participation Results by Consultation Activity

Consultation Activity	Number of Participants
Stakeholder Advisory Committee (October 1 and 29, 2013)	40 (invited) 20 (attended; October 1) 17 (attended; October 29)
Public Forum (October 16, 2013)	350
Live Webcast	100
Recorded Webcast	369
Online Participation Tool	1,155 (visits) 436 (with feedback)
Twitter	306 followers
Facebook	66 likes
Emails	65
Phone Calls	11
Website Visits	4,093
Total	1,740 (excludes absent SAC members, online participation tool without feedback and website visits) 5,803 (with website visits)

Topics and Discussion Questions Considered

Participants were asked to consider the following questions during this round of consultation:

- *Five alternative solutions have been developed under the four alternatives. Thinking about the proposed solution...What modifications or improvements would you suggest? Why?*
- *What are the top 3 most important criteria to apply in deciding between alternative solutions?*
- *Which criteria are the least important?*

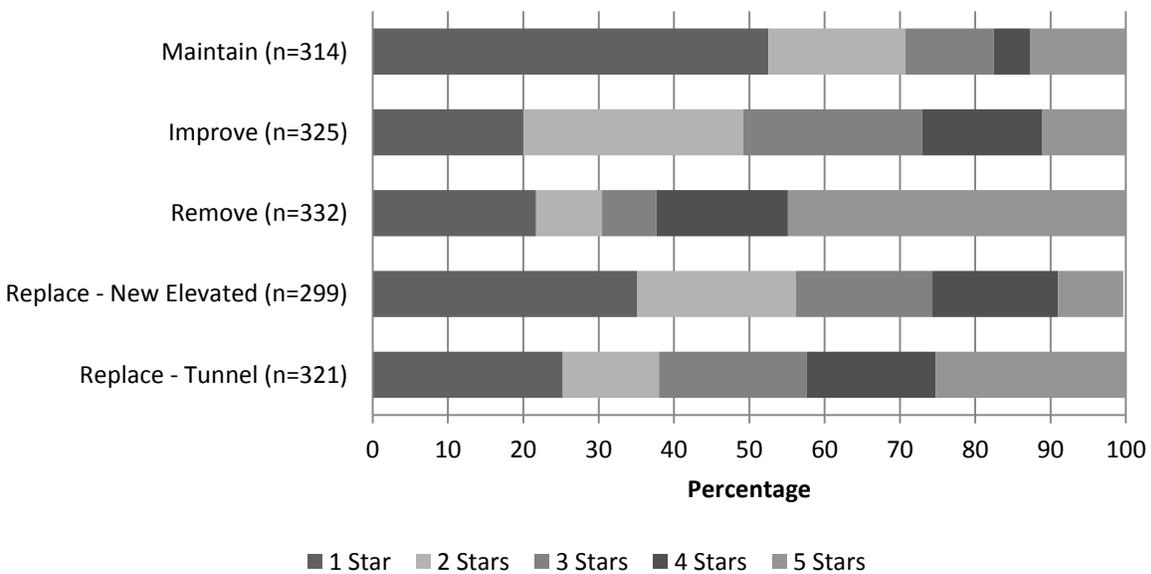
What We Heard

Participant feedback indicated strong support for the Remove alternative and limited support for the Maintain alternative, with varying support for the other alternatives.

Participant feedback also included a range of comments about the benefits and disadvantages of each alternative solution:

- **Maintain:** Many participants felt that this solution would disrupt traffic the least and maintain existing road capacity. Many other participants agreed that maintaining the elevated expressway is not a long-term solution and would overlook the opportunity to revitalize the study area and address increasing maintenance costs.
- **Improve:** Participants supported the intent of this alternative to modernize the elevated expressway, while maintaining road capacity and adding infrastructure to support cycling and walking in the study area, but they raised concerns about pedestrian and cyclist safety and the high cost of this alternative for relatively few public benefits.

Rating of Alternative Solutions (MetroQuest Data)



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- **Remove:** Many participants supported this alternative based on the opportunities it presented to revitalize and redevelop the study area. Concerns expressed about this alternative noted that it would impact traffic flow, increase travel times and potentially affect north-south connectivity to the waterfront.
- **Replace:** While participants highlighted the public realm benefits of replacing the Gardiner Expressway with a below grade tunnel, they also raised concerns about the cost and practicality of replacing just the eastern segment of the expressway, either as a tunnel or elevated highway.

The three most important criteria as identified by participants were: urban design and public realm, natural environment, and transportation. Overall, the feedback received was generally supportive of the evaluation criteria presented by the project team. Input focused on the need to provide a balanced evaluation for each study lens to achieve the study goals.

A copy of the Round 2 consultation report is available in **Appendix E**.

Round 3 – Assessment of Alternatives

Round 3 of the consultation process engaged more than 1,300 individuals (4,131 individuals with website visits) between February 4 and 20, 2014. The purpose of this round of consultation was to present and obtain input on the assessment of the alternative solutions. The table below summarizes the number of participants engaged during Round 3 by consultation activity.

Table 12: Round 3 Participation Results by Consultation Activity

Consultation Activity	Number of Participants
Stakeholder Advisory Committee (February 4, 2014)	40 (invited) 18 (attended)
Public Forum (February 6, 2014)	250
Live Webcast	50
Recorded Webcast	123
Online Participation Tool	303
Twitter	419
Facebook	90
Emails	48
Phone Calls	16
Website Visits	2,814
Total	1,317 (excludes absent SAC members and website visits) 4,131 (with website visits)



Topics and Discussion Questions Considered

Participants were asked to consider the following questions during this round of consultation:

Thinking about the assessment of alternatives...

- *What do you like?*
- *What concerns do you have?*
- *What advice do you have for the Project Team as the study moves into the next phase?*
- *Other comments?*

What We Heard

The following summary highlights the recurring comments that emerged in the review of all submitted feedback.²

The majority of consultation participants (approximately 60 percent) supported the Remove option. The benefits of the Remove alternative cited by these participants were: the cost-effectiveness of this solution; creation of opportunities for future public (e.g., parks and greenspace) and private redevelopment (e.g., commercial and residential buildings); improved accessibility to the waterfront; and the opportunity to enhance public transit and alternative modes of transportation. Concerns expressed in relation to this alternative included reliance on assumed transit investments, the possible development of high-rise condominiums on freed up land and the loss of traffic capacity.

² Percentages are indicative of the distribution of responses for completed feedback forms and online surveys, but should be viewed as approximate.

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Participants also expressed support for the Maintain (12 percent), Improve (4 percent) and Replace (4 percent) alternatives. Those who favoured these options cited the need to keep existing highway capacity, mitigate pollution from idling vehicles, and maintain the movement of goods and services as compared to the potential for traffic displacement with the Remove option. They also emphasized that Lake Shore Boulevard is as much of a physical/psychological barrier to the waterfront as the rail corridor and the Gardiner Expressway.

Approximately 20 percent of participants provided general feedback on the evaluation results and/or advice to the Project Team and did not express clear support for any of the alternatives. Advice to the Project Team included general suggestions to clarify the trade-offs of each alternative as well as recommendations specific to the following theme areas: transportation and infrastructure, urban design, environment, and economics.

A copy of the Round 3 consultation report is available in **Appendix E**.

Round 4 – Updated Evaluation of Alternatives

More than 1,400 individuals (8,746 individuals with website visits) participated in the fourth round of consultation which took place between April 13 and 24, 2015. The focus of this round of the consultation process was to present and obtain input on the results of the additional work directed by the PWIC of Toronto City Council and updated evaluation of alternatives. The table below summarizes the number of participants engaged during Round 4 by consultation activity.

Table 13: Round 4 Participation Results by Consultation Activity

Consultation Activity	Number of Participants
Stakeholder Advisory Committee (April 13, 2015)	40 (invited) 18 (attended)
Public Forum (April 15, 2015)	220
Public Forum (April 20, 2015)	77
Live Webcast	75
Recorded Webcast	218
Online Participation Tool	86
Twitter	555 (136 new followers)
Facebook	112 (22 new likes)
Letters	3
Emails	40
Phone Calls	22
Website Visits	7,320
Total	1,426 (excludes absent SAC members and website visits) 8,746 (with website visits)

Topics and Discussion Questions Considered

Participants were asked to consider the following questions during this round of consultation:

Public Works and Infrastructure Committee and Toronto City Council will soon consider what to do with the Gardiner East. Thinking about the results of the additional work and updated evaluation...

- *What are the most important considerations in making this decision?*
- *What other advice do you have on making a decision that involves finding a balance among diverse priorities?*
- *Other comments?*

What We Heard

Recurring comments emphasized several key considerations in relation to: road capacity and travel time; cost; public realm improvements; safety and accessibility; public transit; active transportation; construction; economic development; and potential for future development. Overall, participant feedback emphasized:

- Mitigating projected increases in travel time and preserving road connectivity;
- Considering the net and life-cycle costs of each alternative;
- Prioritizing safety and accessibility (for all users);
- Considering the impact of construction activities;
- Considering the full range of economic impacts on local businesses;
- Enhancing public realm and waterfront access;
- Considering opportunities for future development; and
- Ensuring assumed transit projects are prioritized and funded.

Participants also provided feedback specific to the Remove and Hybrid alternatives, which were the focus of the updated evaluation of alternatives. In particular, participants who expressed support for the Remove alternative typically provided the following reasons:

- Contributes to broader city building goals.
- Improves the public realm for a variety of users.
- Presents the most cost-effective solution.
- Improves urban design in the study area.
- Reconnects the City to the waterfront.
- Frees land for future development.
- Integrates transit and active forms of transportation.
- Replaces outdated infrastructure.
- Increases traffic time marginally.



Participants at Public Forum 4

Participants who indicated support for the Hybrid alternative generally provided the following reasons:

- Does not decrease road capacity.
- Does not significantly increase travel time or add to congestion.
- Maintains a continuous expressway connection between the east and west ends of the City and into the downtown core.
- Supports the movement of goods and transportation needs of local businesses.
- Enhances safety better than the Remove alternative.

Concerns about projected increases in travel times, safety, construction impacts on traffic, assumptions about public transit and the potential for future development were expressed by participants about both alternatives.

A copy of the Round 4 consultation report is available in **Appendix E**.

Round 5 – Evaluation of Alternative Designs for the Hybrid Option

Round 5 of the consultation process occurred between January 5 and 29, 2016 and engaged more than 1,550 individuals (3,682 individuals with website visits). The purpose of this final round of the consultation process was to obtain feedback on the evaluation of alternative designs for the Hybrid option (which had been endorsed by Toronto City Council as the preferred alternative), as well as urban design concepts for the study area. The table below summarizes the number of participants engaged during Round 5 by consultation activity.

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Table 14: Round 5 Participation Results by Consultation Activity

Consultation Activity	Number of Participants
Stakeholder Advisory Committee (January 14, 2016)	40 (invited) 20 (attended)
Public Forum (January 19, 2016)	300
Live Webcast	60
Recorded Webcast	292
Online Survey	68
Twitter	622 (67 new followers)
Facebook	131 (19 new likes)
Letters	3
Email	42
Phone	12
Website Visits	2,132
Total	1,550 (excludes absent SAC members and website visits) 3,682 (with website visits)

Topics and Discussion Questions Considered

Participants were asked to consider the following questions during this round of consultation:

Thinking about the results of the evaluation of alternative alignments for the Hybrid option...

- *What do you like?*
- *What concerns do you have?*
- *What refinements, if any, would you like to see explored?*

Thinking about the urban design concepts presented for the study area...

- *What do you like?*
- *What concerns do you have?*
- *What refinements, if any, would you like to see explored?*

What We Heard

Recurring comments were received that applied broadly to all three alternative designs of the Hybrid option, as well as proposed urban design concepts for the study area. In general, many participants noted that the alternative designs, and accompanying urban design concepts, for the Hybrid option are an improvement over the existing Gardiner Expressway. Participants did however raise concerns about the relative costs of the Hybrid alternative compared to the Remove alternative, and noted that none of the alternative designs for the Hybrid option achieve all of the goals of the Gardiner East EA. Many participants reiterated support for the Remove option considered previously during the EA process.

In comparing the three design alternatives and associated public realm plans, most participants expressed support for either Hybrid 2 or 3, with Hybrid 3 receiving the most positive feedback. Very

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little support was expressed for Hybrid 1. A brief summary of the recurring comments received for each alternative design is provided below.

Hybrid 1: Participants who expressed support for Hybrid 1 noted that it maintains road capacity, preventing the infiltration of traffic into local neighbourhoods and offers some of the best views of the City, Toronto Islands and harbour. Other benefits cited by participants in favour of this option were the lower project costs and shorter construction period. Participants who did not support Hybrid 1 expressed concerns about the proximity of the alignment and location of on/off ramps to the Keating Channel, future environmental conditions (i.e., air and noise quality, viewsheds) and isolated location of any buildings that would be developed between the Gardiner Expressway and railway corridor.

Hybrid 2: The benefits cited by participants who supported Hybrid 2 were the closer alignment to the railway corridor, improved north-south connectivity, locating on/off ramps within the expressway corridor, the ability to begin construction before tearing down the existing expressway, the evaluation results pertaining to safety, increasing parkland and the conceptual plan for bike and pedestrian trails. Concerns about Hybrid 2 focused on the estimated costs, which some perceived as high and others believed would be offset through public realm improvements. A few participants also expressed concerns about the “isolated” location of public open space and the lack of development on the north side of the re-aligned expressway in Hybrid 2 and 3.



Participants at Public Forum 5

Hybrid 3: The benefits of Hybrid 3 identified by participants were similar to those identified for Hybrid 2. Recurring feedback also indicated that the alignment for Hybrid 3, specifically the tighter curve that connects the elevated expressway with the Don Valley Parkway along the railway corridor, would create the most public realm benefits (e.g., frees land for redevelopment, improves at-grade experience for pedestrians and cyclists, etc.). Public reaction to the slower speeds associated with the tighter curve was mixed – some participants expressed concerns about safety, accidents and congestion while others felt it was not an issue. Feedback regarding costs was also mixed as some participants felt that the potential

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urban design and public realm benefits are worth the additional cost, while others noted the money would be better spent on other City priorities. Participants also expressed concerns that the costs and land value estimates do not reflect future benefits from higher market assessments and property taxes on the land freed for other uses.

Participants suggested refinements to the following theme areas to improve the alternative designs for the Hybrid option: alignment and approach; public realm, costs, sustainability, and connectivity.

A copy of the Round 5 consultation report is available in **Appendix E**.

Voluntary Review of the Draft EA Report

Stakeholders and the public were invited to review the Draft EA Report during the 45-day voluntary review period, between July 21, 2016 and September 6, 2016, and provide comments to the project team via the Facilitator’s Office. Forty-five individuals and stakeholders submitted feedback as part of the Voluntary Review of the Draft EA Report. Stakeholder organizations that provided comments included the West Don Lands Committee, First Gulf, Lafarge Canada Inc., Castlepoint Numa, and the Ontario Society of Professional Engineers. The table below summarizes the number of comments received by each submission method.

Table 15 Voluntary Review Participation Results by Submission Method

Submission Method	# of Submissions
Online Submission Form	29
Email	15
Mail/Hard Copy Submission Form	0
Voicemail	1
Total	45

Topics and Discussion Questions Considered

Participants were asked to consider the following question during this round of consultation:

Please submit your comments on the Draft EA Report in the space provided below.

What We Heard

Overall, the Draft EA Report was well received by stakeholders and the public. Several comments indicated that the report was well written, thorough in its analysis and professionally presented. Several themes also emerged from the comments submitted by stakeholders and the public pertaining to the EA process and outcomes including: the Remove alternative, preferred alternative (Hybrid 3), importance of public realm improvements, balancing transportation modes, public consultation, project cost and use of public funds, role of the Gardiner East in the GTA transportation network, and construction phasing and impacts.

Although several comments from members of the public reiterated support for the Remove alternative, recurring feedback from several stakeholders and members of the public also indicated support for Hybrid 3 as the preferred alternative, recognizing that it provides the most opportunity of the three

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Hybrid design alternatives to improve the public realm and revitalize the waterfront in the study area. A strong and recurring theme that emerged in the feedback received is the need to ensure that public realm improvements proposed to revitalize and improve connections to the waterfront are completed in tandem with the implementation of the preferred alternative. Participants also requested the continuation of public and stakeholder consultations into the detailed design and construction stages of the project, as well as more detailed information about construction staging and timelines.

A copy of the voluntary review summary report is included as **Appendix G**.

4. Next Steps

The Final EA Report will be submitted to the MOECC for an approval decision in early 2017 and will be made available through the [project website](#). A mandatory public and government review of the Final EA document will then be coordinated through the MOECC. The public will have seven (7) weeks to provide comment to the MOECC on the Final EA Report.