

North York Centre South Service Road
Municipal Class Environmental Assessment Addendum

Changes to Doris Avenue, Bonnington Place, & Tradewind Avenue

Frequently Asked Questions

October 3, 2013

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For more information, please visit the study web page:

toronto.ca/involved/projects/nyc-south-road

Background

1. What is an Environmental Assessment Addendum?

An Environmental Assessment (EA) study is required prior to construction of all municipal infrastructure (such as roads, watermains and bridges). The EA includes an evaluation of alternative solutions and provides opportunities for public input. The process and results are documented in an Environmental Study Report (ESR). An EA Addendum is an update to the original EA study. An Addendum is carried out after an EA study has been completed if a long period has passed without implementation, if conditions change significantly, or if there are other reasons for major changes to the EA-approved design.

2. Why isn't the Service Road being constructed based on the recommendations of the 1998 Environmental Study Report?

The original plan had significant impacts on private property and associated costs. The current EA Addendum will examine multiple alternatives to determine whether the objective of the Service Road can be achieved with fewer impacts.

3. Why are we suddenly doing this study now, when it has been dormant for so many years?

The Service Road was approved as part of the North York Centre Secondary Plan (2006) based on a previous Environmental Assessment (EA) completed in 1996 (and modified via an EA Addendum in 1998).

While the Service Road has been approved for many years, the approach taken has been to build it incrementally, since its route goes through developed areas and requires property and other changes to the road network.

It has been some time since the last EA Addendum, and since then there has been much new development in the area. The segment of Service Road south of Sheppard Avenue continues to have questions about its configuration and cost, which have hampered the City's ability to proceed with its implementation. This latest study is intended to look at alternative alignments to determine whether an effective service road can be built with fewer property and community impacts.

Basics

4. How long will the Study take? When might construction start?

The Study is expected to be completed by mid-2014.

The timing of construction, should any be recommended through this EA Addendum, will depend on the cost and time required for property acquisition, as well as the City's budget process. It will also depend on how easy the recommended plan is to implement. Construction timing can therefore not be defined at this point.

5. Is this just another study? Will it really get built?

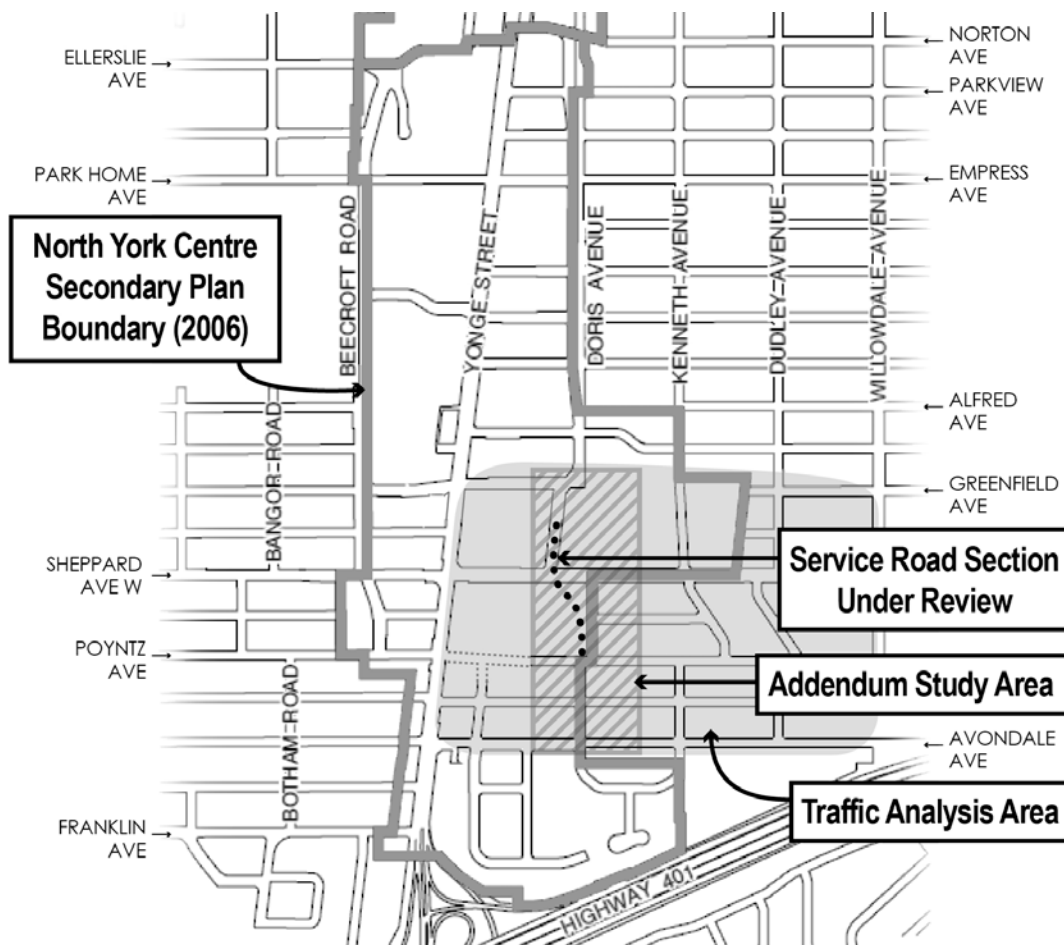
As this EA Addendum approaches completion, we will be asking City Council for authorization to file the final report for public review and comment. If Council gives their authorization and if the public review process does not yield any outstanding issues, the study will be completed.

It is Transportation Services' intent to implement the outcomes of the completed study, pending necessary budget approvals.

6. What is the area being studied?

The **Study Area** immediately surrounds Doris Avenue, Bonnington Place, and Tradewind Avenue from north of Sheppard Avenue to Avondale Avenue.

The **Traffic Analysis Area** is somewhat larger, extending from approximately Greenfield Avenue to Avondale Avenue/Highway 401 and Yonge Street to Willowdale Avenue.



7. What is the purpose of the Service Road and why do we need to complete it?

Completion of the Service Road will link Doris Avenue with Tradewind Avenue, improving mobility and access, relieving congestion on existing Tradewind Avenue and Bonnington Place as well as alternative routes, and improving cyclist and pedestrian mobility and safety. It will also support current and future residential growth while buffering the established residential area to the east from traffic related to North York Centre.

The Service Road is a part of the road network serving the North York Centre. This project is an important next step in achieving the goals of the Official Plan, and is part of the North York Centre Secondary Plan.

8. What is the cost of this study?

The consultant assignment for the EA Addendum study has an upset limit of \$242,500. The cost of the City and agency staff contributions of time to the study are not quantified.

Impacts and Opportunities

9. Will this project provide any new parking?

This study will consider the impacts of any proposed roadway changes to the supply of on-street parking. Increasing the supply of on-street parking is not a study objective.

10. Will the Service Road include bike lanes?

The potential inclusion of bike lanes is being examined as part of the current study..

11. Will the acquisition of private property be required to complete the Service Road?

We are looking at a range of potential solutions. While some options do avoid any changes to private property, most of the options would require the use of some property..

Minimizing direct and indirect impacts to private properties is a main consideration that will be balanced against other criteria, such as efficient traffic flow and the safety of all road users.

12. Will trees and/or green space be lost or gained in completing the Service Road?

The minimization of negative impacts on vegetation is one of the factors used to evaluate alternatives. Implementation of the Service Road is expected to include green boulevard space, and will comply with the City's tree replacement policy should removal of trees be required.

13. Will any of the alternatives impact the park on the school board property (north east of Sheppard and Doris)?

Some of the options being explored would impact this open space. We are studying ways to avoid, minimize, or mitigate this impact should one of those options be recommended.

14. Will any of the alternatives have an impact on traffic on my street?

Completion of the Service Road is intended to make better use of the existing road network, and to provide motorists with more alternate routes for access to and from the community. The traffic analysis will consider local traffic impacts to ensure that changes in traffic patterns do not place an undue burden on any existing street.

15. I live next to the study area. How might the construction of the Service Road impact me?

Construction is likely several years off. You will be notified in writing in advance of any road closures, rerouting, or changes to access or parking.

Public and Stakeholder Consultation

16. How will the local community be engaged in this study?

The study team will be carrying out a range of public and stakeholder communication activities:

- Letters are being mailed in fall 2013 to all property owners within the Study Area
- Public event notices will be published (expected in early 2014)
- Flyers distributed by Canada Post to all mail boxes in the Traffic Analysis Area
- Advertisements in the North York Mirror newspaper
- Information on the City of Toronto website
- Study team members are reaching out to condominium corporations and resident associations

The City may take up additional communication activities as opportunities arise.

17. How can I learn more? Who can I contact if I have comments or questions regarding this study?

Public consultation is an important part of this study. You are invited to learn more and to share your insights and opinions at any time. You can send your questions, comments and request to be added to the project mailing list by contacting us using the information below.

We also invite you to attend a public consultation event, which is expected to be held in early 2014.

Visit the study web page:

www.toronto.ca/involved/projects/nyc-south-road

Contact:

Jason Diceman
Public Consultation Unit
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, ON M5V 3C6

Tel: 416-338-2830
Fax: 416-392-2974
TTY: 416-397-0831
Email: jdicema@toronto.ca

Related Projects

18. What is the relationship of this study to the 49 Sheppard Avenue development proposal?

The 49 Sheppard Avenue development proposal and Service Road EA Addendum are separate issues, and each will follow its own process. The former will follow the rezoning process, and the latter will follow the EA process. However, no final decision will be made on the development application until the EA process is complete, since the previous approved alignment of the Service Road includes these lands.

19. Will this Service Road improve access to the 401? Are there other plans to improve access to the 401?

There is a separate study being conducted in the area of the Yonge-Highway 401 interchange. It is looking at alternatives to improve access for all road users in this location, and is expected to begin the EA process in the near future.

A list of links to other related projects is available at the bottom of the study web page:

www.toronto.ca/involved/projects/nyc-south-road