

November 3, 2016
Reference No. T11-377

SENT VIA E-MAIL (epresta@toronto.ca)

Mr. Edward Presta
City of Toronto
100 Queen Street West
22nd Floor East Tower
Toronto, ON M5H 2N2

Dear Mr. Presta:

**Re: Emery Village New Road 2 Class Environmental Assessment
Environmental Study Report
City of Toronto**

Cole Engineering Group Ltd. is pleased to submit for review and comment this Environmental Study Report (ESR) for the Emery Village New Road 2A Class Environmental Assessment Study. This report will be subsequently submitted to other government review agencies for their comments prior to finalization. We anticipate the final ESR will be filed for public review in spring 2016.

We look forward to receiving any feedback you may have. Should you have any questions, please contact me directly at 905-940-6161, Ext. 331 or jdiamond@coleengineering.ca.

Yours truly,

COLE ENGINEERING GROUP LTD.

Jamie Diamond, M.A.
Transportation Planner
Planning and Operations, Transportation

PREPARED BY:

COLE ENGINEERING GROUP LTD.

Jamie Diamond, M.A.
Transportation Planner
Planning and Operations, Transportation

CHECKED BY:

COLE ENGINEERING GROUP LTD.

Martin Scott, P.Eng.
Project Director

AUTHORIZED FOR ISSUE BY:

COLE ENGINEERING GROUP LTD.

John Howe
Vice President, Transportation

Issues and Revisions Registry

Identification	Date	Description of issued and/or revision
Draft Report	March 2016	For internal review
Draft Report	March 2016	For Client review
Revised Draft Report	May 2016	For Client and agency review

Statement of Conditions

This Report/Study (the “Work”) has been prepared at the request of, and for the exclusive use of, the Owner/Client, City of Toronto and its affiliates (the “Intended User”). No one other than the Intended User has the right to use and rely on the Work without first obtaining the written authorization of Cole Engineering Group Ltd. and its Owner. Cole Engineering Group Ltd. expressly excludes liability to any party except the intended User for any use of, and/or reliance upon, the work.

Neither possession of the Work, nor a copy of it, carries the right of publication. All copyright in the Work is reserved to Cole Engineering Group Ltd. The Work shall not be disclosed, produced or reproduced, quoted from, or referred to, in whole or in part, or published in any manner, without the express written consent of Cole Engineering Group Ltd. and the Owner.

Executive Summary

Emery Village is centered on the intersection of Finch Avenue West and Weston Road, and is bounded by the Canadian Pacific Rail line to the north and east, Lanyard Road to the south, and Jayzel Drive to the west. To support the redevelopment and revitalization of Emery Village area, improvements to the transportation infrastructure were recommended in the Emery Village Secondary Plan, the Official Plan and the Emery Village Transportation Master Plan (TMP) which can be found in **Appendix A**.

The recommended TMP for Emery Village focused on improvements to address existing and future transportation problems and needs. It included a recommendation for a Ring Road around the Finch Avenue West and Weston Road intersection in the northwest and southeast quadrants that included the following road following links:

- 2A: Link from Toryork Drive to Finch Avenue West;
- 2C1: Link from Emery Collegiate to Lanyard Road intersection;
- 2C2: Link along existing Emery Collegiate driveway; and,
- 2C4: Link from Emery Collegiate to Arrow Road.

Cole Engineering Group Ltd. (Cole Engineering) was retained by the City of Toronto (the “City”) to complete a Class Environmental Assessment (Class EA) and Preliminary Design for Emery Village New Road 2A that links Toryork Drive to Finch Avenue West. The Class EA is being carried out under Schedule “C” in accordance with the requirements of the Municipal Class Environmental Assessment, October 2000, as amended in 2011, which is approved under the Ontario Environmental Assessment Act. The Emery Village TMP satisfied the first two (2) phases (Phase 1 and 2) of the five (5) phase Class EA process for Emery Village New Road 2A.

The 2009 TMP study undertook a need and feasibility assessment of alternative transportation connections identified in the EVSP and City Council report; this included the recommendation for the Emery Village New Road 2A from Toryork Drive to Finch Avenue West. Emery Village New Road 2A is intended not only to accommodate projected development traffic, but is also to provide convenient accesses, achieve City Building objectives by dividing large development sites into smaller blocks to promote an active transportation environment and thereby to improve pedestrian safety as well as balancing vehicular and non-vehicular needs.

This Environmental Study Report summarizes the Class Environmental Assessment process followed and presents the proposed improvement details in the form of a preliminary design. Filing of this Environmental Study Report on the public record, for a period of at least 30 calendar days, will complete the study process. Subject to no Part II Orders received, the City may proceed to the implementation phase (detailed design and construction).

The Class Environmental Assessment process for this study has involved input from local government, review agencies, property owners, businesses, and residents and stakeholders. All potentially affected First Nations communities and representatives were also notified of the EA. As a result of these discussions, issues and constraints were identified, which contributed to the evaluation of the alternative designs and, consequently, the finalization of the preferred design concept.

Public Consultation Program

The project included five (5) formal contact points with the public during the study:

- Notice of Public Information Centre Number 1 – A letter and / or notice of the Emery Village TMP Public Information Centre (PIC) was sent to residents, businesses, utilities, First Nations representatives, and agencies on February 21, 2007 and advertised in the North York Mirror on February 23 and March 2, 2007. The notice was also placed on the City's Website;
- Public Information Centre Number 1 – PIC 1 was held for the Emery Village TMP at the Carmine Stefano Community Centre (formerly Humber Sheppard Community Centre), 3100 Weston Road, in the City. The format of the meeting was an informal drop-in center with display panels from 6:30pm – 7pm, a presentation at 7pm, followed by a question and answer period;
- Notice of Public Information Centre Number 2 – A letter and / or notice of the second Public Information Centre (PIC) was sent to residents, businesses, utilities, First Nations representatives, and agencies on July 10, 2015 and advertised in the North York Mirror in July 17, 2015 and July 23, 2015. The notice was also placed on the City's website;
- Public Information Centre Number 2 – PIC 2 was held at the Carmine Stefano Community Centre, 3100 Weston Road, in the City. The format of the meeting was an informal drop-in center with display panels from 5pm - 7pm;
- Toronto City Council – at its meeting of May 3, 4 and 5, 2016, City Council endorsed the recommended alignment of Road 2A and directed the General Manager of Transportation Services to publish a Notice of Study Completion and file the Environmental Study Report on the public record file for a 30-day review period; and,
- Notice of Study Completion – A letter and / or notice of study completion will be sent to residents, businesses, utilities, First Nations representatives, and agencies upon approval of the study staff report, which was endorsed by Council in May 2016 and will be advertised in the North York Mirror in the fall of 2016. The Notice of Study Completion will also be placed on the City's project website.

Problem and Opportunity Statement

The Emery Village New Road 2A Class EA is building on the findings of the Emery Village TMP (**Appendix A**). A review of the traffic data and the background information through the Class EA process found that the needs assessment conducted in the Emery Village TMP, which led to the Problem Statement remained valid.

Overall, the implementation of Emery Village New Road 2A is consistent with the stated transportation improvements and strategies outlined in the Emery Village TMP in providing:

- Logical connections and opportunity for arterial road pedestrian / cyclist crossings and new connection to Lindy Lou Park;
- An alternative to arterial roads that will mitigate future neighbourhood vehicle intrusion;
- Road network that allows for improved transit operation through the study area and increased accessibility northwest of the Weston Road – Finch Avenue West intersection;
- Additional road capacity within the secondary plan area, and,
- Access to projected developments.

Alternative Solutions

Based on the identified constraints in the study area, a total of eight (8) separate alternative alignments for Emery New Road 2A were developed for the purposes of the Environmental Assessment. All alignment options considered would need to take the Finch Avenue West Light Rail Transit (LRT) into consideration, which is expected to be in place by 2021. As the need for the Emery Village New Road 2A has previously been established in Emery Village TMP, a Do Nothing option was not considered. The eight (8) separate alignments are described as follows:

1. Road is entirely on Emery Yard;
2. Road is entirely on 23 Toryork Drive and 2372 Finch Avenue West Lands;
3. Road northern portion is partially on 23 Toryork Drive and Emery Yard lands and southern portion entirely on Emery Yard lands;
4. Road northern portion is partially on 23 Toryork Drive and Emery Yard lands and southern portion entirely on 2372 Finch Avenue West land;
5. Road northern portion is entirely on Emery Yard lands and southern portion entirely on 2372 Finch Avenue West land;
6. Road northern portion is entirely on 23 Toryork Drive lands and southern portion entirely on Emery Yard lands;
7. Road northern portion is entirely on 23 Toryork Drive lands and southern portion is partially on Emery Yard and 2372 Finch Avenue West lands; and,
8. Road northern portion is partially on 23 Toryork Drive and Emery Yard lands and southern portion is partially on Emery Yard and 2372 Finch Avenue West lands.

Preferred Design

The alternative design concepts were evaluated with regards to natural environment, social, economic and cultural impacts, transportation service, engineering and costs. The evaluation found that while Option 1 would result in potential natural environmental impacts related to the Emery Yard old landfill site (which can be mitigated), the minimal impacts to existing land uses, commercial properties, and minor private property acquisition requirements make Option 1 the preferred alternative for the New Road 2A. A recommended design has been developed (**Figure E1**) that includes the following:

- A 20 m wide north-south road right-of-way extending from Toryork Drive to Finch Avenue West that accommodates two (2) vehicle travel lanes in either direction;
- The provision of 2.1 m wide sidewalks on both sides of the road and connect into existing sidewalks at both Finch Avenue West to Toryork Drive;
- Illumination will be provided along Emery Village New Road 2A in accordance with the City of Toronto Accessibility Design Guidelines; and,
- A signalized intersection and associated auxiliary lanes will be provided at the intersection of Finch Avenue West and Emery Village New Road 2A with auxiliary lanes, as detailed in **Table 6-1**. The pedestrian crossing facilities at the intersection will be in accordance with the City of Toronto Accessibility Design Guidelines.

In addition to the recommended design, a comprehensive municipal servicing plan should be developed that will contain the identification of necessary watermain, sewer and storm sewer systems for inclusion within the planned road right-of-way.

Principal Environmental Impacts and Mitigation Measures

Table E-1 summarizes the anticipated impacts of the preferred alternative design and proposed mitigation measures.



Figure E-1

Table E-1 Summary of Identified Concerns and Commitments

ID	Issues/Concerns Potential Effects	Agency	Sub ID	Response, Mitigation Measure and Commitment to Future Work
1	Archaeology			
	Stage 1 archaeological assessment (PIF #P057-306-2006) identified portions of the broader study area as having archaeological potential and recommended a Stage 2 assessment be completed in those areas.	Ministry of Tourism, Culture and Sport (MTCS)	1.1	Conduct a Stage 2 archaeological assessment as part of the detail design to further investigate areas of archaeological potential.
2	Environmental Site Assessment (Soil Contamination)			
	Determine if evidence of potential and/or actual soil/water environmental contamination exists at the Site, which may be present as a result of current and/or past activities on the Site and/or neighbouring properties.	City of Toronto (COT)	2.1	Conduct a subsurface investigation and ESA at the following areas of environmental concern, prior to construction: Former Emery Yard Landfill. (refer to Figure 4-5) Car wash operation at 2370 Finch Avenue West.
		Ministry of Environment (MOE) Property Owners	2.2	Phase II ESA shall review the management of potential methane gas issues associated with the former Emery Yard Landfill and design a suitable passive venting/wall system for the preferred design.
3	Stormwater Management			
	The City should consider elements including a bioswale within the design of the road to mitigate runoff, but also to allow for a contiguous green corridor/infrastructure that may allow some wildlife habitat.	COT	3.1	A Storm Water Management (SWM) Report will be completed as part of the detail design.
		Toronto Region Conservation Authority (TRCA)	3.2	The SWM report shall employ 'best-efforts' to incorporate the City of Toronto 'Green Street' design guidelines in consideration of site conditions, since this may reduce the extent of a new storm sewer system required, and therefore reduce costs. The SWM Report shall consider requirements of the Wet Weather Flow Management Policy and Guidelines and results of any other City initiatives related to the management of stormwater runoff.

ID	Issues/Concerns Potential Effects	Agency	Sub ID	Response, Mitigation Measure and Commitment to Future Work
4	Erosion and Sediment Control			
	Excavation and grading may result in erosion of exposed soils. Potential for sediment laden runoff to impact downstream resources during construction.	COT	4.1	A top of bank and feature staking shall be completed
		TRCA	4.2	Implement an Erosion Control Implementation Schedule and Construction Phasing Plan including: Erect heavy duty erosion/sediment control measures prior to grading or construction adjacent Emery Creek regulated area. Existing and proposed drainage inlets shall be equipped with filtering devices during construction to minimize migration of sediment into the storm sewer system. Stabilize all disturbed areas with seeding or sod as soon as possible.
5	Vegetation Features			
	The loss of natural cover is generally minor, however loss of natural areas from the Terrestrial Natural Heritage System is still a loss, and will require compensation. The design of the preferred alternative shall endeavor to avoid the placement of major surface encroachments such trees on top of existing or proposed sewers or watermains	COT	5.1	Minimize the extent of vegetation and tree removals where possible.
		TRCA	5.2	Provide a clear delineation of vegetation clearing zones in the contract documents and in the field using tree protection fences to minimize the risk of unnecessary vegetation impacts and avoid incidental impacts as a result of construction activities.
			5.3	MOE approved dust suppressant (i.e., water) to control dust during construction.
			5.4	Prepare landscaping plans as part of detail design plans to compensate for the loss of existing vegetation. Opportunities for vegetation plantings of salt-tolerant trees and shrub material shall be considered during detail design.
6	Wildlife Habitat			
	There should also be an ecological inventory of the area	COT TRCA	6.1	Ecological Inventory was completed as part of the Emery Village Transportation Master Plan and is included in Appendix E of the report.

ID	Issues/Concerns Potential Effects	Agency	Sub ID	Response, Mitigation Measure and Commitment to Future Work
7	Adjacent Land Use / Property			
	Minimal property acquisition is required to implement the preferred design. Reference property impact map which can be found in PWIC report – Figure 2 – 2 also provided it in the email) Indirect impacts to businesses during construction. Emery Yard land will be required, and existing and future yard operations may be disrupted.	COT Property Owners	7.1	Entrances and frontages will be graded as necessary. Permission-to-enter will be obtained prior to construction.
			7.2	Contractor shall coordinate any temporary entrance closures with the occupant requiring access to the property.
			7.3	Contact property owners and business operators in the immediate vicinity of the proposed work, prior to construction.
			7.3	Coordinate with City of Toronto Parks, Forestry, and Recreation regarding Emery yard land requirements, and develop plan to reconfigure yard, thereby minimizing yard operation disruptions.
8	Roadway and Construction Noise			
	Potential for change in noise level during construction to adversely affect nearby residential and other sensitive land uses within the study area.	COT Public MOE	8.1	During construction the Contractor will abide by the local noise by-laws for the City of Toronto.
9	Construction Disruptions			
	Motorists may experience delays and disruption during construction. Disruption and overall effect on emergency response routes. Effect on overall travel time and distance for commercial and industrial users of Finch Avenue West.	COT Public Emergency Service Providers	9.1	Construction staging and sequencing details will be determined during detail design. This will include a review of generally maintaining two lanes of traffic in each direction on Finch Avenue West.
			9.2	Short-term, off-peak closures may be required during some operations. There may be an opportunity to coordinate the works on Finch Avenue West with the Finch LRT construction to limit these impacts.
			9.3	Provide advance signing of construction timing (scheduled start and end dates).
10	Utilities			
	Impacts to, and relocation of, existing utilities are anticipated.	COT Utility Companies	10.1	Impacts to existing utilities and relocations will occur through consultation with the affected utility providers in the detail design phase. All utility relocations should be complete, and old utilities removed, prior to construction start.

ID	Issues/Concerns Potential Effects	Agency	Sub ID	Response, Mitigation Measure and Commitment to Future Work
11	Ministry of the Environment			
	Recommendations provided by MOE staff for consideration upon final submission	MOECC	11.1	An Environmental Site Assessment should be completed during the detail design phase of the project to investigate, identify and delineate potential or/actual contamination within the proposed road corridor, as well as complete an additional soil investigation and soil management/disposal planning. More information can be found in Appendix A .
			11.2	The detailed design/planning stage for construction/installation of underground services should include an evaluation of dewatering requirements for deep sections of excavations. The evaluation should include estimation of potential pumping rates and daily dewatering volumes to assess potential permitting requirements that may include a need to obtain a Permit To Take Water ("PTTW") or registration for Environmental Activity and Sector Registry ("EASR") from the Ontario Ministry of the Environment and Climate Change ("MOECC") if required. If required, dewatering methodology during construction should consider potential groundwater contamination at nearby properties and old landfill. More information can be found in Appendix A .
			11.3	The SWM will provide criteria of what needs to be met. The project will follow MOECC standards of soil removal and address concerns as directed under provincial and municipal by-laws. More information can be found in Appendix A .

Schedule

At present, no provision has been made for this project in the Transportation Services approved 2015 - 2024 Capital Budget and Plan. As a result, its inclusion and ultimate timing will need to be considered as part of a future 10-year Capital Plan submission. Construction of the new road should coincide with the construction of the Finch Avenue West LRT (scheduled to begin in 2017), in order to minimize prolonged construction related impacts within the study area.

Costs

The total preliminary cost estimate for Emery Road New Road 2A would be approximately \$4.3 to \$4.9 million exclusive of negotiated property values, municipal servicing and design engineering costs. It should be noted that this estimate is preliminary and requires further confirmation through the detail design process and negotiation with affected property owners.

Table of Contents

Statement of Conditions

Executive Summary

1	Introduction.....	1
1.1	Study Context.....	1
1.2	Background Reports.....	2
1.2.1	Emery Village Secondary Plan	2
1.2.2	City of Toronto Official Plan	3
1.2.3	Emery Village Transportation Master Plan.....	4
1.2.4	Etobicoke-Finch West Light Rail Transit (LRT) Transit Project Assessment Process (TPAP)	5
1.2.5	Proposed Park South and West of Emery Yard at 27-75 Toryork Drive – Remedial Action Plan (RAP) (2016).....	5
1.3	Study Area	6
1.4	Study Team Organization	7
2	Study Approach	8
2.1	The Environmental Assessment Act of Ontario	8
2.2	The Municipal Class Environmental Assessment Process.....	8
2.3	Part II Orders	10
2.4	Study Objectives.....	12
2.5	Internal, Agency and Public Consultation	12
3	Transportation Needs and Opportunities	17
3.1	Introduction	17
3.2	Modelling Approach.....	17
3.3	Existing Conditions and Traffic Operations	18
3.4	Future Traffic Assessment.....	20
3.4.1	Trip Distribution / Re-assignment	21
3.4.2	LRT Assumptions	21
3.4.3	Future Growth Assumptions	22
3.4.4	Future Traffic Operations	22
3.4.5	Conclusions.....	24
3.5	Problem and Opportunity Statement	24
4	Existing Conditions.....	25
4.1	Socio-Economic Conditions	25
4.1.1	23 Toryork Drive Development	26
4.1.2	27 Toryork Drive - Emery Yard Operations.....	26
4.1.3	2372 Finch Avenue West	29
4.1.4	2370 Finch Avenue West.....	29
4.2	Natural Environment, Parks, and Open Space	29
4.2.1	Designated Natural Areas / TRCA Regulated Area	29
4.2.2	Fisheries and Aquatic Ecosystems	31
4.2.3	Vegetation and Vegetation Communities	31
4.2.4	Wildlife and Wildlife Habitat	31
4.3	Environmental Site Conditions.....	32

4.3.1	Sub Soil	32
4.3.2	Combustible Vapour Measurements.....	34
4.3.3	Groundwater	34
4.4	Archaeological and Cultural Heritage	35
4.4.1	Stage 1 Archaeological Assessment	35
4.4.2	Built Heritage and Cultural Landscape	35
5	Alternative Designs	36
5.1	Alternative Design Alignments.....	36
5.1.1	Identification of Alternative Alignments	36
5.1.2	Alternative Alignment Evaluation Criteria.....	37
5.1.3	Evaluation of Alternative Alignment Options.....	38
5.1.3.1	Social, Economic and Cultural.....	40
5.1.3.2	Transportation	41
5.1.3.3	Natural Environment	42
5.1.3.4	Engineering	43
5.1.3.5	Cost Considerations	44
5.1.4	Evaluation Summary.....	50
6	Preferred Design	52
6.1	Road Design Elements.....	52
6.2	Road Design Criteria.....	52
6.3	Road Cross Section	55
6.4	Stormwater Management.....	55
6.5	Pavement and Geotechnical Design	56
6.6	Intersections.....	57
6.7	Finch Avenue West LRT.....	58
6.8	Utilities	59
6.9	Property Requirement	59
6.10	Emery Yard Re-configuration Site Plan	59
6.11	Staging.....	60
6.12	Preliminary Cost Estimate	61
6.13	Third Party Approvals and Permits	61
6.14	Implementation Schedule	61
7	Monitoring, Mitigation and Commitments	62
7.1	Natural Environment.....	62
7.2	Commitments.....	62
8	Conclusion	67

LIST OF TABLES

Table 3-1	Existing Intersection Operations.....	20
Table 3-2	Future Do Nothing Operations	22
Table 3-3	Future 2021 Traffic Operations.....	23
Table 5-1	Evaluation Criteria	39
Table 5-2	Analysis and Evaluation of Social, Economic and Cultural Criteria for Options 1-8	45
Table 5-3	Analysis and Evaluation of Transportation Criteria for Options 1-8.....	46
Table 5-4	Analysis and Evaluation of Natural Environment Criteria for Options 1-8	47
Table 5-5	Analysis and Evaluation of Engineering Criteria for Options 1-8.....	48
Table 5-6	Analysis and Evaluation of Cost Criteria for Options 1-8.....	49
Table 5-7	Analysis and Evaluation Summary	50
Table 6-1	Auxiliary Lane for Emery Village New Road 2A Preferred Design Concept	52
Table 6-2	Design Criteria Emery Village New Road 2A	54
Table 6-3	Design Criteria Finch Avenue	54
Table 6-4	Emery Village New Road 2A Pavement Structure	57
Table 6-5	Finch Avenue Left Turn Lane Details	58
Table 6-6	Emery Village New Road 2A Left Turn Lane Details.....	58
Table 7-1	Summary of Identified Concerns and Commitments	63

LIST OF FIGURES

Figure 1-1	Emery Village Secondary Plan.....	2
Figure 1-2	Emery Village TMP Recommended Solution	4
Figure 1-3	Finch LRT Typical Midblock Cross Section	5
Figure 1-4	Emery Village New Road 2A Study Area	6
Figure 2-1	Municipal Class Environmental Assessment Process	11
Figure 2-2	Emery Village New Road 2a Property Impacts	16
Figure 3-1	VISSIM Base Model Network	18
Figure 3-2	Traffic Assessment Study Area	18
Figure 3-3	2014 Base PM Peak Hour Volume	19
Figure 3-4	Trip Distribution	21
Figure 4-1	23 Toryork Drive Site Plan.....	27
Figure 4-2	Emery Yard Potential Improvements Configuration.....	28
Figure 4-3	Environmental Constraint.....	30
Figure 4-4	Borehole Location Plan	32
Figure 4-5	Inferred Emery Landfill Area	33
Figure 4-6	Results of Stage 1 Archaeological Assessment	35
Figure 5-1	Recommended Layout for Emery Village New Road 2A.....	51
Figure 6-1	Emery Village New Road 2A Preliminary Design Layout.....	53
Figure 6-2	Emery Village New Road 2A Typical Cross Section	55
Figure 6-3	Draft Layout for Emery Yard reconfiguration	60

APPENDICES

Appendix A	Agency Contact Lists and Correspondence
Appendix B	Public Consultation
Appendix C	Traffic Analysis Report
Appendix D	Geotechnical Report
Appendix E	Emery Village TMP
Appendix F	Natural Environment Report
Appendix G	Stage 1 Archaeological Assessment
Appendix H	Built Heritage Assessment
Appendix I	Preliminary Design Drawings

1 Introduction

1.1 Study Context

Emery Village is centered on the intersection of Finch Avenue West and Weston Road, and is bounded by the Canadian Pacific Rail line to the north and east, Lanyard Road to the south, and Jayzel Drive to the west.

In 2009, the Emery Village Transportation Master Plan (TMP) was completed, which identified the need for improved transportation infrastructure to support the redevelopment and revitalization of Emery Village, following key planning objectives established from several studies, namely the Finch-Weston Avenues Study, the Emery Village Secondary Plan, and the Emery Village BIA Capital Improvements Master Plan. These planning objectives include the following:

- Provide new public streets where feasible to divide large blocks and create new development sites with street addresses, while allowing network flexibility and incident management;
- Plan and protect for public transit improvements;
- Expand and improve pedestrian and bicycle routes, with access to the Humber and Waterfront trail systems;
- Create an identifiable, attractive image for Emery Village with strong community edges, a well-defined Village Centre, and focal points within the business core area to establish a sense of place; and,
- Transform the character of Emery Village to be more pedestrian and street-oriented with buildings along the street and parking in the back.

The 2009 TMP study undertook a need and feasibility assessment of alternative transportation connections identified in the EVSP and the City of Toronto (the “City”) Council report, this included the recommendation for the Emery Village New Road 2A from Toryork Drive to Finch Avenue West. Emery Village New Road 2A is intended not only to accommodate projected development traffic, but is also to provide convenient accesses, achieve City Building objectives by dividing large development sites into smaller blocks to promote an active transportation environment and thereby to improve pedestrian safety as well as balancing vehicular and non-vehicular needs.

The Emery Village TMP satisfied the first two phases (Phase 1 and 2) of the five-phase Class EA process in accordance with the guidelines of Municipal Engineers Association (MEA) Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2014). The City initiated this study to complete Class Environmental Assessment Study for Emery Village New Road 2A.

It was recommended in the Emery Village Transportation Master Plan that a Project Specific Schedule ‘B’ Environmental Assessment (EA) be undertaken for the Emery Village New Road 2A, to examine various alternative alignment options for the roadway and to minimize impacts to the Emery Yard and other adjacent developments.

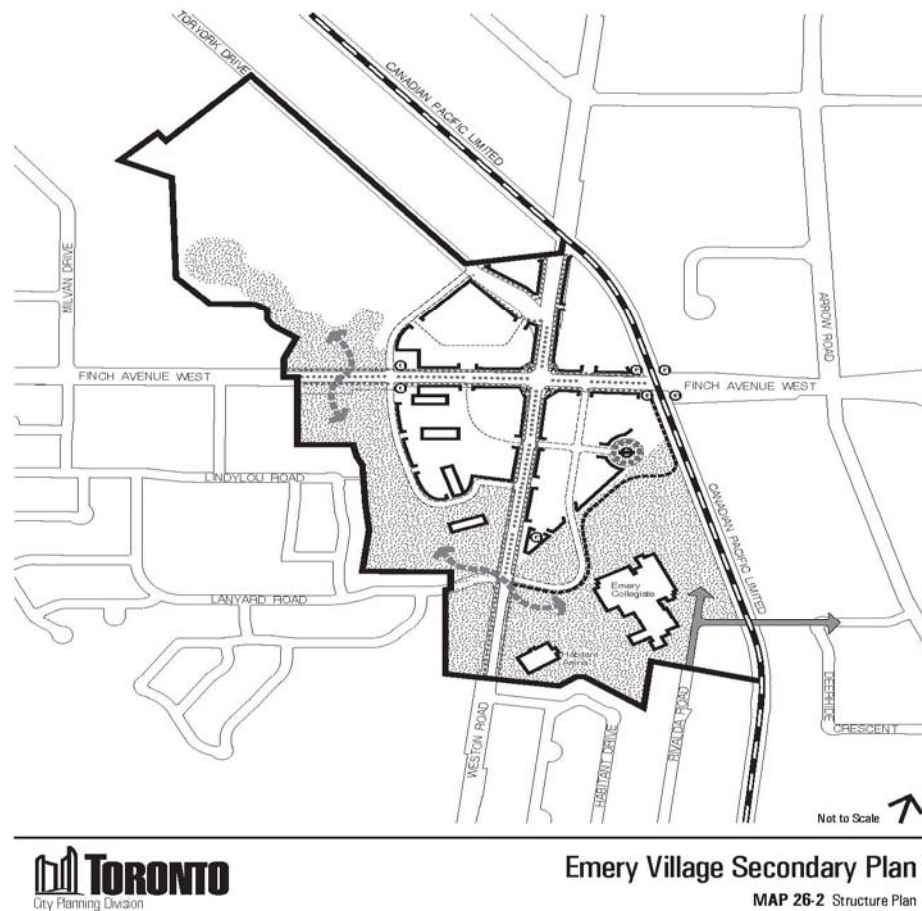
During the course of the Environmental Assessment however, it was determined that the preliminary construction cost estimate for Emery Village New Road 2A would be in excess Municipal Class EA cost limit for Schedule ‘B’ projects (\$2.4 million). As a result of this, the City took the decision to change the status of the project from a Schedule ‘B’ to a Schedule ‘C’ EA. This change resulted in additional tasks including an additional Public Information Centre and public notification.

1.2 Background Reports

There are many reports and plans currently in place that help to provide a framework for this study. Some of these reports are summarized in the following sections.

1.2.1 Emery Village Secondary Plan

In 2002, the City Council approved the Emery Village Secondary Plan (EVSP) that included a recommendation to construct a new link road connecting Toryork Drive, Finch Avenue West and Weston Road as shown in **Figure 1-1** below.



(Source: Emery Village Secondary Plan, 2002)

Figure 1-1 Emery Village Secondary Plan

The goal of the EVSP was to provide for mixed use development in the area and encourage a “village-like” oriented pattern of development. The primary emphasis is on the development of commercial and residential uses to achieve a defined and improved streetscape, provide a connected street system for vehicles, bicycles and pedestrians and ultimately reduce automobile dependency.

The EVSP policies provide guidance to the development of the area and implementation of infrastructure. Specifically, the Goal of the EVSP is to *"....provide a framework for development that encourages a village-like, street oriented, mixed-use pattern of development that promotes transit, pedestrian use, cycling and improvement to the area's streetscape and significant open space system."* The objectives for the Plan go on to direct initiatives within the study area to *"reurbanize the Emery Village community by facilitating new mixed-use development on an incremental basis consistent with the capacity of existing or planned infrastructure (2.2a) and create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependence and meets the needs of the local community. (2.2b)"*

The plan also includes the following built form principle: *"Buildings should be sited and organized at-grade to enhance and support streets, opens space and pedestrian routes. Grade-related retail and service commercial uses, street oriented residential units and entrance lobbies are encouraged in these building faces to provide for safe, animated streets and opens space. Building entrances are to be located on road frontages, visible and accessible from the public or common use sidewalk. (4.2b) while the plan also states that new roads must".... balance vehicular and pedestrian needs". (9.2a)*

1.2.2 City of Toronto Official Plan

In 2006 the Official Plan of the City was approved by Council. The Official Plan of the City states that "In a mature city like Toronto, the emphasis has to be on using the available road space more efficiently to move people instead of vehicles and on looking at how the demand for vehicle travel can be reduced in the first place." The overall aim of the City is to "provide the widest range of sustainable transportation options that are seamlessly linked, safe, convenient, affordable, and economically competitive" (pg. 2-26).

The Finch Avenue West and Weston Road intersection is defined as an Avenue on Map 2 of the Official Plan. Avenue policies include investment actions that "make the area attractive for residents and businesses including:

- i. Streetscape improvements.
- ii. Transportation improvements such as transit priority measures, improved connections to rapid transit stations and bikeways.
- iii. Parks and open space and community services and facilities".

In section 2.2 of the Official Plan, Policy 3 states that *"The City's transportation network will be maintained and developed to support the growth management objectives of this Plan by: a) protecting and developing the network of rights-of-way shown on Map 3 and Schedules 1 and 2 ..." and "b) acquiring lands beyond the right-of-way widths shown on Map 3 and Schedule 1 to accommodate necessary features such as embankments, grade separation, additional pavement or sidewalk widths at intersections, transit facilities or to improve visibility in certain locations. The conveyance of land for such widenings may be required for nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, and condominium or site plan approvals".*

The Emery Village Secondary Plan was subsequently revised as part of the New Official Plan, approved by City Council in June 2006.

1.2.3 Emery Village Transportation Master Plan

In 2009, The City undertook a Transportation Master Plan study for the EVSP area. The objective of Emery Village TMP was to develop a plan that recommended the transportation infrastructure solution and implementation plan required to support development in Emery Village.

The infrastructure identified in the EVSP and the potential infrastructure modifications / improvements that City Council authorized staff to investigate were carefully examined through this study. The study also considered the impacts of development in the vicinity of Emery Village. The final recommended plan developed through the TMP is presented in **Figure 1-2**.

This study provided a need and feasibility assessment of alternative transportation connections identified in the EVSP and City Council report. It was undertaken with formal public consultation in accordance with Phases 1 and 2 of the Class EA process. The recommendations from this study confirmed the needs and justification for a new road connection between Toryork Drive, Finch Avenue West called Emery Village New Road 2A.

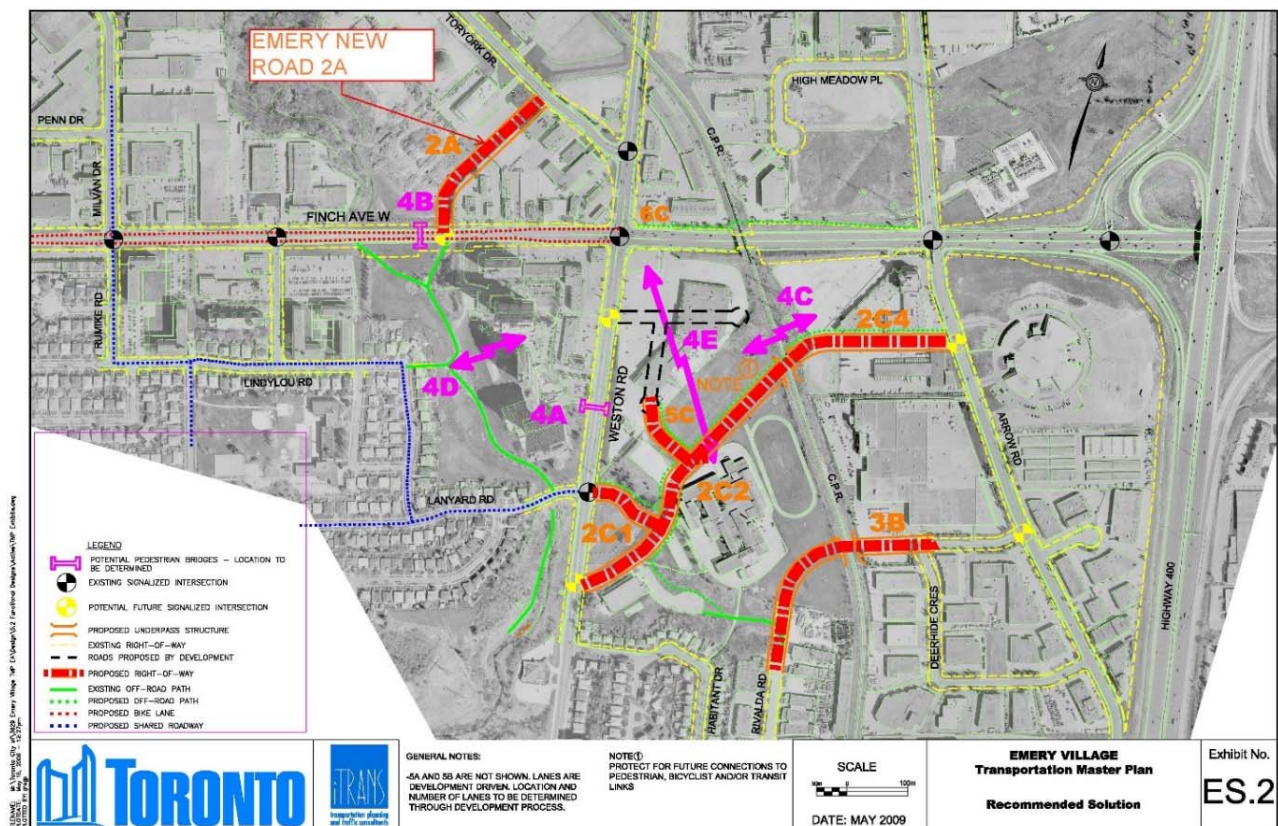


Figure 1-2 Emery Village TMP Recommended Solution
(Source: Emery Village TMP, 2009)

1.2.4 Etobicoke-Finch West Light Rail Transit (LRT) Transit Project Assessment Process (TPAP)

In 2010, Toronto Transit Commission (TTC) and the City undertook a Transit Project Assessment Process (TPAP) study for the 17 km long Etobicoke-Finch West Light Rail Transit (EFWLRT) corridor study recommended that bus services along the Finch Avenue West corridor be replaced by Light Rail Transit with electrically powered “light rail” vehicles operating in a dedicated right-of-way in the center of the street.

The study proposed that the Finch LRT line would be located in the middle of the corridor on a raised median (150 mm high). This would separate the LRT from general traffic between traffic signals. A typical midblock cross section for the Finch LRT is presented below in **Figure 1-3**. At intersections, the track will be constructed at the same elevation as the crossing roadway. The Light rail vehicles (LRVs) will operate on track embedded in street pavement.



Figure 1-3 Finch LRT Typical Midblock Cross Section
(Source: Etobicoke-Finch LRT TPAP, 2010)

The study proposed that left turns and U-turns will be permitted only at signalized intersections. Unsignalized movements across the LRT tracks will not be possible. Left turn access as a result of “right-in / right-out” driveways and side streets will be provided by U-turn opportunities at the next downstream signalized intersection, effectively continuing equivalent movements and access.

1.2.5 Proposed Park South and West of Emery Yard at 27-75 Toryork Drive – Remedial Action Plan (RAP) (2016)

The City recently completed Phase I and Phase II Environmental Site Assessments at the area adjacent to Emery Creek (north of Finch Avenue and the Lindy Lou Park) in order to investigate the environmental quality of soil, groundwater, and sediment of lands where the City is proposing to establish a new public park. The study included collection soil and groundwater samples from within portions of the former “Emery landfill”, located northwest of Finch Avenue / Weston Road.

In summary, the study found that the soil at the former landfill site is contaminated with metals, inorganics, polyaromatics hydrocarbons (PAHs) and petroleum hydrocarbons (PHCs) in concentrations that exceed the Ministry of the Environment and Climate Change (MOECC) standards. Sediment samples extracted from Emery Creek were also found to exceed MOECC standards for metals and inorganics. However, the groundwater was found to be within MOECC standards.

The study also investigated methane gas, but found that none was detected at the time of the study. However, it should be noted that in spring conditions when the groundwater is elevated, methane concentrations may be in excess of the lower explosion limits (as was evident in a 2009 report by Golder).

As such, any development at the site will need to consider the potential accumulation of explosive levels of methane gas and appropriate mitigating measures.

For remedial measures, the study noted that the old landfill area will require that a Record of Site Condition (RSC) is completed and submitted to the MOECC prior to opening the park. As the former landfill is deep below the surface (approximately 15 m), complete removal of the contaminated soil is cost prohibitive and thus unrealistic. As such, the RAP recommends a Risk Assessment, risk management measures and capping approach subject to the approval of MOECC approval. Additionally, further investigation would be required to fully delineate all contaminants and access previously inaccessible areas.

The complete RAP report can be found in Geotechnical Report in **Appendix D**.

1.3 Study Area

The Emery Village New Road 2A Class EA study area focuses on the area bounded by Emery Creek, Toryork Drive, Weston Road and Finch Avenue West as shown in **Figure 1-4**. The Emery Village TMP study area, on which the Emery Village New Road 2A is based, was bounded by Finch Avenue West, Weston Road, Lindy Lou Park, Habbant Park and the Hydro corridor.

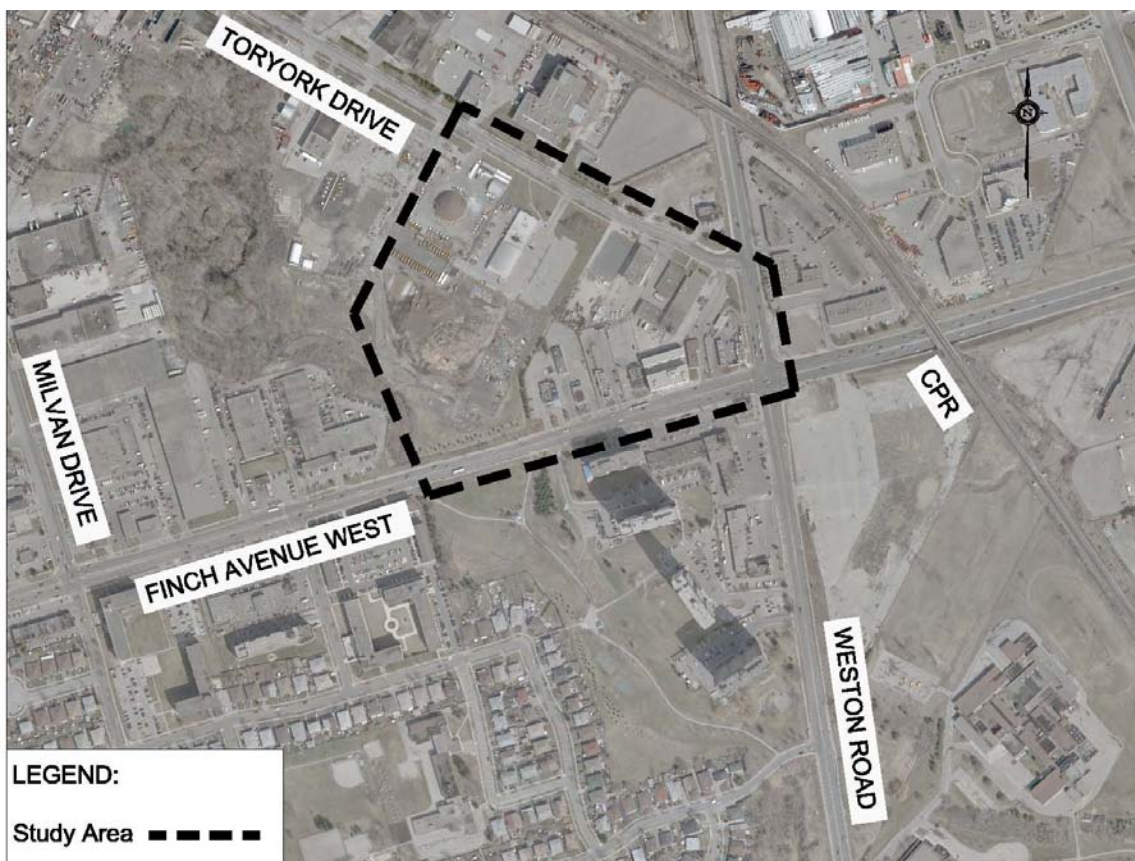


Figure 1-4 Emery Village New Road 2A Study Area

The area predominantly contains a mix of employment and commercial land uses. There are residential land uses to the south of Finch Avenue West.

1.4 Study Team Organization

The City retained Cole Engineering to undertake a Municipal Class Environmental Assessment for the planned Emery Village New Road 2A. The process was initiated in June of 2011. The Project Team is comprised of representatives from the City and Cole Engineering. Over the course of the study, the City's project managers have included Marilia Cimini, Uwe Mader, and Edward Presta, while Ray Bacquie, Henry Lo, Brid Ne Leidhin, Rory O'Sullivan, Jamshaid Muzaffar and Jamie Diamond managed the consultant team.

The Emery Village New Road 2A Environmental Assessment has built on the work previously completed as part of the Emery Village TMP. To address the various disciplines required as part of the MCEA process, the Emery Village New Road 2A EA has relied on reports prepared by sub consultants for the Emery Village TMP. These reports included a Stage 1 Archaeological Assessment Report and a Built Heritage Resources and Cultural Heritage Landscapes Assessment Report prepared by ASI Inc. A Natural Heritage Report prepared by LGL Limited and a Socio-Economic Inventory Report prepared by Urban Strategies Inc. During the course of the Environmental Assessment the City also retained the services of Coffey Geotechnics Inc. to complete a preliminary geotechnical investigation report. Cole Engineering was responsible for the Traffic Analysis, Transportation Design and overall coordination the project.

The Project Team had formal meetings at various stages during the study, to review project data, alternative solutions, alternative design concepts, evaluation criteria and recommendations, public and agency input, Public Information Centre (PIC) presentation material, and other technical issues.

To supplement the guidance and direction provided by the Project Team, details of the study were presented to and reviewed by a Technical Advisory Committee (TAC). In addition to the Project Team members noted above, the Technical Advisory Committee was comprised of the following people:

City of Toronto Project Team and Technical Advisory Committee:

- Edward Presta, City Project Manager, (Transportation Services);
- Marilia Cimini, Infrastructure Planning (Transportation Services);
- Uwe Mader, Infrastructure Planning (Transportation Services);
- Lou Moretto, Manager (City Planning);
- Maogosha Pyjor, Public Consultation (Policy, Planning, Finance, and Administration);
- Kate Nelischer, Public Consultation (Policy, Planning, Finance, and Administration);
- Bruce McPherson (Engineering and Construction Services);
- Lou Ciardulo, Manager (Solid Waste);
- Jim Gough (MMM Group);
- Jeffrey Dea, Infrastructure Planning (Transportation Services);
- Gregory Byrne, Community Planning (City Planning);
- Emilia Floro, Urban Design (City Planning);
- Joseph Mariconda, Traffic Planning/ROW (Transportation Services);
- Bruce Clayton, Manager, Traffic Operations (Transportation Services);
- Les Arishenkoff, Policy and Program Development (Water Infrastructure Management);
- Steve Matsumoto, Urban Forestry (Parks, Forestry & Recreation);

- Peter Dmytrasz, Urban Forestry (Parks, Forestry & Recreation);
- Edmund Tralla, Emery Yards Representative (Parks, Forestry and Recreation);
- Nick Garisto, Planning, Design and Development (Parks, Forestry and Recreation);
- Tasse Karakolis, Manager, Planning and Portfolio Planning (Real Estate Services);
- SoMei Quan, Development and Portfolio Planning (Real Estate Services);
- Derek Sawyer, Process Operations (Solid Waste Management);
- Penelope Palmer, Planning and Programming (Technical Services);
- Richard Beck, Transportation Planning (City Planning); and,
- Mary-Anne George, Toronto Transit Commission (TTC).

2 Study Approach

2.1 The Environmental Assessment Act of Ontario

The provincial Environmental Assessment Act (EA Act) identifies two (2) types of environmental assessment and approval processes:

- Individual EA's are large complex projects with extensive potential for environmental impacts for which a Terms of Reference and an individual environmental assessment are carried out and submitted to the Ministry of the Environment for approval.

Class EA's that includes projects which are approved subject to compliance with an approved class EA process. Projects proceed provided that this approval process is followed and the proponent has complied with the EA Act requirements.

2.2 The Municipal Class Environmental Assessment Process

A Municipal Class EA is described as an approved planning process for an undertaking project that must be followed in order to meet the requirements of the provincial Environmental Assessment Act. Since environmental impacts vary from project to project, Class EA projects are classified in terms of the following schedules:

- **Schedule A** – Normal or emergency operational and maintenance activities with minimal environmental effects, and so are pre-approved;
- **Schedule A+** – Also pre-approved but requiring public notice prior to construction;
- **Schedule B** – Improvements and minor expansions to existing facilities with potential for some adverse environmental impacts, and so requires a screening process including consultation prior to construction; and;
- **Schedule C** – Construction of new facilities and major expansion of existing facilities that must proceed through the Class Environmental Assessment planning process.

The proponent of this study is the City. The City has conducted this EA study as a Schedule “C” project because this project includes “Construction of new roads or other linear paved facilities (e.g. HOV lanes), and expected to cost more than \$2.4 million to construct.”

The Municipal Class EA process, as shown in **Figure 2-1**, involves the following five mandatory phases:

- Phase 1 – Identify the Problem or Opportunity;
- Phase 2 – Identify alternative solutions to address the problem or opportunity;
- Phase 3 – Examine alternative methods of implementing the preferred solution;
- Phase 4 – Document, in the Environmental Study Report (ESR), a summary of the rationale and planning; and,
- Phase 5 – Implement, design, and construction process of the project with contract drawings and tender documents.

The Emery Village TMP was carried out in accordance with the planning and design process as outlined in the *Municipal Class Environmental Assessment* document (June 2000, as amended in 2007 and 2011) and addressed Phase 1 and Phase 2 requirements of the Municipal Class EA Process. This study is undertaking Phases 3 and 4 of the Class Environmental Assessment including the preparation of a Class EA document (i.e. Environmental Study Report).

The approved Class EA document establishes a streamlined planning process for proponents to follow in order to fulfill the requirements of the EA Act for approval of a project within the class of undertakings. This is a self-assessment, proponent-driven process where the proponent of a project is responsible for meeting the requirements in the Class EA prior to implementing a project.

The Class EA approach allows for evaluation of the environmental effects of alternatives to an undertaking and alternative methods of carrying out a project, includes mandatory public consultation requirements, and expedites the environmental assessment of smaller recurring projects (e.g., road widening / upgrading).

The ESR will be filed for a minimum of a 30-day period for public review. If concerns are raised and cannot be resolved through discussion with the proponent of the project during the Class EA process period, the public and agencies can write to the Minister of the Environment for a “Part II Order” request, which will be described in detail in **Section 2.3**.

2.3 Part II Orders

A common feature of Class EA documents is a provision which enables any individual, group or agency that has significant environmental concerns with a project to write to the Minister of the Environment and Climate Change requesting that the project be required to comply with Part II of the EA Act, and be conducted as an Individual EA.

All Part II Order requests are reviewed by the MOECC's Environmental Approvals Branch (EAB). MOE Staff will likely consult with the requester(s), the proponent, and any other agency or group potentially affected by the Minister's decision. Information will be summarized by MOECC staff and a recommendation is made to the Minister, who is ultimately responsible for a decision. Evaluation criteria for Part II Order undertaking differs from other undertakings in the class to which the Class EA applies, the significance of these factors and differences, the nature of concerns raised by the requester(s), and the benefits of carrying out an Individual EA. MOECC Staff will also evaluate the applicability and effectiveness of other legislation and decision-making processes to address the concerns of the requester(s).

The EAB has 45 days to review a Part II Order request and prepare a report for the Minister's or delegate's consideration. There is no time limit on making this decision, and the Minister has four options for a decision on a Part II Order request:

- Deny the request;
- Deny the request with conditions;
- Refer to mediation; and,
- Grant the request and require the proponent to undergo an Individual EA.

EXHIBIT A.2**MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS**

NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA

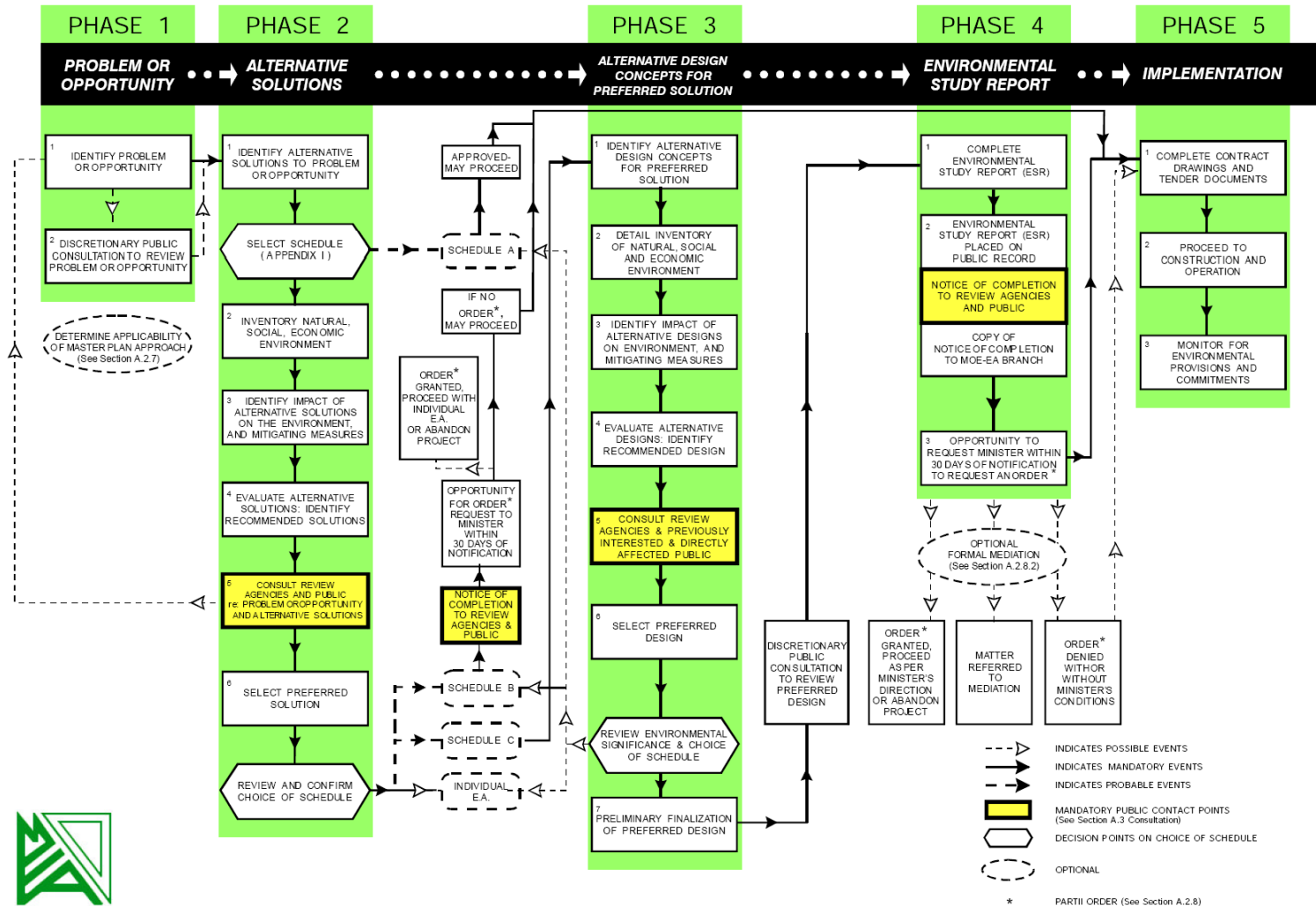


Figure 2-1 Municipal Class Environmental Assessment Process

(Source: Municipal Class Environmental Assessment Document, 2011)

2.4 Study Objectives

To ensure that the purpose and objectives of this project are met, and that the conclusions and recommendations resulting from the study reflect the requirements and requests of the City, local stakeholders, public and affected agencies, the study was conducted in accordance with the MCEA process. As a result, the following tasks were conducted:

- Identify the need/justification for the study;
- Identify the archeological and heritage constraints;
- Identify the existing and future traffic requirements;
- Identify the natural heritage system constraints;
- Identify the socio-economic conditions;
- Engage with the public regarding the existing conditions review, problem statement and alternative solution proposals;
- Identify the alternative solutions;
- Review of the alternative solutions with regards to the identified constraints and requirements;
- Select a preferred alternative solution;
- Engage with the public regarding the selection of a preferred alternative design;
- Select a preferred alternative design; and,
- Identify potential measures required to mitigate the anticipated impact of the preferred design.

2.5 Internal, Agency and Public Consultation

Input on the Emery Village New Road 2A EA project was sought from all City departments, agency stakeholders, and the public and private landowner's. A complete listing of contacted agencies, organizations, utilities, and interest groups, and copies of the letters/notices are included in **Appendix A**.

Consultation with Agency Stakeholders

A list of agency stakeholders and utility companies was prepared at the project initiation by the City. The opportunity for these parties to participate in the project was provided through the distribution of introductory letters, as well as the occasional invitation to TAC meetings. The following agencies were consulted:

Federal and Provincial Agencies:

Ministry of Citizenship, Culture, Sport & Recreation
Ministry of Culture
Ministry of Education
Ministry of the Environment
Environment Canada, Great Lakes and Corporate Affairs
Ministry of Municipal Affairs and Housing

Ministry of Natural Resources
Ministry of Public Safety & Security
Ministry of Transportation
Ontario Secretariat for Aboriginal Affairs
Indian and Northern Affairs Canada
Metrolinx

City of Toronto Departments:

Toronto Cycling Committee
Toronto Pedestrian Committee
Toronto Transit Commission (TTC)
Toronto Police Service
Toronto Fire Service

Conservation Authority:

Toronto and Region Conservation Authority

Local Groups / Stakeholders:

Toronto District School Board
Toronto Catholic District School Board
Conseil Scolaire de district du Centre Sud-Ouest
Conseil Scolaire de district Catholique Centre-Sud

Councillor Giorgio Mammoliti
Emery Village Business Improvement Area
Daystrom Emery Community Association
Humber Summit Ratepayers Association
York West Ratepayers Association

First Nations:

Mississaugas of the New Credit First Nation

Utilities:

CN Rail
CP Rail
Enbridge Gas Distribution Inc.
Enbridge Pipeline Inc.
Hydro One Networks Inc. Network Services
Trans-Northern Pipe Line

Bell Canada
Rogers Cable Systems
Sarnia Products Pipe Line
Sun-Canadian Pipe Line Company Ltd.
Toronto Hydro

Consultation with Public

The Emery Village New Road 2A EA is building on the work previously completed during the Emery Village TMP (**Appendix E**). Throughout both studies, the public has had the opportunity to make comments, identify issues and provide additional information. The comments provided by the public have broadened the information base and facilitated decision making in the process. A summary of the public contact points during the course of the studies is provided below.

Emery Village TMP

- Notification of Study Commencement.
- Notification of PIC #1.
- Public Information Centre #1.

Emery Village New Road 2A EA

- Notification of PIC #2.
- Public Information Centre #2.
- Notice of Study Completion.

The consultation program summarized in the following sections has been designed to comply with the requirements of the Municipal Class Environmental Assessment for a Schedule “C” project. Agencies and the public were invited to contact the study team directly with their questions and concerns. A mailing list was developed and maintained during the study process. The City was responsible for mailings and delivery to the agencies, residents, utilities, First Nations communities and local businesses.

Notice of Public Information Centre Number 1 – A letter and / or notice of the Emery Village TMP Public Information Centre (PIC) was sent to residents, businesses, utilities, First Nations representatives, and agencies on February 21, 2007 and advertised in the North York Mirror on February 23 and March 2, 2007. The notice was also placed on the City’s Website.

Public Information Centre Number 1 – PIC 1 was held at the Carmine Stefano Community Centre (formerly Humber Sheppard Community Centre), 3100 Weston Road, in the City. The format of the meeting was an informal drop-in center with display panels from 6:30pm – 7pm, a presentation at 7pm, followed by a question and answer period. The PIC continued until 9pm, which provided participants the opportunity to further discuss the project with the study team.

The purpose of the Open House was to:

- Present an overview and background of the Emery Village Master Plan study;
- Present the short list of proposed options;
- Present evaluation criteria for the proposed options; and,
- Outline next steps for the project.

PIC 1 was highly attended by the public, with a total of 84 participants signing in. Following the Notice of Commencement and PIC1, seven comments were received from members of the public. These are provided in **Appendix B**.

Notice of Public Information Centre Number 2 – A letter and / or notice of the second Public Information Centre (PIC) was sent to residents, businesses, utilities, First Nations representatives, and agencies on July 10, 2015 and advertised in the North York Mirror in July 17, 2015 and July 23, 2015. The notice was also placed on the City's website.

Public Information Centre Number 2 – PIC 2 was held at the Carmine Stefano Community Centre, 3100 Weston Road, in the City. The format of the meeting was an informal drop-in center with display panels from 5pm - 7pm. Project staff were available to engage in discussions, answer questions, and receive comments.

PIC 2 was lightly attended by the public, with a total of 14 participants signing in. Most participants shared their comments with staff in conversation. The study team also received three comments by phone or email.

Those who engaged in the open house and submitted comments were generally pleased with the options presented, as well as the proposed evaluation criteria. However, some participants identified potential challenges with the preliminary preferred alternative. There were concerns that building a new road on private property could negatively impact the land owners. Additionally, there were concerns over the possibility of a new signalized intersection at Finch Avenue West and New Road 2A causing further traffic congestion along Finch Avenue West due to the proximity to the existing signalized intersection at Finch Avenue West and Weston Road.

Most participants agreed that a solution was needed to address the traffic congestion in the area, and particularly the heavy vehicle congestion. A full summary of all comments received are provided in **Appendix B**.

Notice of Study Completion – A letter and / or notice of study completion will be sent to residents, businesses, utilities, First Nations representatives, and agencies upon approval of the study staff report and completion of the ESR, which is expected in the fall 2016 and will be advertised in the North York Mirror in November 2016. The notice of study completion will also be placed on the City's website.

Consultation with Land Owners

The preliminary preferred alignment for Emery Village New Road 2A (Option 1) runs primarily through Emery Yard, owned and operated by the City. However, minor impacts to the frontage of private properties is anticipated, affecting three (3) land owners.

Letters and emails outlining the preliminary preferred alignment and possible property impacts have been sent to land owners, inviting them to schedule independent meetings to discuss the potential impacts to their properties.

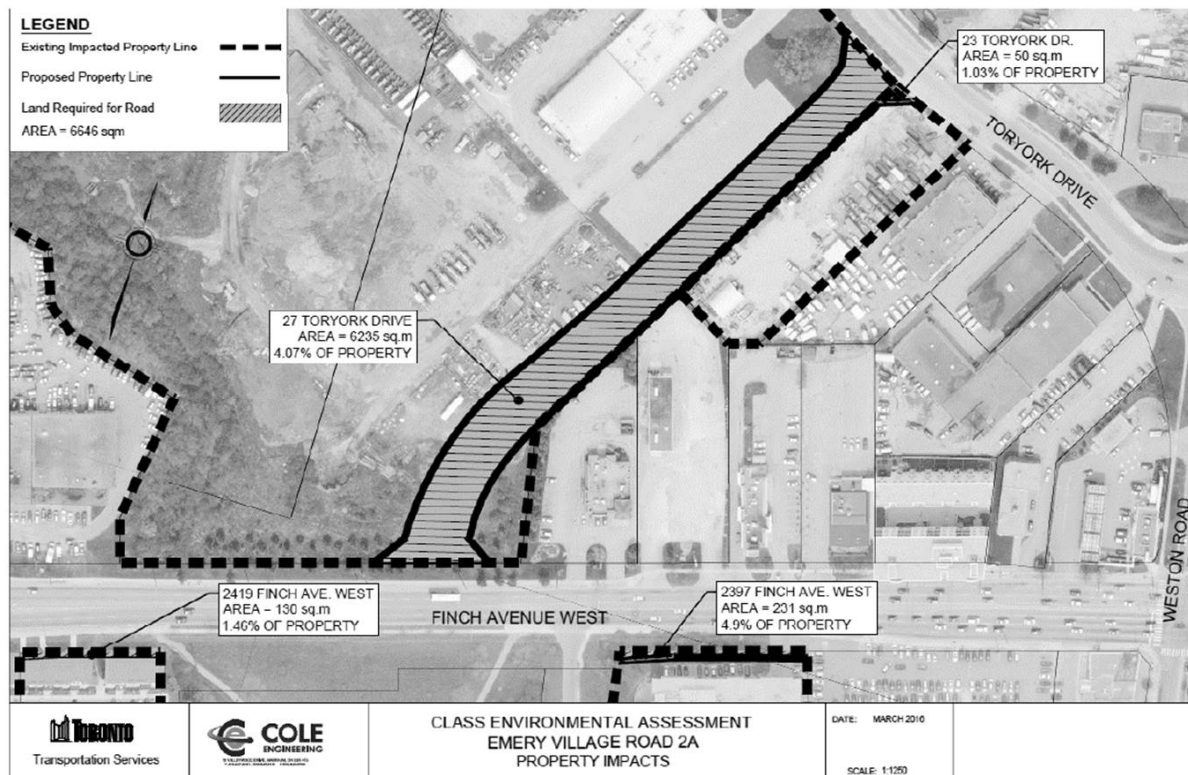


Figure 2-2 Emery Village New Road 2a Property Impacts

The owners of the following properties have been directly consulted:

- 23 Toryork Drive;
- 27 Toryork Road;
- 2397 Finch Avenue West; and,
- 2417 - 2433 Finch Avenue West.

Land owners are open to engaging in further conversations with the City about the future of their properties.