



## STAFF REPORT ACTION REQUIRED

### Liberty New Street – Environmental Assessment Study

<b>Date:</b>	March 30, 2016
<b>To:</b>	Public Works and Infrastructure Committee
<b>From:</b>	General Manager, Transportation Services
<b>Wards:</b>	Ward 14 (Parkdale-High Park) Ward 19 (Trinity-Spadina)
<b>Reference Number:</b>	P:\2016\Cluster B\TRA\TIM\pw16004tim.docx

### SUMMARY

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The Liberty and King Liberty Village areas of the City contain significant residential and employment lands and are experiencing strong growth. Congestion within this area of the City is increasing and improved accessibility and connectivity has been identified as a key need.

At its meeting of November 13, 2008, Planning and Growth Management Committee directed staff to undertake an Environmental Assessment (EA) to secure planning approvals for the design and implementation of a local, east-west street north of the railway corridor in the Liberty Village area.

A Municipal Class EA has been completed and the recommended plan includes a new east-west street, extending between Strachan Avenue and Dufferin Street. The new street would be located north of the Lake Shore West GO Transit rail corridor and would improve accessibility to and from Liberty Village and connectivity throughout.

Based on preliminary estimates, the new road will cost approximately \$68 to \$75 million. This includes design and construction costs and potential property acquisition costs. Funds for the Liberty New Street are not currently included in the 10-year capital plan and, therefore, a financial strategy needs to be developed to identify various City and non-City funding sources.

## RECOMMENDATIONS

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The General Manager, Transportation Services recommends that:

1. City Council endorse the recommendations included in the Liberty New Street Municipal Class Environmental Assessment (MCEA) Study.
2. City Council authorize the General Manager, Transportation Services to issue a Notice of Completion and file the Environmental Study Report (ESR) for the Liberty New Street Study in the public record for a minimum 30 days, in accordance with the requirements of the MCEA.
3. City Council direct the Chief Planner and Executive Director, City Planning, to prepare an Official Plan Amendment to protect the lands needed for the Liberty New Street between Strachan Avenue and Dufferin Street north of the existing GO Transit Lake Shore West rail corridor.
4. City Council direct the Chief Financial Officer, in consultation with the Chief Planner and Executive Director, City Planning and the General Manager, Transportation Services, to develop a financial strategy for implementation of the Liberty New Street, reporting back to Public Works and Infrastructure Committee in June 2017.

### Implementation Points

If City Council endorses the study recommendations, the ESR will be filed in the public record for a minimum 30-day review period. During this period, any interested party may request that the Minister of the Environment and Climate Change issue a Part II Order under the *Environmental Assessment Act* (EAA). The City is then obliged to work with the requestor to resolve their concerns or to advise the Ministry of the Environment and Climate Change of the rationale for denying the request. If a Part II Order is not granted or if requests or objections received during the filing period are resolved, the project may proceed to implementation.

### Financial Impact

There is no immediate financial impact resulting from the recommendations contained in this report.

The estimated cost of constructing Liberty New Street recommended improvements outlined in the Liberty Village New Street EA ranges from \$68 M to \$75 M. This includes design and construction costs and potential property acquisition costs.

Currently, no funds are provided for this work in Transportation Services 2016 Capital Budget or 10-year Capital Plan.

Subject to Council's approval of this report, staff would develop a funding strategy to identify various City and non-City sources of funding. Any decision regarding funding requirements would be referred to the Capital Budget process for consideration. The Deputy City Manager and the Chief Financial Officer has reviewed this report and agrees with the financial impact information.

## **DECISION HISTORY**

At its January 27, 2009 meeting, City of Toronto Council approved ([PG22.2](#)) which directed the commencement of an EA study to plan and secure approvals for the design and implementation of an east-west local street within Liberty and King Liberty Village. This is the current MCEA.

## **ISSUE BACKGROUND**

The Front Street Extension (FSE) Project (1985-2008) previously proposed a 4-lane extension of Front Street from Bathurst Street to the Gardiner Expressway near Dufferin Street. The project also identified the need for a two-lane local street connection within the Liberty Village neighbourhood between Dufferin Street and Strachan Avenue.

In 2005, the project was placed on hold and the four-lane extension of Front Street was subsequently removed from “Schedule 2: The Designation of Planned but Unbuilt Roads” within the City of Toronto Official Plan in 2009.

While the FSE was ultimately cancelled, the local street component is still required to provide an east-west link between the many disconnected north-south streets and complete the neighbourhood road network.

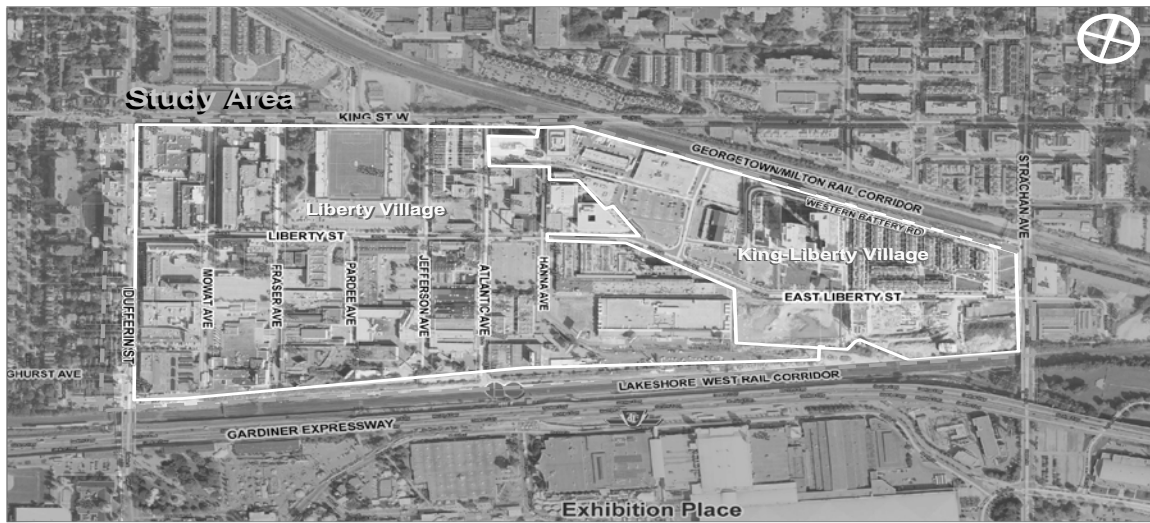
## **COMMENTS**

### **Existing Conditions**

The project study area encompasses both of the Liberty and King Liberty Villages, two neighbourhoods located west of Toronto’s central downtown core. The study area is bounded by Strachan Avenue to the east and Dufferin Street to the west, King Street West and the Metrolinx/GO Georgetown Rail Corridor to the north, and the Gardiner Expressway and Metrolinx/GO Lakeshore West Rail Corridor to the south (Figure 1).

Current policies support Liberty Village as an employment area where no residential uses are permitted. In contrast, King Liberty Village consists of residential uses that have recently been developed in addition to employment, mixed use and park areas. These two areas are generally bounded by Hanna Avenue.

**Figure 1: Liberty New Street EA Study Area**



The Liberty and King Liberty Village neighbourhoods have historically accommodated a number of commercial and manufacturing industries in the late nineteenth and early twentieth century. During the 1970s and 1980s, many of these commercial and industrial companies left the area and the historic buildings became vacant. Over the past ten years the Liberty and King Liberty Village neighbourhoods have undergone significant redevelopment and have transformed into vibrant neighbourhoods housing a number of employment and live/work uses. Through this transformation, the area has become one of Toronto's fastest growing employment districts containing businesses related to design, communications, media and the internet. In addition, significant high-density residential development has occurred in the King Liberty Village portion of the study area over recent years.

The observable employment and residential population growth within the Liberty and King Liberty Village neighbourhoods have created an increased need for travel to/from and within the area. The internal transportation network of the study area is currently served by a number of north-south local roads and one east-west collector road. However, east-west connectivity is limited within the southern half of the study area as all internal north-south local road connections terminate as dead-end roads north of the Lake Shore West GO Transit rail corridor.

A new east-west street extending between Strachan Avenue and Dufferin Street would complete an urban grid pattern for the study area transportation network. The new street would also promote civic improvement opportunities throughout the study area for pedestrians, cyclists and motorists alike. As such, the purpose of this study is to determine a preferred solution for enhancing network connectivity for users of all transportation modes and to support public realm improvements within the study area.

## Environmental Assessment Process

The Liberty New Street EA Study has been completed in accordance with the requirements for a Schedule "C" project under the MCEA:

- Phase 1 – identification of the problem or opportunity;
- Phase 2 – identification and evaluation of alternative solutions;
- Phase 3 – identification and evaluation of alternative design concepts for the preferred solution;
- Phase 4 – completion of the Environmental Study Report; and
- Phase 5 – implementation.

The preparation of the ESR and the filing of the document in the public record constitute Phase 4 of the environmental planning process. Phase 5 relates to the implementation of the project and includes ongoing obligations related to the operation of the New Street and monitoring of Project impacts in accordance with the completed ESR.

The current study was initiated in October 2010 and the formal commencement of the EA Study process began in June 2011.

The Liberty New Street EA Study was carried out with the assistance of technical consultants and supported by a Technical Advisory Committee (TAC) comprised of staff from Transportation Services; City Planning; Toronto Water; Engineering & Construction Services; and partner agencies including the TTC, Metrolinx, and the Toronto Police Service.

## Public Consultation

Public involvement was an integral and ongoing part of the study process for the Liberty New Street EA Study. Throughout the completion of the study, the public consultation requirements of the MCEA were met and exceeded.

The EA Study included an introductory public workshop, two Public Open House events, a project website, presentations to the City's Design Review Panel, and numerous meetings with key stakeholders such as property owners, Cycle Toronto and other cycling advocates and the Liberty Village BIA.

Details of the public consultation are included in **Attachment 2**. In addition, a project webpage that includes all pertinent information related to the Study as well as contact information was provided. The webpage can be found here:

[www.toronto.ca/involved/projects/libertynewst](http://www.toronto.ca/involved/projects/libertynewst)

## **Study Findings**

### **Phase 1: Problems and Opportunities**

Prior to commencing the EA study an introductory workshop was held on March 1, 2011 to gather input from stakeholders about the existing transportation issues of the study area and gauge public perception. Input from this meeting formed the basis for developing the EA needs and opportunity statement, which was presented at the first Public Open House, held on June 20, 2011. Needs and opportunities were identified as follows:

- improve access to/from and circulation within the Liberty and King-Liberty Village neighbourhoods for all types of users;
- create complete streets;
- support public realm improvements; and
- promote the unique context of the neighbourhoods by preserving and enhancing cultural heritage resources.

A full discussion of the problems and opportunities that were considered as part of the EA study is included in Section Four of the draft ESR.

### **Phase 2: Evaluation of Alternative Solutions**

Under Phase 2 of the MCEA process, alternative solutions, capable of addressing the identified problem or opportunity, are identified. Through a process of evaluation which includes consideration of the existing environment and stakeholder consultation, a preferred alternative solution is identified.

Three alternative solutions were evaluated as part of the study:

- Do Nothing- proposes no active changes or interventions to the capacity or configuration of the existing transportation system;
- Alternative 1: Improve Existing Connections - proposes improvements such as widening or enhancing and/or connecting existing sidewalks along Liberty Street/East Liberty Street; and
- Alternative 2: Provide New Connections - proposes improvements to connectivity, such as construction of a new road and/or multi-use path.

**Figure 2: Summary Evaluation of Alternative Solutions**

Alternative	PROS	CONS	Evaluation
<b>Do Nothing</b>	<ul style="list-style-type: none"> <li>• No impacts to existing on-street public and permit parking</li> <li>• No property acquisition required</li> <li>• Lowest cost</li> <li>• No construction required</li> </ul>	<ul style="list-style-type: none"> <li>• No improvements to neighbourhood connectivity</li> <li>• Does not support public realm improvements</li> </ul>	<ul style="list-style-type: none"> <li>• Not Recommended</li> </ul>
<b>Improve Existing Conditions</b>	<ul style="list-style-type: none"> <li>• Some improvements to neighbourhood connectivity</li> <li>• Provides opportunities to improve existing roadways</li> <li>• Less property acquisition required</li> <li>• Lower cost</li> <li>• Less construction required</li> </ul>	<ul style="list-style-type: none"> <li>• Limited existing public right-of-way to accommodate improvements</li> <li>• Potential impacts to existing on-street public and permit parking</li> <li>• Limited opportunities to ease existing traffic conditions</li> </ul>	<ul style="list-style-type: none"> <li>• Not Recommended</li> </ul>
<b>Provide New Connections</b>	<ul style="list-style-type: none"> <li>• Provides increased connectivity for all users</li> <li>• Provides opportunities for public realm / urban design improvements</li> <li>• Provides opportunities to improve view of Liberty neighbourhood from Gardiner Expressway</li> <li>• Eliminates existing dead-ends at north-south roads</li> <li>• Some opportunity to relieve existing traffic conditions</li> </ul>	<ul style="list-style-type: none"> <li>• Significant property acquisition required</li> <li>• Limited lands to accommodate width of new corridor</li> <li>• Risk of increased through / cut-through traffic within neighbourhood</li> <li>• Highest cost</li> <li>• Most construction required</li> </ul>	<ul style="list-style-type: none"> <li>• Recommended</li> </ul>

Based on a comprehensive evaluation of these alternatives, Alternative 2 (Provide New Connections) was identified as the preferred alternative solution. However, in response to considerable stakeholder interest, the option to connect existing sidewalks on Liberty Street was also carried forward to the next phase.

### **Phase 3: Evaluation of Alternative Design Concepts**

Alternative designs for the preferred alternative solution were developed for the new road connection, in consultation with stakeholders, based on an assessment of the existing environment, including constraints, potential environmental impacts and required mitigation measures.

Alternative design concepts for the preferred alternative solution have been identified as follows:

- Option 1: Construct continuous sidewalks on Liberty Street
  - 1A implement continuous sidewalks without replacement parking
  - 1B implement continuous sidewalks with replacement parking
- Option 2: Construct a new east-west cycling link from Dufferin Street to Strachan Avenue
  - 2A provide a new road with sharrows without on-street parking
  - 2B provide a new road with sharrows and on-street parking
  - 2C provide a new road with a multi-use path without on-street parking
  - 2D provide a multi-use path only

A full description of the alternative designs is included in Section Six of the ESR.

### **Recommended Plan**

The alternative designs were evaluated using a broad set of criteria that consider the environment as defined by the *Environmental Assessment Act* (e.g. the natural environment, the cultural environment, land use, cost effectiveness and a variety of transportation measures). The complete list of criteria and measures are included in **Attachment 3**.

Based on the results of the evaluation (see **Attachment 4**), Option 2C, provide a new road with a multi-use path without on-street parking, is recommended as the preferred design.

Option 2C offers the most advantages of the options considered, including the provision of new connections for all users, potential to provide outlets from six dead-end streets, and a moderate-to-high ability to provide congestion relief. From an urban design perspective, Option 2C promotes new access and civic open spaces, multimodal travel, and supports the implementation of complete streets and pedestrian projects.

The recommended plan, illustrated in Attachment 3, includes the following features:

- New street (two-lane roadway) with a variable public right-of-way between Strachan Avenue and Dufferin Street;
- No on-street parking (parking/loading spaces to be integrated into new development along the corridor);
- Multi-use path along the south side to accommodate pedestrians and cyclists
- Cycling connections to be made to planned facilities on East Liberty/Ordnance Streets;
- Sidewalk on north side;
- Landscaping (i.e., tree pits/planting, sodding, etc.);
- Potential additional Public Realm enhancements may include:
  - Boardwalk on south side with lookouts offering urban vistas;
  - Seating and street furniture; and
  - Landscaping and linear park where right-of-way width allows.

The Liberty New Street will provide connections with existing north-south streets, including, Solidarity Way, Pirandello Street Extension, Atlantic Avenue, Jefferson Avenue, Fraser Avenue and Mowat Avenue, and the Hanna Avenue laneway. This will improve the connectivity of the transportation network and will remove the dead-end condition of the local road south of Liberty Street.

At the west end of the new street, a new signalized intersection with Dufferin Street will be provided south of Springhurst Avenue. The design of the new street has been coordinated with the replacement of the Dufferin Street Bridge and eventual electrification of the Lake Shore West Go Transit Rail Corridor.

At the east end of the new street, a new unsignalized intersection will be provided at Strachan Avenue. Operations at this location are constrained due to the sightline constraints imposed by the southern Strachan Avenue Bridge crossing of the Lakeshore West GO Transit rail corridor and proximity to the Strachan Avenue/East Liberty Street signalized intersection to the north. Turning movements at this intersection will therefore be restricted to right-in/right-out operations. The existing centre median on Strachan Avenue will be extended northerly to physically prohibit left turns to/from Liberty New Street. In addition, it will be necessary to reduce the storage length of the northbound left turn lane at the East Liberty Street/Strachan Avenue intersection from 72 metres to approximately 45 metres.

A connection across Strachan Avenue for cyclists will be introduced through the use of sharrows on both the Pirandello Street Extension and East Liberty Street. Cyclists destined to/from the Ordnance lands will be able to use this route to cross Strachan Avenue.

West of Pirandello Street, the new east-west street will impact an existing telecommunications tower that was constructed in 1996 and is owned by TELUS

Communications Company. An additional antennae facility is located on the tower to provide radio communications to the railway operations.

The telecommunications tower was the subject of a separate (2014) Feasibility Study that was carried out in consultation with both TELUS and Metrolinx. The Feasibility Study determined that the tower could be relocated 27 metres to the southwest of its current location, outside the public right-of way needed for Liberty New Street. The relocation process, which includes completion of additional studies, approvals, engineering, construction and decommissioning, is anticipated to take approximately 18 months and cost approximately \$720,000. This cost is included in the estimated capital cost noted above.

## **Multiuse Path and Cycling Connections**

The recommended design includes a multi-use path on the south side of the new street that will improve connectivity for pedestrians and cyclists. It is proposed that the multi-use path will terminate at Strachan Avenue.

## **Property Impacts and Mitigation**

Implementation of the study recommendations is dependent on the acquisition of nine properties, representing approximately 2.149 hectares. In addition, two billboards will be impacted and will require relocation or removal. A further two billboards may require structural modifications or easements to accommodate their current location.

The affected property owners were consulted once a preferred alignment was determined. Three of the four impacted property owners have made their concerns about the property impacts known to the City and the City will continue to work with the impacted property owners through the detailed design phase. The recommended alignment reflects the City's best efforts at avoiding potential impacts to the Lake Shore West GO Transit rail corridor and minimizing impact to private property owners, while working within geometric and design constraints. Property impacts are summarized in **Attachment 5**. **Attachment 6** provides an illustration of impacted properties.

## **Cost**

Based on preliminary estimates, the new road will cost approximately \$68 to \$75 million. This includes design and construction costs, contract administration, municipal servicing, soil remediation/disposal and utility relocations, and potential property acquisition costs.

The construction cost estimate will be refined through the preliminary design, detailed design and tendering processes.

Potential future increases in development values and the nature of the billboard contractual agreements may further increase estimated costs. Final property costs will only be known once site-by-site acquisition negotiations are completed.

## Enhanced Public Realm

Public realm improvements include linear public open green spaces, a sidewalk on the north side, providing connections to existing streets, and lookout points, seating and landscaping, including tree pits, where possible. Costs associated with these improvements are estimated to be in the range of \$500,000 to \$1 M and are included in the preliminary estimates. These details will be determined as part of the detail design process.

A gateway at the west end of the roadway could be considered, promoting the unique context of the Liberty and King Liberty Village neighbourhoods. The cost of this feature has not been included in the preliminary estimates.

## Implementation

The ability to implement the Liberty Village New Street EA will largely depend on the acquisition of private lands.

Property acquisition is required from four different owners. Given that the affected lands are located in a commercial/industrial area that is anticipated to be redeveloped over a number of years, it is recommended that the Official Plan be amended to identify Liberty New Street as a future street and that the lands needed for the new street be acquired over the long-term as redevelopment proceeds. This approach could take a number of years but would be the least costly approach for implementing the new road. In the alternative, the City could actively negotiate with the property owners to acquire the required lands. Currently, no funds are provided for property acquisition in the 2016 Capital Budget or 10-year Capital Plan for Transportation Services.

Within the Liberty New Street right-of-way is land that is to be conveyed to Parks, Forestry and Recreation as a condition of subdivision agreement. Through an inter-divisional transfer, Parks, Forestry and Recreation and Transportation Services have agreed to an equal exchange of the portion of land needed for land that is adjacent to the Liberty New Street right-of-way which is under the jurisdiction of Transportation Services.

If, for financial reasons or property reasons, the entire road cannot be implemented as a single project, it is possible to implement it in a number of phases, as follows:

- Phase A Dufferin Street to Fraser Avenue (\$15 M to \$17 M)
- Phase B Fraser Avenue to Atlantic Avenue (\$18 M to \$20 M)
- Phase C Atlantic Avenue to Pirandello Street Extension (\$32 M to \$35 M)
- Phase D Pirandello Street Extension to Strachan Avenue (\$3 M)

The sequence of phases could vary depending on a number of factors, including the redevelopment of adjacent property, although Phases A or D need to be implemented

before the other phases. Additional details about phased implementation are contained in Section Seven of the ESR.

The ability to move forward with provision of the new street will depend on the availability of funding.

## **CONTACT**

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## **SIGNATURE**

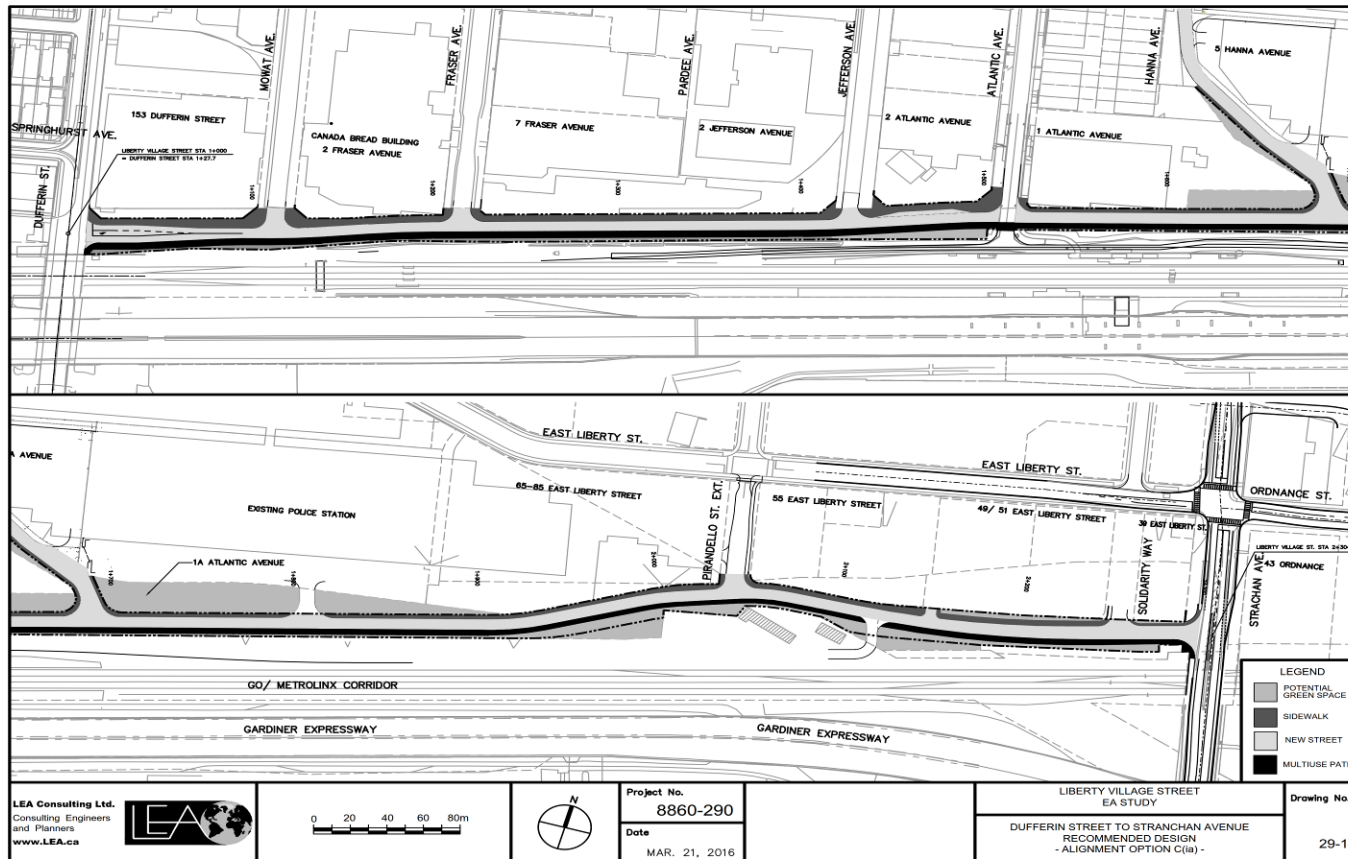
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Stephen Buckley  
General Manager, Transportation Services

## **ATTACHMENTS**

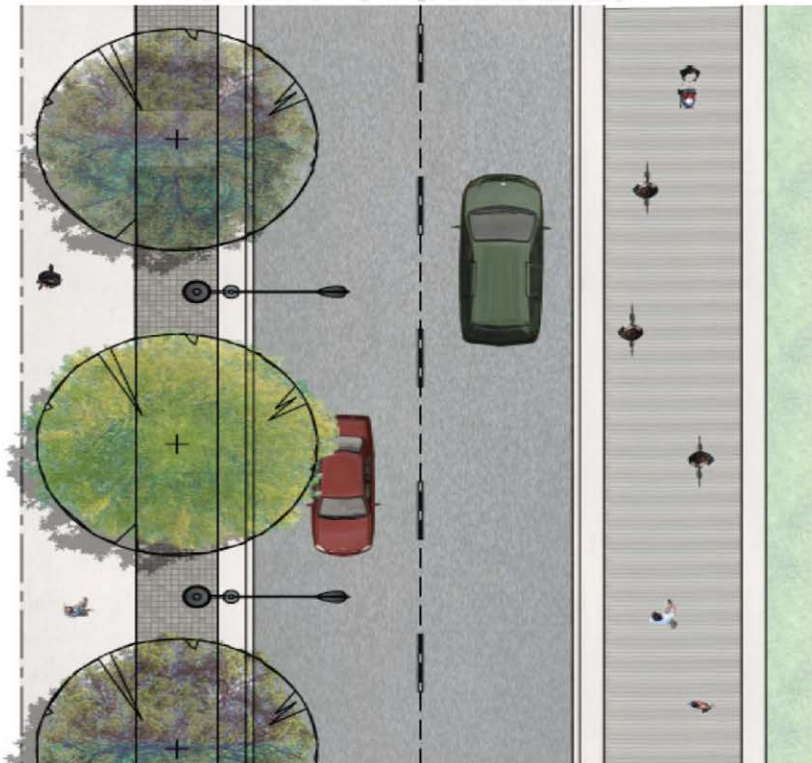
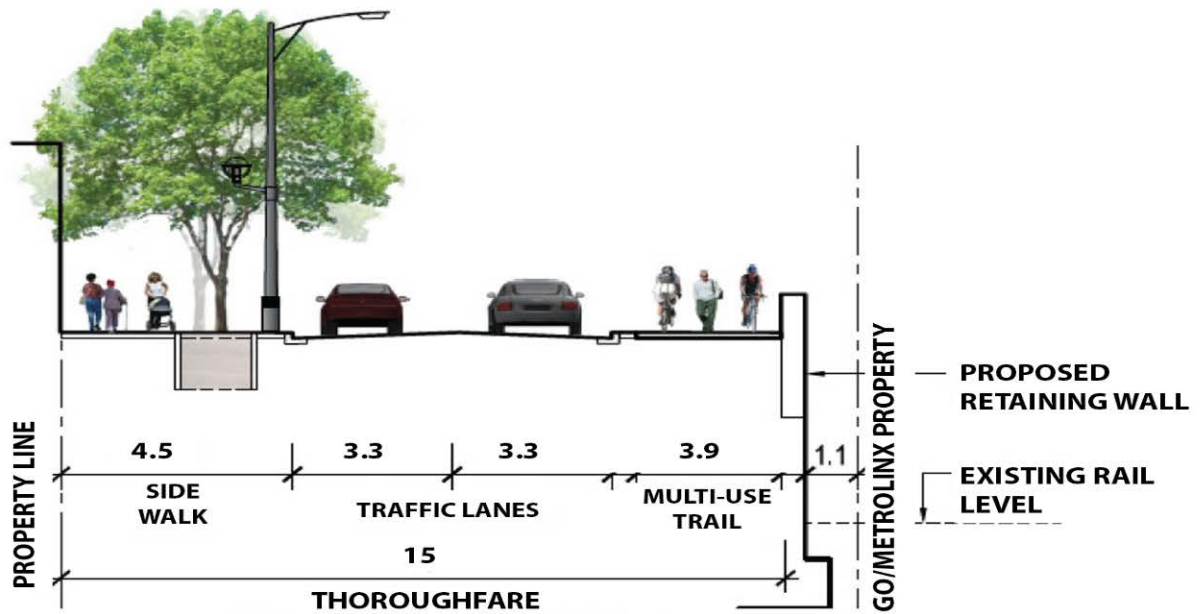
Attachment 1: Recommended Plan, Typical Cross-sections and Urban Design Concepts  
Attachment 2: Consultation Program and Public/Agency Comments  
Attachment 3: Criteria and Measures  
Attachment 4: Evaluation of Alternatives  
Attachment 5: Summary of Property Impacts  
Attachment 6: Property Impacts Map

## Recommended Plan



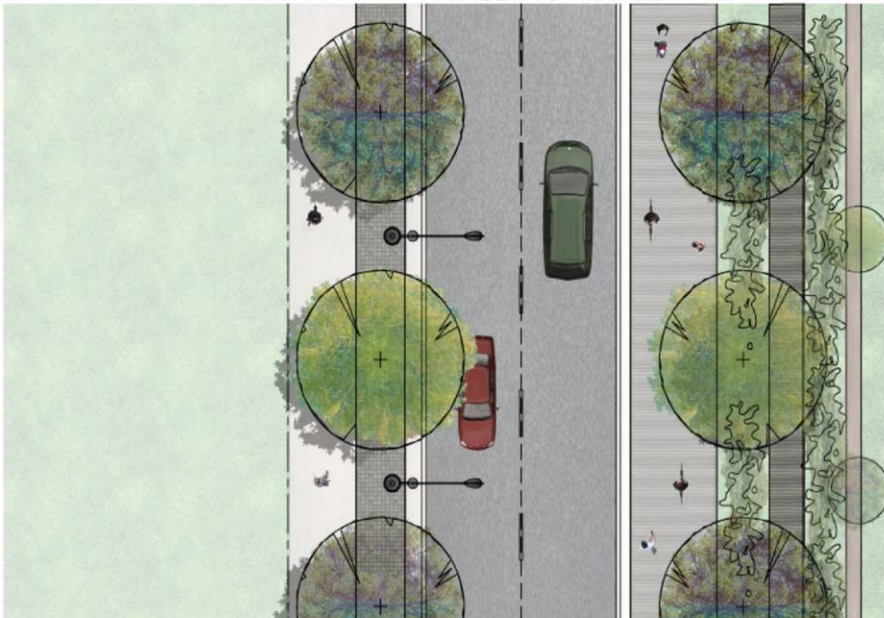
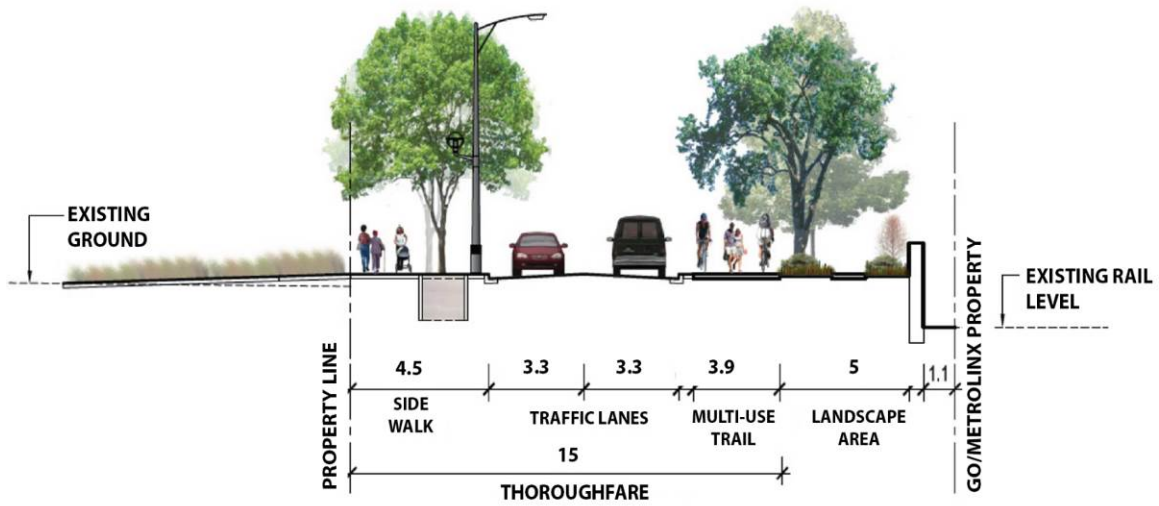


### Option 2C: Typical Cross Sections (15m Right of Way)



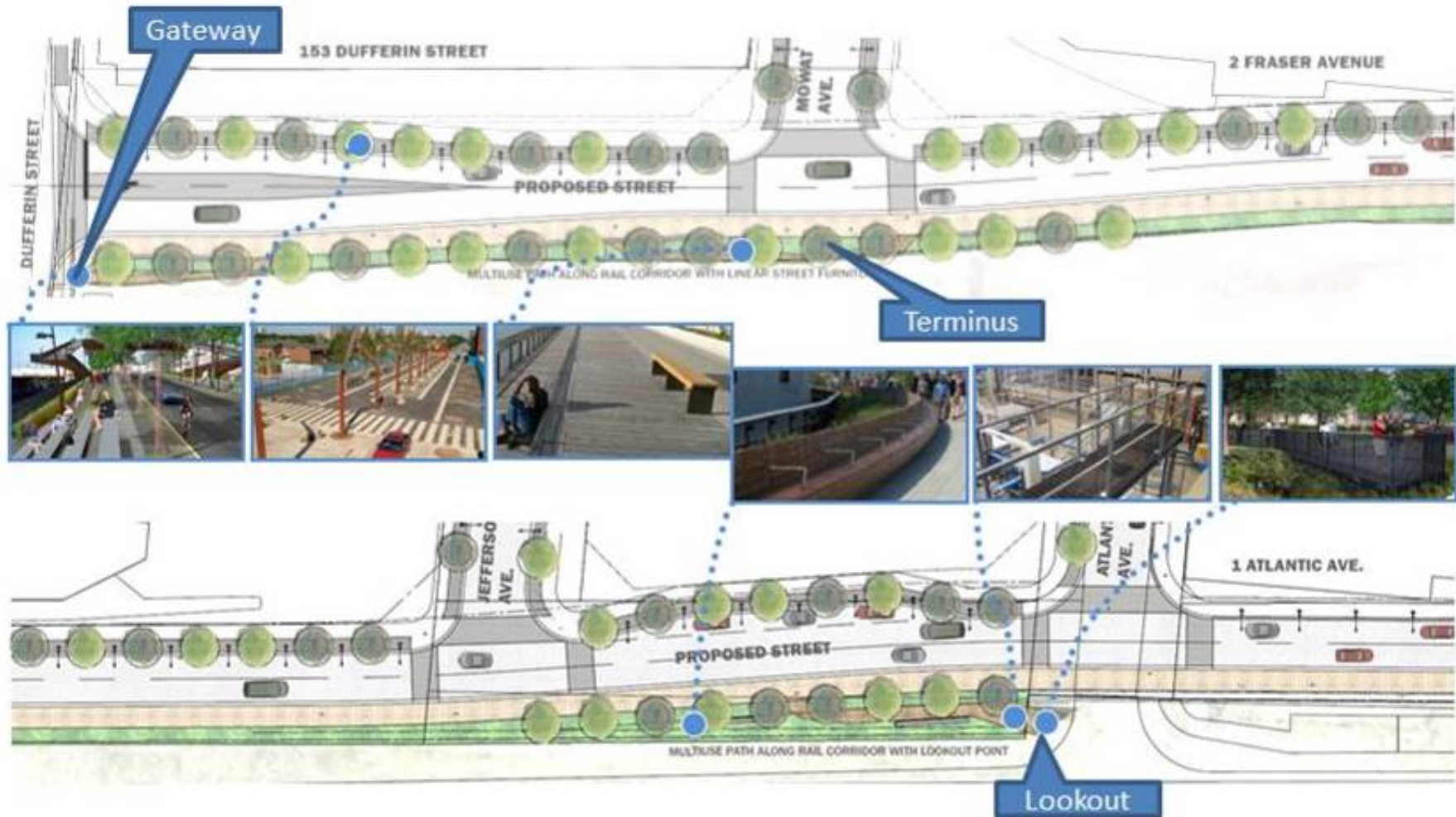
**West of Fraser Ave.**

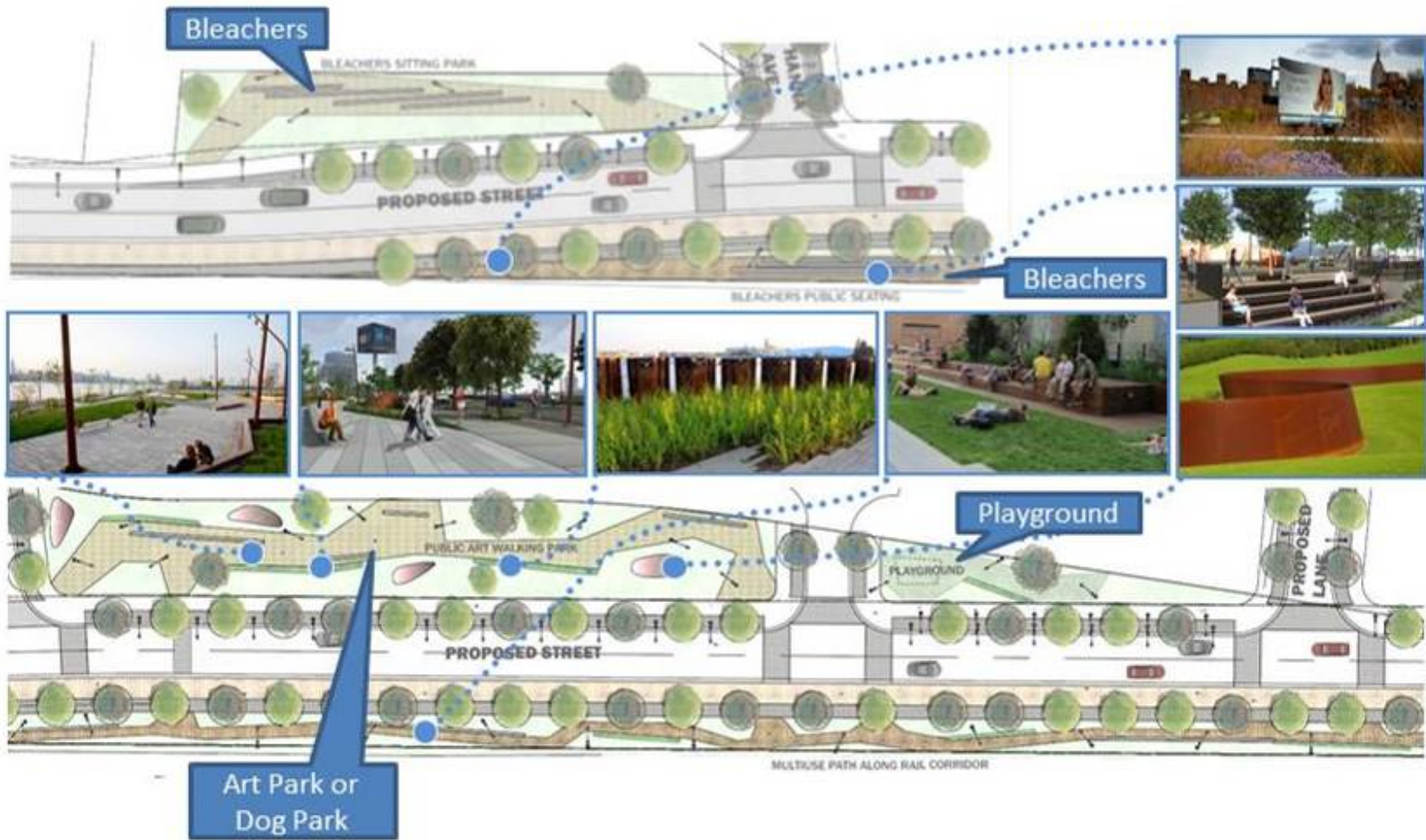
## Option 2C: Typical Cross Sections (20m Right of Way)



Atlantic Ave. to Pirandello St.

### Option 2C: Road + Multi-use Path – Urban Design Concept





## **ATTACHMENT 2**

### **Consultation Program and Public/Agency Comments**

#### **Public, Aboriginal Communities, and Stakeholder Consultation Process**

In accordance with the MCEA process, three mandatory points of contact with the public, Aboriginal communities and review agencies are required for the EA study:

1. Review the project and selection of the preferred solution towards the end of Phase 2 and obtain comment and input;
2. Review alternative designs to assist in the selection of the preferred design for the preferred solution and obtain comment and input; and
3. Announce the completion of the ESR and placement on public record for a minimum 30-day review period.

#### **Consultation Program**

Fundamental to facilitating active public and stakeholder participation was ensuring a two-way flow of information, where the public and stakeholders are able to receive information, provide comment and see how their input has shaped the project plans. The consultation program, designed to meet the requirements of a MCEA Schedule “C” project, included a pre-EA introductory workshop, several rounds of stakeholder meetings, two well-publicized Public Open Houses and a wide campaign of public outreach through printed media, mail and e-mail, and a project website (available via the following link: [www.toronto.ca/involved/projects/libertynewst](http://www.toronto.ca/involved/projects/libertynewst)). The following sections provide a summary of consultation activities undertaken with the public and other stakeholders. A summary of input received during the course of the EA Study from the public and other stakeholders is provided in table format at the end of this section.

#### **Public Participation Process**

##### **Pre-EA Introductory Workshop**

Prior to commencing the EA study an introductory workshop was held on March 1, 2011 to gather input from stakeholders about the existing transportation issues of the study area and gauge public perception of the project prior to formal commencement of the EA process. The workshop was part of a larger open houses event that included materials for two other studies: Dufferin Bridges EA and King-Liberty Pedestrian/Cyclist Link EA.

Over 170 people attended the event. An area was set aside to allow attendees to fill out comment sheets and to discuss their concerns with City and consultant staff.

General comments included identifying the need for new access opportunities at Dufferin Street and Strachan Avenue; improved access to the GO station, Exhibition Place and the TTC streetcar loop south of the railway corridor; improved emergency services and

delivery access to existing and new developments; relief of traffic congestion along Liberty Street and King Street; new street connections to provide sidewalks, bike lanes, on-street parking and streetscaping; improved spaces at dead ends; and improved view of Liberty Village from the Gardiner Expressway.

Key concerns associated with the new street included potential to become a major thoroughfare resulting in negative effect on the village character of the neighbourhood; traffic/vehicle infiltration to Parkdale along Springhurst Avenue; increased traffic at East Liberty Street and Strachan Avenue; and property acquisition costs

Concerns raised about issues that fall outside the scope of the current study include the difficulty for pedestrians to cross Strachan Avenue, vehicle movements on King Street West east of Atlantic Avenue and along Western Battery Road.

The public comments received at the March, 2011 workshop generally showed positive support for the Liberty New Street EA Study. Input from this meeting formed the basis for developing the needs and opportunity statement and alternative solutions for the study.

### **Notice of Study Commencement**

Following the pre-EA introductory workshop, the first step in the formal public and agency consultation process was the publication and circulation of the Notice of Study Commencement. The Notice of Study Commencement was combined with the Notice for Public Open House #1 and was published in the Liberty Gleaner and Parkdale Village newspapers on June 1 and June 3 and 10, 2011, respectively.

A total of 11,600 notices were also sent out via Canada Post Unaddressed AdMail on June 8, 2011 to residents and businesses within the area bounded by Dowling Avenue, King Street West, Niagara Street and the Gardiner Expressway. Two e-mail notices were sent, June 13 and 24, 2011, to more than 150 contacts on the project e-mail list. Personalized letters and copies of the notice were also couriered to the nine private property owners directly impacted by the proposed new street alignment.

### **Public Open House #1: June 20, 2011**

Notification of Public Open House (POH) #1 was combined with the Notice of Study Commencement, as described above.

The event was held June 20, 2011, at the Tenant's Lounge of the Liberty Market Building located on 171 East Liberty Street between 4:30 p.m. and 8:00 p.m. Members of the study team in attendance included the following:

- Stephen Schijns, Former Manager, Infrastructure Planning, City of Toronto;
- Jason Diceman – Public Consultation, City of Toronto;
- Saikat Basak – Cycling Infrastructure, City of Toronto;

- Nigel Tahair – Transportation Planning, City of Toronto;
- Shelly Tulloch – Community Planning, City of Toronto;
- Chris Hardwicke – Sweeny Sterling & Finlayson & Co; and,
- Vivian Leung – LEA Consulting Ltd.

Project information was presented in 23 display boards which included the needs and opportunity statement, large detailed drawings of existing physical constraints, sample evaluation criteria and the preliminary alternative solutions.

A total of 34 public participants signed in. During the session 13 comment forms were submitted and nine Dotmocracy sheets were completed. Twelve e-mail messages were received by the Public Consultation Unit following the event.

Comments received were similar to those made in March 2011 plus support for options that would include sharrows and road + multi-use paths, and improved cyclist and pedestrian access to the Fort York area. There was general support for the new street and some participants supported the idea of improving existing sidewalks along Liberty Street. Some participants identified that partial connections would be better than no connections at all and that a new street would open dead-end streets revitalizing underutilized space. Participants were interested in making the new road a destination/promenade creating a sense of place with at grade retail and facilities for street events.

The Toronto Police Services indicated strong interest for a new east-west roadway connection along the south edge of the Liberty and King Liberty Village neighbourhood as it would increase access opportunities for their vehicles, especially during special event periods when local roadways are closed.

Existing issues identified at POH#1 included the difficulty of accessing the GO station and the desire to remove associated TELUS cell phone tower infrastructure at the south end of Pirandello Street.

## **Public Open House #2: December 1, 2011**

Notice of POH #2 was published in the Parkdale Villager on November 17 and 24, 2011. One week prior to the event more than 11,600 illustrated flyers were delivered by Canada Post to the study area residences and businesses within the area bounded by Dowling Avenue, King Street West, Niagara Street and the Gardiner Expressway, and e-mail invitations were sent to the 250+ contacts on the project mailing list. Individually addressed letters and/or e-mail invitations were sent to all nine property owners directly impacted by the proposed new street alignment.

The event was held December 1, 2011, at the Tenant's Lounge of the Liberty Market Building located on 171 East Liberty Street between 4:30 p.m. and 8:00 p.m. Members of the study team in attendance included the following:

- Stephen Schijns, Former Manager, Infrastructure Planning, City of Toronto;
- Jason Diceman – Public Consultation, City of Toronto;
- Nigel Tahair – Transportation Planning, City of Toronto;
- Chris Hardwicke – Sweeny Sterling & Finlayson & Co; and,
- Vivian Leung – LEA Consulting Ltd.

Project information was presented in 36 display boards which included an overview of the study area history and EA study, drawings of the alternative design concepts, sample cross-sections and artistic rendering, existing traffic level and traffic forecasts, detailed evaluation charts, the preliminary preferred alternative design concept, and next steps.

A total of 45 participants signed in. Ten comment forms were submitted and 11 Dotmocracy sheets were completed during the event. Nineteen e-mail/phone messages were received between November 17, 2011 and January 6, 2012, the close of the comment period.

Public comments received showed consistent and unanimous support for the preferred solution, a new east-west street connection between Strachan Avenue and Dufferin Street. Several concerns were raised about potential for increased traffic on Springhurst Avenue while a few members of the public indicated that they would like to see opportunities for retail and restaurants along the new street. Some participants raised concern about the loss of on-street parking. Most participants felt the value of the project would be reduced significantly without a direct connection to Strachan Avenue.

A formal letter of objection was submitted to the study team by IBI Group Inc., representing the property owner of 39-51 East Liberty Street and 14 Strachan Avenue. The letter indicated concern with potential impacts of the new street on the subject development site if connection to Strachan Avenue is pursued. It was recommended that the development site be considered a fixed point and that either the design of the new street connection near Strachan Avenue be altered, or that it be terminated west of the development site, at Pirandello Street. Details of the objection letter can be found in the table below. In November 2014, in response to the issues raised, the profile of the New Street was modified to be consistent with the local street connection associated with the development at 14 Strachan Avenue, Pirandello Drive. The revised alignment was reviewed by representatives of the property owner who confirmed during a December 2014 TAC meeting that they were satisfied with the design.

In September 2015, an update on the status of the project, including next steps, was provided in the form of notification letters to potentially affected property owners. Receipt of all letters has been confirmed and follow-up communications and meetings are being provided upon request.

In October 2015, 14,000 copies of a project update information flyer was distributed to the local community (residences and business within the area bounded by Dowling Avenue, King Street West, Niagara Street and the Gardiner Expressway, via Canada Post unaddressed Admail.

## **Consultation with Aboriginal Communities**

In consultation with the Ministry of Aboriginal Affairs, the Ministry of the Environment and Climate Change and Aboriginal Affairs and Northern Development Canada, the City of Toronto consulted with the Mississaugas of the New Credit First Nation to determine if they had an interest in the Liberty New Street EA.

The Mississaugas of the New Credit First Nation were the sole Aboriginal community with a recognized interest in this section of the City. The Mississaugas of the New Credit First Nation were provided the study notice in August 2011, and were re-engaged in March 2015. On March 20, 2015 after review of the project Stage 1 archaeological assessment reports, the Mississaugas of the New Credit First Nation formally stated they have no concerns with this project at this time, but would like to be informed about the outcomes of any further archaeological reports related to this project.

## **Consultation with Other Stakeholders**

Consultation with municipal, provincial and federal government agencies and local institutions and utilities is a mandatory requirement of the EA study process. These stakeholders were notified of the study commencement with a Fax-Back Form including a cover letter, a copy of the notice of study commencement, and standard form requesting notification of contact details and level of interest.

During the EA study process the Project Team hosted stakeholder meetings during which basic project information was presented and stakeholder concerns were discussed.

Stakeholders included:

- Councillors of Wards 14 and 19
- Liberty Village BIA
- Metrolinx/GO Transit
- Property owners
- Toronto Police Services
- Toronto Transit Commission
- Technical Advisory Committee (8 meetings)
- CycleToronto and other cycling interest groups

All comments from public stakeholders received during the consultation process and responses provided will be included in the Environmental Study Report.

## ATTACHMENT 3

### Criteria and Measures

CRITERIA	EVALUATION INDICATORS
<b>A) Transportation Planning</b>	
A1) Opportunities to improve on network connectivity	<ul style="list-style-type: none"> <li>Length and density of new connections created for all travel modes (auto, pedestrian, cycling)</li> <li>Number of new connection points or nodes created for each travel mode</li> </ul>
A2) Ability to enhance external access points	<ul style="list-style-type: none"> <li>Number of new external access points created for all travel modes (auto, pedestrian, cycling)</li> </ul>
A3) Ability to link and/or upgrade dead-end streets	<ul style="list-style-type: none"> <li>Number of dead-ends streets/laneways upgraded or connected to facilitate emergency, service and delivery vehicles</li> </ul>
A4) Ability to accommodate future traffic demand	<ul style="list-style-type: none"> <li>Level of traffic operating capacity (e.g. volume-to-capacity ratios)</li> </ul>
A5) Ability to accommodate future parking demand	<ul style="list-style-type: none"> <li>Number of new parking spaces created</li> </ul>
A6) Ability to accommodate future pedestrian and cyclist demand	<ul style="list-style-type: none"> <li>Level of added pedestrian and cyclist capacity for the neighbourhood</li> </ul>
A7) Compatibility with planned background transportation initiatives	<ul style="list-style-type: none"> <li>Integration with proposed Dufferin Street bridges</li> <li>Integration with GO Station expansion plans</li> <li>Integration with Strachan Grade Separation Project</li> </ul>
<b>B) Transportation Operations / Engineering / Constructability</b>	
B1) Potential impact on existing transportation operations during construction	<ul style="list-style-type: none"> <li>Disruption to existing roadways</li> <li>Disruption to railway operations during construction</li> </ul>
B2) Potential impact on existing utilities and infrastructure	<ul style="list-style-type: none"> <li>Magnitude of utility relocations required (e.g. Length of conduits, sewers and watermain or number of poles, etc.)</li> <li>Potential encroachments over sewers and watermain (e.g. proposed trees)</li> </ul>
B3) Potential impact on drainage	<ul style="list-style-type: none"> <li>Impact on existing downstream drainage (e.g. overland flow and sewer capacity)</li> <li>Ability to provide an adequate overflow route(s) to minimize ponding or flooding</li> </ul>
B4) Potential impact on stormwater management facilities	<ul style="list-style-type: none"> <li>Impact to existing stormwater management facilities; change in paved area</li> </ul>

CRITERIA	EVALUATION INDICATORS
<b>C) Socio-Economic</b>	
C1) Supports policies within the Toronto Official Plan	<ul style="list-style-type: none"> <li>Does the alternative support the vision and policies stated within the Toronto Official Plan (OP)</li> </ul>
C2) Supports policies within the Garrison Common North Secondary Plan	<ul style="list-style-type: none"> <li>Does the alternative support the vision and policies stated within the Garrison Common North Secondary Plan</li> </ul>
C3) Potential impacts on approved/proposed land uses and developments	<ul style="list-style-type: none"> <li>Does the alternative support future land use and developments (e.g. provide frontage development opportunities, increased site access points)</li> </ul>
C4) Supports goals and objectives of local interest groups and Business Improvement Associations (LVBIA)	<ul style="list-style-type: none"> <li>Does the alternative support LVBIA projects (e.g. King-Atlantic Gateway Project)</li> <li>Is the alternative consistent with the vision outlined in the 2000 Liberty Village Capital Improvement Plan</li> </ul>
C5) Potential short-term impacts on existing uses due to construction	<ul style="list-style-type: none"> <li>Magnitude of construction required (e.g. size/area of construction, duration of construction, number of existing uses impacted by noise/dust/vibration caused by construction)</li> </ul>
<b>D) Urban Design</b>	
D1) Supports public realm improvements within Liberty neighbourhood	<ul style="list-style-type: none"> <li>Area of new open space/civic amenities created</li> <li>Number of new view corridors / vistas created</li> <li>Area of new landscape provided</li> <li>Supported by Official Plan (OP) and King-Liberty Urban Design Guidelines</li> </ul>
D2) Supports designs that encourage increase non-auto modal split, walking, cycling	<ul style="list-style-type: none"> <li>Is multimodal design encouraged?</li> </ul>
D3) Supports accessible designs and designs for the visually impaired	<ul style="list-style-type: none"> <li>Is the design accessible and accommodates movements for the visually impaired?</li> </ul>
D4) Supports guidelines identified in the City Streets: Guide to Standard Planting Options and City of Toronto Urban Design Streetscape Manual	<ul style="list-style-type: none"> <li>Does the design accommodate street trees and conform to the recommendations for dimensions for street trees?</li> </ul>
D5) Supports guidelines in the Vibrant Streets: Toronto's Coordinated Street Furniture Program Design & Policy Streetscape Manual	<ul style="list-style-type: none"> <li>Does the design accommodate for new street furniture and public space opportunity as outlined in the Vibrant Streets Document</li> </ul>
D6) Supports the development of sustainable sites, the protection and/or restoration of habitat and the maximization of open space	<ul style="list-style-type: none"> <li>Does the design take into consideration sustainable criteria for sites that may be suggested by LEED or Toronto's Green Standards</li> </ul>

CRITERIA	EVALUATION INDICATORS
<b>E) Archaeology/Built Heritage</b>	
E1) Potential impact on archaeological features	<ul style="list-style-type: none"> <li>Total area of archaeological features affected</li> </ul>
E2) Potential impact on listed heritage properties	<ul style="list-style-type: none"> <li>Number and area of designated heritage properties affected</li> </ul>
E3) Potential impact on designated and/or identified built cultural heritage features	<ul style="list-style-type: none"> <li>Number of built cultural heritage features affected</li> </ul>
E4) Supports and enhances identified archaeological and cultural heritage resources	<ul style="list-style-type: none"> <li>Number and size of “opportunity areas” that can incorporate archaeological/built cultural heritage features with alternative design</li> </ul>
<b>F) Natural Environment &amp; Noise/Air Quality</b>	
F1) Potential noise impacts on existing trees and vegetation	<ul style="list-style-type: none"> <li>Total net loss of trees removed</li> <li>Area of vegetation communities affected</li> </ul>
F2) Potential impacts on wildlife and habitat	<ul style="list-style-type: none"> <li>Number of wildlife species affected</li> </ul>
F3) Potential noise impacts on sensitive receptors	<ul style="list-style-type: none"> <li>Magnitude of noise impact at sensitive receptors compared to future base case scenario</li> </ul>
F4) Potential impacts on air quality	<ul style="list-style-type: none"> <li>Magnitude of air quality impact at sensitive receptors compared to future base case scenario</li> </ul>
<b>G) Financial Cost</b>	
G1) Potential Construction Costs	<ul style="list-style-type: none"> <li>Cost of construction</li> </ul>
G2) Potential Private Property Acquisition Costs	<ul style="list-style-type: none"> <li>Cost of property acquisition</li> </ul>
G3) Potential Utility Relocation Costs	<ul style="list-style-type: none"> <li>Cost of utility relocation</li> </ul>
G4) Risk / Uncertainty	<ul style="list-style-type: none"> <li>Risk of additional cost due to soil conditions, impact on adjacent structures/operations, unexpected utility costs, timing constraints</li> </ul>

## ATTACHMENT 4

### Evaluation of Alternatives

EVALUATION CATEGORY WEIGHTING	
Key Categories (each 20% Weight)	Supportive Categories (each 10% Weight)
A) Transportation Planning	B) Transportation Operations / Engineering /Constructability
D) Urban Design	C) Socio-Economic
E) Archaeology/Built Heritage	F) Noise/Air Quality
	G) Financial Cost
<b>Rationale:</b> Categories A, D & E are directly related to and supportive of the needs and objectives of the study. Categories B, C, F and G are additional factors that help distinguish between the alternatives.	

OVERALL EVALUATION SCORING					
Evaluation Category (Unweighted score out of 100 for each category)	Do Nothing	Alternatives			
		Option 1B: Connect Sidewalks on Liberty Street and Provide Replacement Parking	Option 2: Construct New East-West Local Link		
			2A Sharrows + No On-Street Parking	2B Sharrows + On-Street Parking	2C Road + Multi-Use Path
A) Transportation Planning	17	27	85	93	88
B) Transportation Operations / Engineering /Constructability	100	75	43	43	43
C) Socio-Economic	80	86	85	85	88
D) Urban Design	8	90	95	79	97
E) Archaeology/Built Heritage	80	70	78	75	80
F) Natural Heritage & Noise/Air Quality	100	78	53	53	53
G) Financial Cost / Risk	100	75	25	25	25
Overall Weighted Score Out of 100	59	69	72	70	74

## ATTACHMENT 5

### Summary of Property Impacts

Address	Estimated Property Req'd (m <sup>2</sup> )	Total Property Area (m <sup>2</sup> )	Percentage of Total Property (%)	Mitigation Measures
153 Dufferin Street	0.59	6862	0.01%	
Roll # 1904041170000500000 (South of 153 Dufferin Street)	2262	2797	81%	
2 Fraser Avenue	1904	13170	14%	
7 Fraser Avenue	3564	12850	28%	
2 Atlantic Avenue	265	4844	5%	
1 Jefferson Ave	1662	1662	100%	
1 Atlantic Avenue	48	7190	1%	
1A Atlantic Avenue	11516	11516	100%	Potential for Remnant Areas to be converted to New Public Spaces
Metrolinx/GO	271	52289	1%	
<b>TOTAL</b>	<b>21,492.59 m<sup>2</sup></b>			

\* Property required per alignment shown in **Attachment 6**. Further minor alignment modifications will be explored at the property negotiation and detail design stage which may alter these figures.

## ATTACHMENT 6

## Property Impacts

