

York Region Environmental Assessment for Bayview Avenue – Status Report

Date:	October 12, 2007
To:	North York Community Council
From:	Director, Transportation Infrastructure Management
Wards:	Willowdale, Ward 24
Reference Number:	p:\2007\ClusterB\tra\tim\ny07037tim

SUMMARY

The Regional Municipality of York (York Region) is in the final stages of completing a Class Environmental Assessment Study (Class EA) for Bayview Avenue between John Street and Major Mackenzie Drive. At the time of the writing of this report, York Region staff were still in the process of preparing the Environmental Study Report. While the exact timing is still unknown, the earliest that York Region staff could file the report in the public record for a 30-day review period is November 2007.

The recommended design in the Class EA includes the widening of Bayview Avenue from four lanes to six lanes between John Street and Major Mackenzie Drive. The new curb lanes will be reserved for the use of buses, taxis and other vehicles carrying at least two people, during the weekday morning and afternoon peak periods. This proposal will neither improve nor degrade cross-boundary travel conditions between York Region and the City of Toronto. A coordinated approach is required to address cross-boundary travel issues. Transportation Services and City Planning staff are, and will continue, to work with York Region staff in this regard.

Financial Impact

There is no financial impact resulting from the receipt of this report beyond what has already been approved in the Transportation Services Division's 2007 budget.

DECISION HISTORY

At its meeting on September 10, 2007, North York Community Council received for information the report (June 12, 2007) from the Director, Transportation Infrastructure Management, titled “York Region Environmental Assessment for Bayview Avenue.”

The report can be viewed at:

<http://www.toronto.ca/legdocs/mmis/2007/ny/decisions/2007-09-10-ny08-dd.pdf>

This report provides a further update on the status of the York Region Class EA for Bayview Avenue.

COMMENTS

Current Status

On June 27, 2007, York Region staff held the third public meeting for the Bayview Avenue, John Street to Major Mackenzie Drive, Class EA Study. At that meeting, York Region staff presented the preferred alternative design for transportation improvements to this section of Bayview Avenue. This preferred design includes the widening of Bayview Avenue from four to six lanes, as well as the provision of on-street bicycle lanes, sidewalks, and a landscaped centre median. In keeping with the recently-adopted York Region policy on Transit/High Occupancy Vehicle lanes, the new lanes on Bayview Avenue will be reserved for the use of buses, taxis, and vehicles carrying two or more people during the weekday morning and afternoon peak periods.

The next stage in the Class EA process is the documentation of the study findings in an Environmental Study Report (ESR), and the filing of this ESR in the public record for a minimum 30-day review. During this review period, any interested stakeholder who has concerns with the recommendations in the ESR may submit a Part II Order Request to the Ontario Minister of the Environment. A Part II Order, if granted, elevates the status of the project and requires the proponent to complete an Individual Environmental Assessment. In this case, the project cannot proceed until an Individual EA is completed and approved by the Minister.

If no Part II Order Requests are received, the project is considered approved and may proceed to construction. York Region staff have indicated the widening of Bayview Avenue will be phased over several years, with a tentative schedule as follows:

- 2009 – Highway 407 to 16th Avenue
- 2013 – 16th Avenue to Major Mackenzie Drive
- 2016 – John Street to Highway 407

At the time of the writing of this report, York Region staff indicated they were still in the process of preparing the Bayview Avenue ESR. While they could not commit to an exact

timing, the earliest that the ESR could be filed in the public record for a 30-day review period is November 2007.

Transportation Analysis

The transportation analysis undertaken for the Bayview Class EA was generally concerned with the north-south travel demand in the corridor bounded by Yonge Street, Highway 404, Major Mackenzie Drive and Green Lane (just north of John Street). No analysis was undertaken on traffic conditions at Steeles Avenue or within the City of Toronto because no infrastructure modifications were contemplated south of John Street. However, a traffic infiltration analysis was completed for the area bounded by John Street, Bayview Avenue, Yonge Street and Steeles Avenue.

It is necessary to develop a coordinated approach with York Region to address the growing problem of cross-boundary travel demand and the environmental implications of servicing this demand. In the case of Bayview Avenue, while there has been no coordination, the proposed widening will not change the cross-boundary travel capacity. Therefore, this proposal is neither detrimental nor beneficial in this regard. Transportation Services staff concur with this approach.

York Region is pursuing other initiatives which do have the potential to impact cross-boundary travel. Transportation Services and City Planning staff are actively participating in those processes.

Stormwater Management

York Region has identified potential stormwater quantity and quality impacts associated with the proposed widening of Bayview Avenue. Stormwater runoff in the entire project area eventually drains into the East Don River Valley south of Steeles Avenue.

Two potential mitigation measures have been identified to address the stormwater impacts: stormwater detention tanks or ponds in close proximity to the source (Bayview Avenue); and porous asphalt or other pavement technologies that reduce stormwater runoff. These mitigation measures will be developed further during the preparation of detailed designs. While it is desirable, from a stormwater management perspective, to limit increases in hard surface area, these mitigating measures are typical approaches to dealing with the impacts of road widenings.

CONTACT

John P. Kelly, P.Eng.
Manager, Infrastructure Planning
Tel: 416 392-8340
Fax: 416 392-4808
E-mail: JKelly@toronto.ca

SIGNATURE

John Mende, P.Eng.
Director, Transportation Infrastructure Management

JPK/db