TORONTO

LIBERTY NEW STREET

Municipal Class Environmental Assessment

July 2016

LEA

EXECUTIVE SUMMARY

Background

The City of Toronto Front Street Extension 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 2-lane local street connection within Liberty neighbourhood between Dufferin Street and Strachan Avenue. In 2005, a hold was placed on the project and the 4-lane extension of Front Street was subsequently deleted from "Schedule 2: The Designation of Planned but Unbuilt Roads" within the City of Toronto Official Plan in 2009.

The City of Toronto Planning and Growth Management Committee recommended staff to undertake an Environmental Assessment to secure planning approvals for the design and implementation of the east-west local street within Liberty neighbourhood. In January 2009, City of Toronto Council approved the recommendations and directed the commencement of the study, which became the current Municipal Class Environmental Assessment (MCEA). The current study was initiated in October 2010 and the formal commencement of the Environmental Assessment Study process began in June, 2011. Developed through the five-phase MCEA Planning and Design process, the recommended improvements are based on developing a road connection that improves the network connectivity of the study area.

Alternative Solutions and Recommended Design

Based on identified constraints within the study area, three (3) alternative planning solutions were developed and evaluated by consulting with the public, stakeholders, external review agencies, and with the City. These three (3) alternative planning solutions include:

- Doing nothing;
- Connecting the existing sidewalks; and,
- Constructing a new east-west link using three (3) different methods. While all three (3) methods were considered to be possible solutions, the creation of a new east-west road with a multi-use path was the recommended solution.

The construction of a new east-west link along the south side of Liberty neighbourhood faces some major challenges with respect to property requirements as 95% of lands required for the new street are currently not owned by the City, while Metrolinx/GO controls 100% of the lands at the southern limit. The balance of lands on the north side is controlled by private landowners.

Private lands in the study area currently do not have development agreements to secure lands for new roads. These private lands are also encumbered by heritage features and zoning restrictions. Limited area is available to provide a potential right-of-way (ROW) for the new street between the existing buildings and rail corridor. As such, the concept of a varying ROW has been developed for the new street.

Based on the evaluation and consultations, a sub-option of the east-west link was selected as the recommended design and includes the following main features:

- A varying public right-of-way (ROW) ranging from 13.0 metres to 20.0 metres or more;
- A sidewalk on the north side with minimum width 2.1 metres;
- 3.3 metre wide traffic lanes to accommodate potential TTC bus services;
- 3.9 metre wide multi-use path on the south side; and,
- Remaining ROW area allocated to boulevard landscaping (including bioswales), and/or sidewalks where additional ROW is available.

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 ROW.

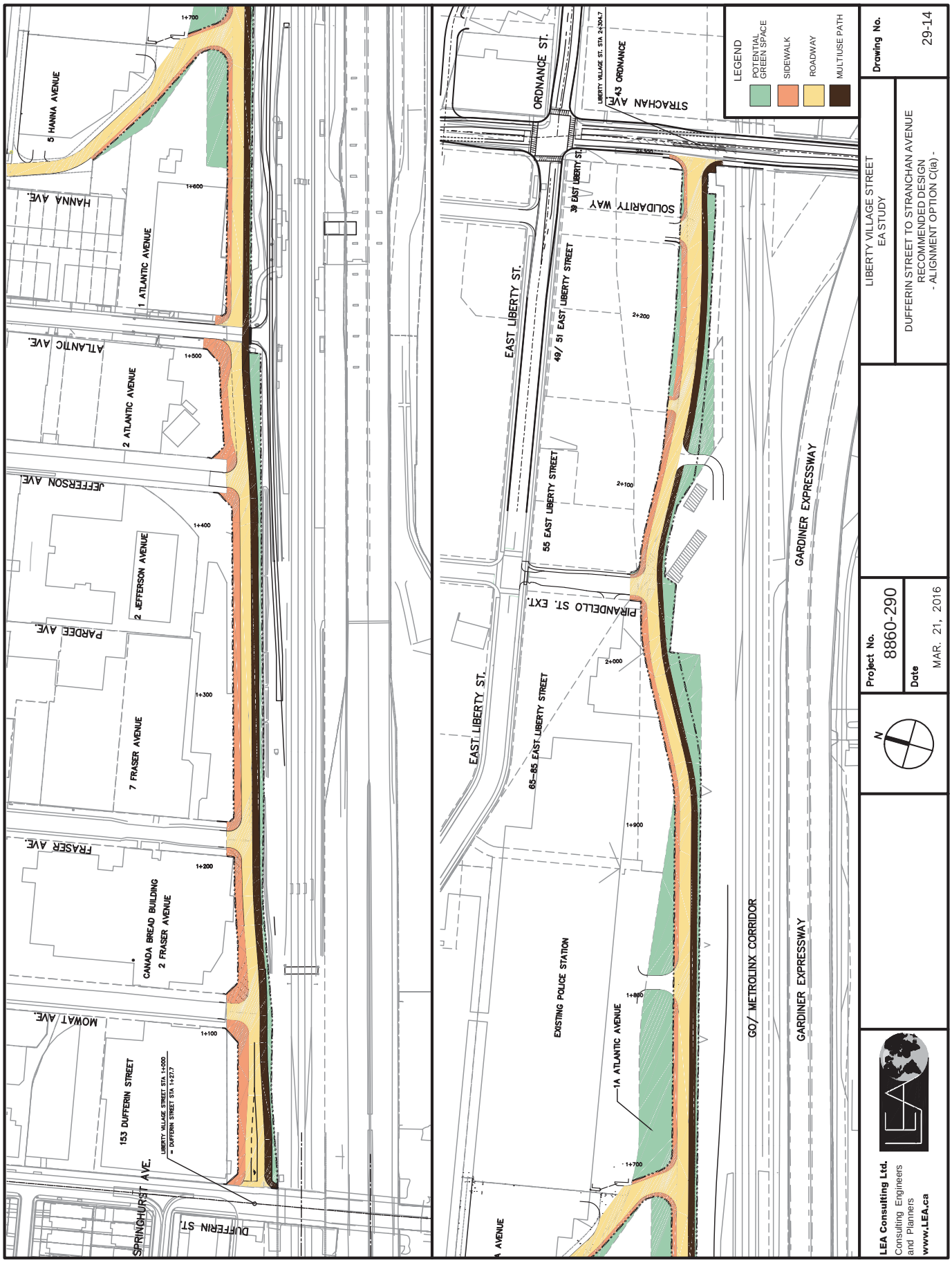

Figure E-1 Recommended Design for the Liberty New Street

Anticipated Impact, Mitigation, and Monitoring

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

Anticipated Impact	Response Mitigation Measure and Commitment to Future Work
<u>Socio-Economic Environment</u> • Nearby properties and business affected by construction activities • Part or all of 12 private properties will need to be acquired	• The City will engage the nearby businesses in the development of a reasonable construction plan and endeavour to reduce the duration and severity of construction activities. • Formal definition of the impacts on the utilities, specifically Toronto Hydro, Hydro One, Bell Canada, Enbridge Gas Distribution, TELUS, and Rogers Cable Systems will be determined in detail design. • Compensation to private property owners will be provided as part of the property acquisition process.
<u>Utilities and Infrastructure</u> • Update utilities and legal land surveys • Relocation of telecommunications tower and associated utilities near Pirandello Street within the rail corridor • Relocation/removal of existing billboard signs within the new street corridor	• In preparation of the detailed design stage, updated utilities and legal land surveys within the expected construction limits will be required. • A separate study is required to determine the detailed design and construction details of the relocation plan. • A plan will need to be developed to outline the protocol required associated with the relocation/removal of existing billboard signs.
<u>Transportation</u> • Disruption of access to/from adjacent properties during the construction of Liberty New Street at its intersection with existing north-south streets	• A traffic management plan will be developed to consider staging of the construction efforts, as determined during detailed design, to maintain access for and mitigate impacts on the adjacent properties. • Traffic Operations will monitor the operations of these intersections and make the necessary improvements to traffic lanes, intersection configurations, and signal timing to optimize traffic movements in the area. • Transportation Services monitor the level of traffic in the area through a monitoring programme including traffic counts, surveys, and evaluation of development applications. • Potential opportunity to increase economies of scale and to minimize traffic disruption through the simultaneous construction of: → The new Dufferin Street bridge and the Dufferin Street and Liberty New Street intersection; and, → Strachan Avenue bridge rehabilitation with the Strachan Avenue and Liberty New Street intersection.

Anticipated Impact	Response Mitigation Measure and Commitment to Future Work
Archaeology • Unanticipated discovery of archaeological and or human remains	• If there is an unanticipated discovery of archaeological and or human remains, the City will immediately contact the Ontario Ministry of Culture, the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ontario Ministry of Government Services, and Mississaugas of the New Credit First Nation.
Natural Environment • Minor loss of vegetation at existing vacant properties within the new street corridor	• The minor loss of vegetation is not considered to be significant. To offset the identified disruption, compensation in the form of tree plantings would be recommended to enhance the habitat of the wildlife and satisfy the requirements of the City of Toronto Urban Forestry Department.
Air Quality & Noise • Creation of dust during construction • Creation of noise during construction	• The controlling of dust and debris from unpaved areas will be done through the application of water, calcium chloride, or other means as recommended by the contractor and accepted by the City. • Construction activities will comply with the City of Toronto noise control by-law. Should exemptions to the noise by-law be required, the appropriate application should be made to City council.
Build and Cultural Heritage • Removal of heritage building and sign on top of structure	• A single built heritage resource will need to be removed from the site as it lies within the alignment of the proposed road. • Some heritage properties will experience changes due to the introduction of new elements. • Prepare Heritage Impact Assessments for affected properties. • Consider implementation of reversible alterations.
Stormwater Management • Increase in run-off volume, peak flow rates, need for water quality control, and need for stormwater storage	• Consider implementing stormwater retention measures within the landscape areas within the proposed ROW and the use of permeable pavements where possible to increase infiltration. • Include a combination of low impact development techniques such as source and conveyance controls, and end of pipe treatments (e.g. Oil-Grit Separator) to improve the quality of, and discharge flow rate for stormwater entering downstream conveyance systems such as the adjacent main trunk sewers.

Table E-1 Anticipated Impacts and Proposed Mitigation Measures

Post-Implementation Monitoring

With the implementation of Liberty New Street, the City will continue to monitor the operational conditions and make modifications as necessary. These modifications include changes such as signal timings and implementation of pedestrian-only phases.

Cost and Implementation

The recommended design construction cost is approximately $12.65 million based on preliminary estimates. This construction cost estimate excludes costs required for utility relocation, and costs associated with injurious affection or business loss as a result of proposed acquisition. Additionally, the implementation of Liberty New Street will require the acquisition of 2.149 hectares of privately owned property.

In terms of implementation, the implementation of Liberty New Street is discussed as occurring at once. However, due to challenges regarding property acquisition and timing, an implementation plan has been developed where segments of Liberty New Street are implemented in a series of phases. The phases each comprise specific segments of the new street:

Phase A is the segment of Liberty New Street from Dufferin Street to Fraser Avenue;

Phase B is the segment of Liberty New Street from Fraser Avenue to Atlantic Avenue;

Phase C is the segment of Liberty New Street from Atlantic Avenue to Pirandello Street; and,

Phase D is the segment of Liberty New Street from Pirandello Street to Strachan Avenue.

Phases A-C are to occur in sequence, while Phase D could occurr independently. Cycling connections have been considered with the phasing approach. Particularly, that prior to the complete construction of Liberty New Street, providing a cycling connection in the implementation of Phase A and B would be the preferred alternative. This would allow for the multi-use pathway on Liberty New Street to connect to potential sharrows on Atlantic Avenue, proceeding to connect to potential sharrows on Liberty Steet.

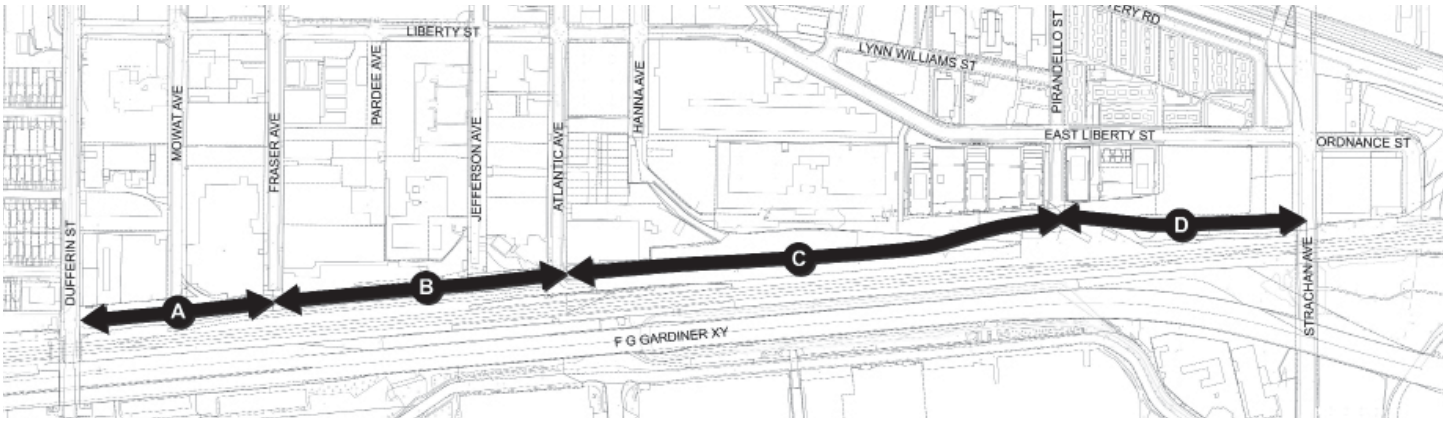

Figure E-2 Implementation Phasing

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INTRODUCTION

The City of Toronto has conducted a Municipal Class Environmental Assessment (MCEA) to evaluate viable alternatives for the design and construction of a new street on the south side of the Liberty Village that runs parallel to the Metrolinx/GO Lakeshore West Rail Corridor. The purpose of this *Environmental Study Report* (ESR) is to document the results of Phases 1 to 3 of the Schedule 'C' Municipal Class Environmental Assessment. This report documents the project needs, opportunities and justification, the process used to select a preferred alternative solution and design, and identifies the mitigation measures and future studies required to implement the recommended design.

1.1 Municipal Class Environmental Assessment Process

The study design was developed to comply with the requirements of the Municipal Class Environmental Assessment process published by the Municipal Engineers Association, which was approved by the Ministry of the Environment in October 2000, as amended in 2007 and more recently on August 17, 2011. The MCEA Planning and Design process is an approved 5-phase planning procedure, under the Ontario Environmental Assessment Act, that applies to municipal infrastructure projects. Projects undertaken through this planning process are classified by municipalities into one of four (4) schedule types, Schedule 'A', 'A+', 'B' or 'C', in accordance with their degree of anticipated environmental impact. Schedule 'C' projects have the highest potential for environmental impacts and must proceed under the full planning and documentation procedures specified in the *Municipal Class Environmental Assessment* guidelines. Since the current undertaking involves the construction of a new road that will cost over $2.2 million, it has been classified as a Schedule 'C' project. A copy of the flow chart outlining the Municipal Class EA Planning and Design Process is provided in **Figure 1-1.**

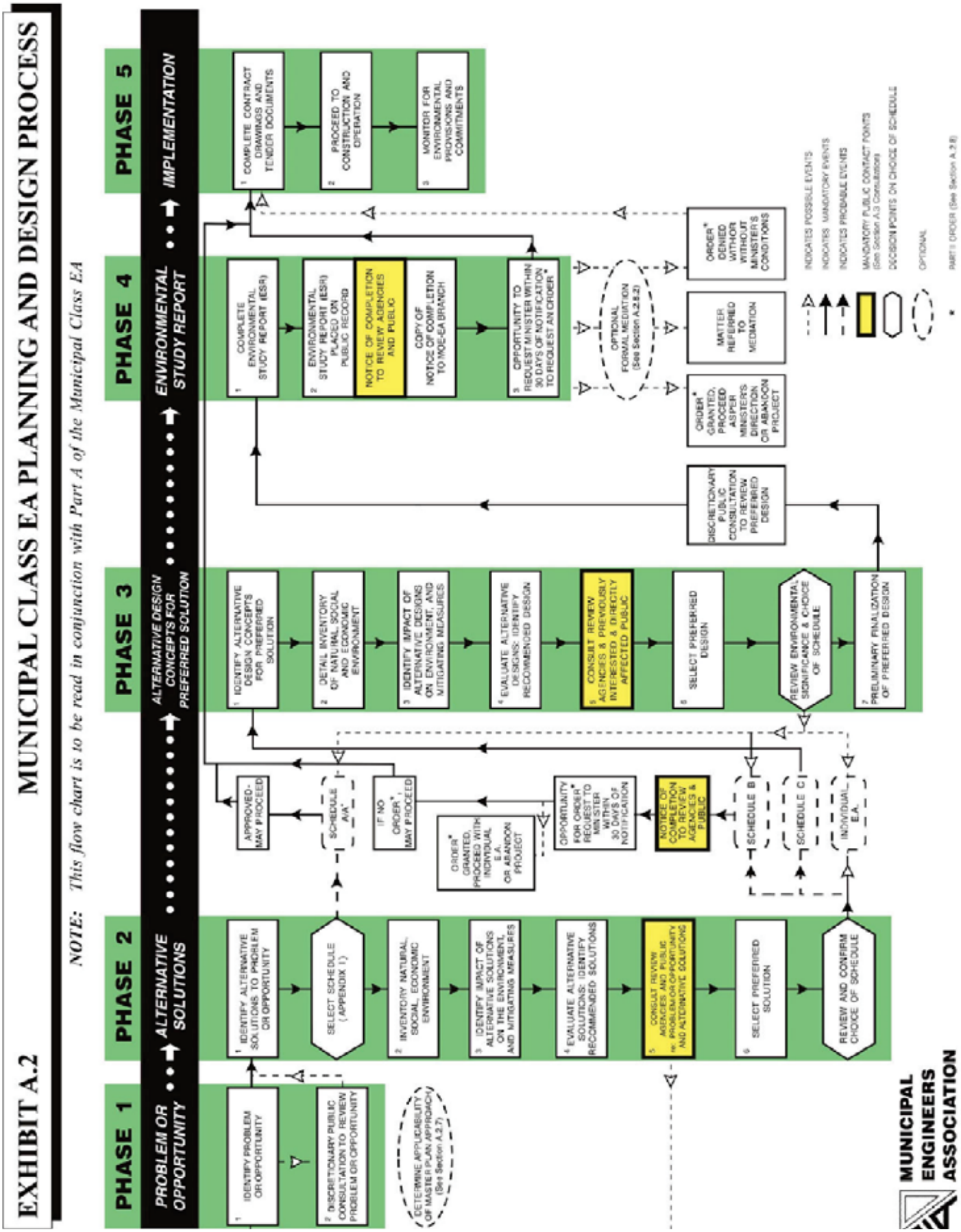


Figure 1-3 MCEA Planning and Design Process, 2007

The five (5) phases of the Municipal Class EA Planning and Design Process are summarized as follows:

Phase 1 Identify the problem (deficiency) or opportunity

Phase 2 Identify alternative solutions to address the problem or opportunity, taking into consideration the existing environment, and select a preferred solution based on a thorough evaluation process and consultation with the public, agencies, and other stakeholders.

Phase 3 Examine a range of alternative design concepts for implementing the preferred solution, based on existing constraints, public and review agency input, potential environmental impacts, and methods of mitigating any negative environmental effects.

Phase 4 Document, in an Environmental Study Report the rationale for the recommended preferred design concept, based on the planning, design and consultation process established through Phases 1 to 3. The ESR must be made available for public and agency review and comment, for a specified period of time.

Phase 5 Complete contract drawings and documents, and proceed to construction of the recommended design concept, once all Environmental Assessment (EA) approvals are in place. Monitoring of construction activities and operations is warranted to ensure adherence to environmental provisions and mitigation measures noted in the ESR.

1.2 Study Area

The project study area encompasses all of Liberty Village and King-Liberty neighborhoods (herein referred to as Liberty neighbourhood), a neighbourhood located west of Toronto's central downtown core. The neighbourhood is bounded by King Street West and the Metrolinx/GO Georgetown Rail Corridor to the north, Strachan Avenue to the east; the Gardiner Expressway and Metrolinx/GO Lakeshore West Rail Corridor in the south and Dufferin Street to the west (see **Figure 1-2**). The study area spans across two City of Toronto wards: Ward 14 and 19 (see **Figure 1-3** and **Figure 1-4**).

Figure 1-4 Study Area

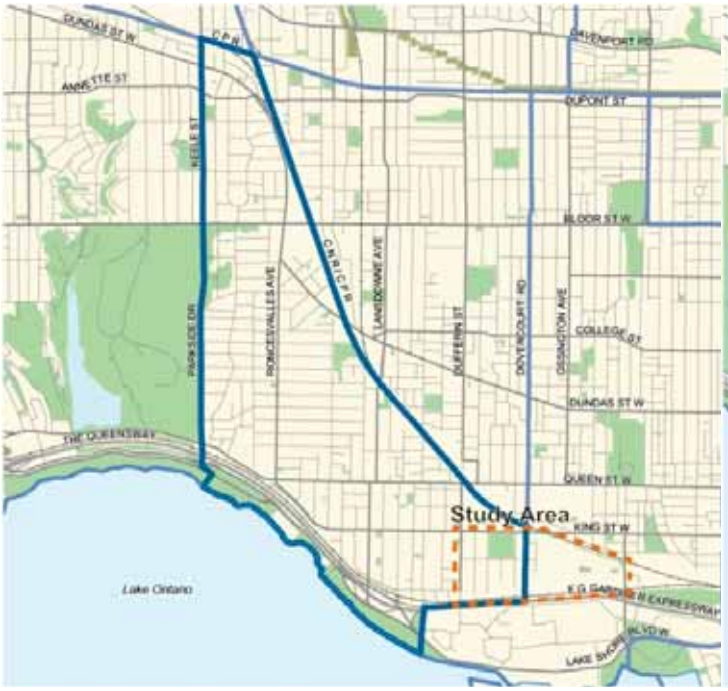


Figure 1-5 Map of Ward 14

Figure 1-6 Map of Ward 19

1.3 Background and Purpose

The Liberty neighbourhood has historically been an area that accommodated a number of commercial and manufacturing industries in the late 19th and early 20th 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 10 years the Liberty neighbourhood has undergone significant redevelopment and has transformed into a vibrant neighbourhood 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 eastern portion of the study area over the recent years.

The observable employment and residential population growth within the Liberty neighbourhood has created an increased need for travel to/from and within the area. Bounded by Dufferin Street to the west, King Street to the north, Strachan Avenue to the east, and the Metrolinx/GO Lakeshore Rail Corridor to the south, 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 study area as all internal north-south local road connections terminate as a dead-end at the rail corridor.

A new east-west street connection operating from Strachan Avenue to Dufferin Street has been identified to complete an urban grid pattern transportation network, and to promote civic improvement opportunities throughout the study area for pedestrians and motorists alike. As such, the purpose of this study is to determine a preferred option for enhancing network connectivity for users of all transportation modes and to support public realm improvements within the study area.

The City of Toronto Front Street Extension 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 2-lane local street connection within Liberty neighbourhood between Dufferin Street and Strachan Avenue. **Figure 1-5** illustrates a plan of the previous Front Street Extension Project.

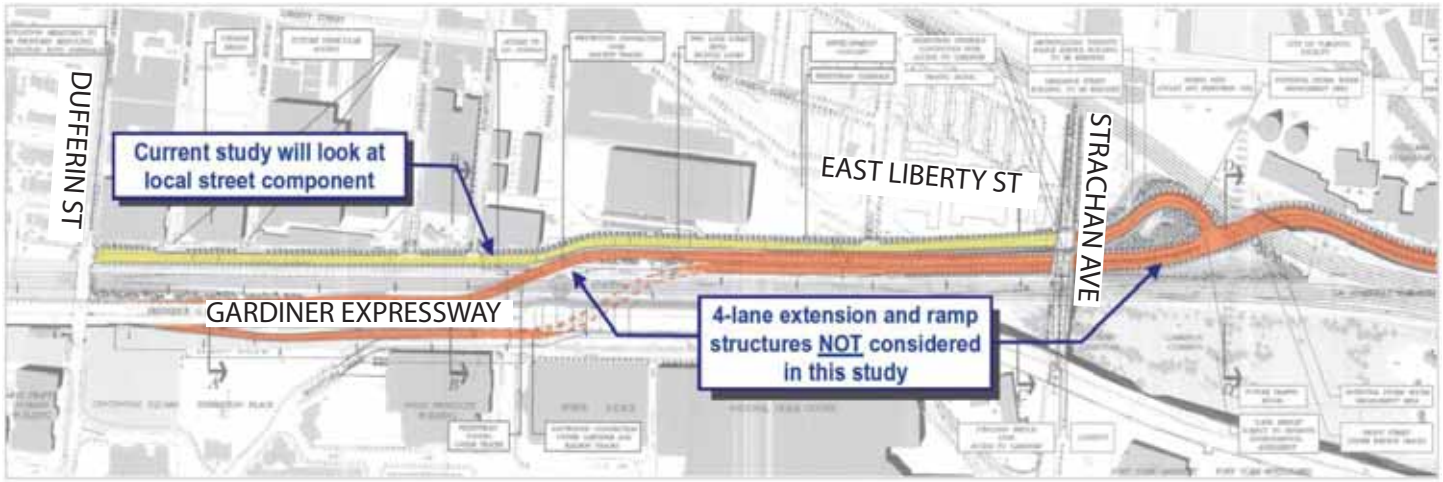


Figure 1-7 Study Context - Previous Front Street Extension Project

In 2005, a hold was placed on the project and the 4-lane extension of Front Street was subsequently deleted from "Schedule 2: The Designation of Planned but Unbuilt Roads" within the City of Toronto Official Plan in 2009. The City of Toronto Planning and Growth Management Committee recommended staff to undertake an Environmental Assessment to secure planning approvals for the design and implementation of the east-west local street within Liberty neighbourhood. In January 2009, City of Toronto Council approved the recommendations and directed the commencement of the study, which became the current MCEA.

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

1.4 Project Team

For the City of Toronto, the project manager was David Kuperman, Project Manager, Infrastructure Planning Unit, Transportation Services Division. **LEA Consulting Ltd. (LEA)** was the lead consultant undertaking this study. Terry Wallace and Andrew Brown managed the consultant team, which included municipal and traffic/transportation engineers, as well as planners from **LEA Consulting Ltd**. The multi-disciplinary sub-consultant team consisted of **Sweeny Sterling Finlayson & Co.**, who provided urban design expertise; **LGL Limited**, who completed a natural environment assessment; **Archeoworks Inc.** who completed the Stage 1 Archeological Assessment; **Unterman McPhail Associates**, who completed the built heritage resources and cultural heritage landscapes assessment; and **RWDI**, who completed an air quality and noise impact assessment.

The project team also relied on the guidance and direction provided by the Technical Advisory Committee (TAC). Specifically the TAC was involved with determining and evaluating the alternative solutions, developing the alternative designs, preparing public information centre material, and other technical issues. In addition to the project team members noted above, the TAC was comprised of the following members:

Technical Advisory Committee (in addition to Project Team members)

- **David Kuperman** (Formerly with), *Project Manager, Infrastructure Planning*, City of Toronto;
- **Stephen Schijns** (Formerly with), *Manager, Infrastructure Planning*, City of Toronto;
- **Uwe Mader**, *Transportation Services*, City of Toronto;
- **Jason Diceman**, *Public Consultation*, City of Toronto;
- **Saikat Basak**, *Cycling Infrastructure*, City of Toronto;
- **Nigel Tahair**, *Transportation Planning*, City of Toronto;
- **Lynda MacDonald**, *Community Planning*, City of Toronto;
- **Graig Uens**, *Community Planning*, City of Toronto;
- **Mary MacDonald**, *Heritage Preservation Services*, City of Toronto;
- **Stephen Brown**, *Traffic Operations*, City of Toronto;
- **Penelope Palmer**, *Technical Services*, City of Toronto;
- **Hank Wang**, Metrolinx/GO Transit Planning;
- **Julia Salvini** (Formerly with), Metrolinx/GO Transit Planning;
- **Tom Gardiner**, Metrolinx/GO Transit Planning;
- **Chris Bishop** (Formerly with), Toronto Transit Commission;
- **Mark Sterling** (Formerly with), Sweeny Sterling & Finlayson &Co.;
- **Chris Hardwicke** (Formerly with), Sweeny Sterling & Finlayson &Co.;
- **Richard Unterman**, Unterman McPhail Associates;
- **Terry Wallace**, LEA Consulting Ltd.;
- **Andrew Brown**, LEA Consulting Ltd.; and,
- **Vivian Leung**, LEA Consulting Ltd.

1.5 Project Tasks

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

- Identify the urban design framework and opportunities;
- Identify the archaeological and heritage constraints;
- Identify the existing and future traffic requirements;
- Identify the engineering/utility constraints;
- Review and identify the alternative planning solutions;
- Engage with the public regarding the existing conditions review, problem statement and alternative solution proposals;
- Review the alternative solutions with regards to the identified constraints and requirements;
- Select a preferred alternative solution;
- Identify the alternative designs to the solution;
- Review the alternative designs with regards to the identified constraints and requirements;
- 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

PUBLIC CONSULTATION

2.1 Public Participation Process

The overall objective of the public consultation process was to facilitate the engagement of the public and stakeholders in the study process. A summary of the public correspondence and input received during the course of the Study is provided in **Appendix A**. 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.

2.1.1 Pre-EA Introductory Workshop

An introductory workshop session was held on Tuesday, March 1, 2011 between 6:30 p.m. and 9:00 p.m. at the Liberty Noodle restaurant located within the Liberty Market Building at 171 East Liberty Street. The purpose of the introductory workshop was to gather input on existing transportation issues of the study area and gage public perception of the project prior to formal commencement of the EA process. The workshop was part of two (2) larger open house events that included materials for (2) two other studies: Dufferin Bridges EA and King-Liberty Pedestrian/Cyclist Link EA.

Over 170 people attended the event and 165 participants signed-in. A workshop area was set aside to allow attendees to fill out comment sheets and to discuss their concerns with City and consultant staff. The workshop for the Liberty Village New Street EA included the use of Dotmocracy format comment sheets that allowed attendees to write ideas and criticisms of the project. Each sheet contained a separate idea or comment. Fields were provided on each sheet for attendees to indicate their level of agreement with each statement. In addition, a large aerial photo of the study area was displayed to allow attendees to identify with stickers and notes any existing locations they found difficult to access or move throughout the neighbourhood.

In summary, the general comments received at the workshop identified the need for:

- New access opportunities at Dufferin Street and Strachan Avenue;
- Relieving traffic congestion along Liberty Street and King Street;
- Improving access to GO Station, the Exhibition Place and the TTC streetcar loop south of the railway corridor;
- Improving spaces at dead ends;
- Improving the view of Liberty Village from Gardiner Expressway;
- Improving TTC, fire/EMS and delivery access to existing and new developments; and,
- New street connections to provide wide sidewalks, bike lanes, on-street parking and streetscaping.

Some key perceived concerns include:

- The new street becoming a major thoroughfare / cut-through route;
- Increased vehicle traffic infiltration, reducing the village character of the neighbourhood;
- Increased traffic congestion at East Liberty Street and Strachan Avenue, if the new street connects to East Liberty Street;
- Traffic infiltration into the Parkdale Neighbourhood along Springhurst Avenue, as a result of new road connection at Dufferin Street; and,
- Cost required for acquiring lands for a new road.

Other raised issues which 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
- Vehicle movements along Western Battery Road.

The public comments received at the March, 2011 workshop generally showed positive feedback for the Liberty New Street Study. This input formed the basis for developing the needs and opportunity statement and alternative solutions for the study.

2.1.2 Notice of Study Commencement

Following the pre-EA introductory workshop, the first step in the public and agency consultation process was the publication and circulation of the Notice of Study Commencement, a copy of which is provided in **Appendix A**. The Notice of Commencement was combined with the Notice for Public Open House #1 and was published in the following locations:

- Parkdale Villager newspaper on June 3 and June 10, 2011; and,
- Liberty Gleaner newspaper on June 2011.

The notice was also sent out via Canada Post Unaddressed AdMail on June 8, 2014 to residents and businesses within the area bounded by Dowling Avenue, King Street West, Niagara Street, and the Gardiner Expressway. A total of 11,600 notices were sent out.

Email notices were sent to over 150 contacts on the project email list on June 13, 2011, and again on June 24, 2011.

Personalized letters and copies of the notice were also couriered to the private property owners directly impacted by the proposed new street alignment. See list of contacts and example letter in **Appendix A**.

2.1.3 Public Open House (POH) #1: June 21, 2011

As noted above, the combined Notice of Commencement and POH #1 was held on June 21, 2011 to gather public input on the existing transportation issues within the study area. The session was held on Monday, June 21, 2011 between

4:30 p.m. and 8:00 p.m. at the Tenant's Lounge of the Liberty Market Building located on 171 East Liberty Street. Members of the study team who attended the POH included the following:

- Stephen Schijns, 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.

A total of 34 public participants signed in at the Open House. Participants viewed 23 display boards presenting project information including large detailed drawings of existing physical constraints, the needs and opportunity statement, sample evaluation criteria, and the preliminary alternative solutions. A copy of the POH#1 display boards can be found in **Appendix A**.

In addition to the display boards, Dotmocracy format comment sheets were posted in a designated area within the venue allowing attendees to state ideas and criticisms of the project. Each sheet contained a separate idea or comment. Fields were provided on each sheet for attendees to indicate their level of agreement with each statement on the sheet. A copy of the completed Dotmocracy sheets can be found in **Appendix A.**

A total of 13 comment forms were submitted during the Open House and 12 email messages were received by the Public Consultation Unit following the Open House. Comments received indicated general agreement with the Needs and Opportunity Statement (**Section 1.3**). With respect to the existing conditions review, attendees expressed comments similar to that indicated during the March, 2011 workshop. Existing issues identified at POH#1 included the difficulty of accessing the GO station and the desire to remove the associated TELUS cell phone tower infrastructure at the south end of Pirandello Street.

Comments received at POH#1 identified the following:

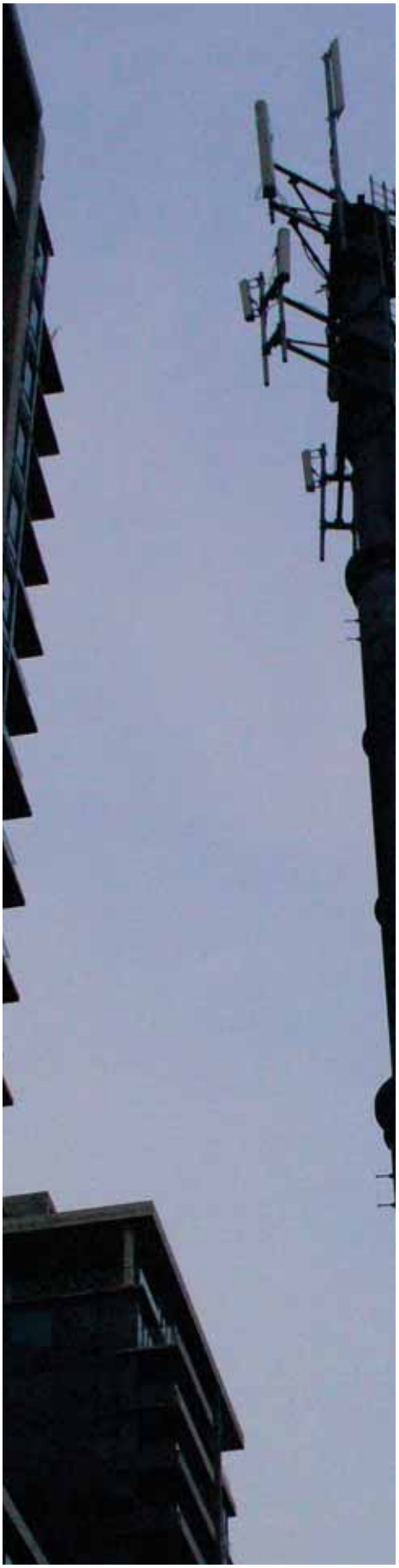
1. General support of the Needs and Opportunity Statement / general support for the new east-west street.
2. Some participants supported the idea of improving existing sidewalks along Liberty Street.
3. Other participants supported the idea of providing a new east-west street connection.
4. For the new street alternatives, participants indicated support for both "sharrows" and "road + multi-use path" options.
5. 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.
6. 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.
7. Participants indicated the importance for improved access to/from:
    a. Exhibition Place GO Transit station (vehicular, cyclist & pedestrian);
    b. Police station (vehicular); and,
    c. Fort York area (cyclist & pedestrian).

For the options that relate to improving existing conditions, some attendees indicated the importance of connecting the existing sidewalks along Liberty Street to improve the quality of pedestrian travel. Other participants indicated that relieving traffic congestion in the area would be of importance and could be achieved by providing new connections. The Toronto Police Services (TPS) also indicated a strong interest in a new east-west roadway connection along the south edge of Liberty neighbourhood as it would increase access opportunities for their vehicles, especially during special event periods when local roadways are closed. Detailed comments are documented in the Public Consultation Report which can be found in **Appendix A**.

2.1.4 Public Open House (POH) #2: December 1, 2011

Public Open House (POH) #2 was held on December 1, 2011 in Liberty Market Building (171 East Liberty St.), Tenant's Lounge, 2nd floor from 4:30 p.m. to 8:00 p.m.

The event was well advertised with over 11,600 illustrated flyers delivered by Canada Post to the study area a week before the event, advertisements published in the Parkdale Villager on November 17 and 24, 2011, and email invitations sent to the mailing list with over 250 subscribers. Letters and/or email invitations were sent to property owners within the new street study corridor.



Members of the study team who attended POH #2 included the following:

- Stephen Schijns, 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.

A total of 45 participants signed in, 10 open house comment forms were submitted, and 11 Dotmocracy sheets were completed at the open house. Following the POH session, 19 email/phone messages were received between November 17, 2011 and the close of the comment period on January 6, 2012.

In general, the public comments received showed consistent and unanimous support for the preferred option for a new east-west street connection between Dufferin Street and Strachan Avenue. Most participants felt that not directly connecting the street to Strachan Avenue makes the project much less valuable. Several concerns were raised about potential increases to 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.

The study team received a formal letter of objection from one (1) property owner in the study area. The letter of objection was submitted 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 by IBI Group Inc. 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. This recommendation was accommodated by working with IBI Group Inc. to incorporate the suggested design. Details of the objection letter can be found in **Appendix A**.

2.2 External Involvement and Consultation with Stakeholders

As a standard, the City of Toronto Transportation EA contacts include: local institutions, utilities, as well as municipal, provincial, and federal government agencies. These bodies were notified at the project initiation stage with a Form they were required to fax back. The fax was also required to include a cover letter, the notice of commencement, and standard form requesting contact details, and level of interest. A summary of agency comments and relevant correspondence is included in **Appendix A**.

The Project Team also conducted a number of stakeholder meetings throughout the project. At these meetings, basic project information was presented and stakeholder concerns were discussed. Stakeholders included:

- Councillors of Wards 14 and 19;
- Metrolinx/GO Transit;
- Toronto Transit Commission (TTC);
- Liberty Village BIA; and,
- Toronto Police Services.

2.3 Property Owners within the Study Corridor

Property owners of all affected properties were consulted, with several property owners engaged in meetings and communications. The affected properties includes:

- 153 Dufferin Street;
- Roll # 1904041170000500000 (South of 153 Dufferin Street);
- 2 Fraser Avenue;
- 7 Fraser Avenue;
- 2 Atlantic Avenue;
- 1 Jefferson Avenue;
- 1 Atlantic Avenue;
- 1A Atlantic Avenue; and,
- Metrolinx/GO.

For more detailed information on the affected properties please refer to **Appendix A**. Each property owner was confirmed to have received detailed descriptions of proposed property acquisition requirements and impacts, with request for comment and invitation for discussion. The latest correspondence with the property owners took place in April of 2016. The final design of Liberty New Street was refined following some key concerns that were raised. Other concerns such as those of property development opportunities and values will be addressed in Community Planning and/or through the property acquisition process.

2.4 City of Toronto Design Review (DRP) Panel

The study team presented the preferred alternative design of the Liberty Village New Street to the City of Toronto Design Review Panel (DRP) on March 28, 2013. The DRP applauded the varied approach the study team undertook to integrate urban design elements into the transportation project. It was agreed that making public spaces along the full length of the new roadway was an excellent approach as not much open space is provided in the neighbourhood under existing conditions. The DRP provided further direction for the study team to explore design details regarding connections with Strachan and

Dufferin, potential use of a shared "woonerf" concept, incorporate extra space for bicycle parking, and potential theme-based way-finding signage for the neighbourhood. Further, the DRP directed the study team to confirm with Metrolinx the safety standards associated with the fencing provided along the south edge of the new street. Details of the Design Review Panel minutes can be found in **Appendix A**.

2.5 City of Toronto Public Works and Infrastructure Committee (PWIC)

The Liberty New Street Environmental Assessment Study was on the agenda of the May 16, 2016 City of Toronto Public Works and Infrastructure Committee (PWIC) meeting. The PWIC received the study and endorsed its recommendations, while directing the City's Chief Financial Officer (CFO) to develop a funding strategy for the implementation of Liberty New Street reporting back to the PWIC in June, 2017.

Numerous speakers were present at the PWIC meeting who shared input from the perspective of Cycle Toronto, Liberty Village Business Improvement Area (BIA), Liberty Village Residents' Association, York Heritage, and South Parkdale Neighbourhood Group. All speakers generally provided support for Liberty New Street, with some concern being raised including cut-through traffic from Springhurst Avenue continuing on Liberty New Street, the need to emphasize or further prioritize cyclists and transit users, and implementation cost incidence.

2.6 MCEA Process Consultation Requirements

As mentioned above, the Liberty Village New Street Municipal Class Environmental Study was carried out in accordance with the Municipal Class Environmental Assessment, October 2000, as amended in 2007, and more recently on August 17, 2011.

The filing of the ESR completes the planning stage of the project. The ESR is filed with the Ministry of the Environment (MOE) in the public record and made available for review by the public for a thirty (30) calendar day review period. A public notice is published at the time of submission to the MOE. Copies of the report were available for review and comment during normal business hours at the following locations:

City Clerks Office	**Parkdale Library**
City Hall, 12th Floor, West Tower,	1303 Queen Street West
100 Queen Street W,	Toronto, ON
Toronto, ON	M6K 1L6
Tel: (416) 392-8016	Tel: (416) 393.7686

The ESR is also available in a PDF format on the project website at:

http://www.toronto.ca/involved/projects/libertynewst

If no outstanding concerns are brought forward during the review period, the City may proceed to the detail design/construction stage (implementation).

The Municipal Class EA process contains a provision that allows for changing the status of a project from a Municipal Class EA to an Individual Environmental Assessment. This is called a 'Part II Order' (replacing the previous 'bump-up' provision). Members of the public, interest groups, government agencies and others may request that an Individual Environmental Assessment be prepared for a specific project if they feel their concerns have not been addressed through the Municipal Class EA planning process. The Minister of the Environment determines whether or not this is necessary and the decision in this regard is final. If the 'Part II Order' is granted, the project cannot proceed unless an Individual Environmental Assessment is prepared. The Individual Environmental Assessment is subject to a formal government review and approval and may result in a formal public hearing.

Anyone wishing to request a 'Part II Order' of the Liberty Village New Street Municipal Class Environmental Assessment Study, must submit a written request detailing their comments/concerns by the end of the thirty (30) calendar day review period, to the Minister of the Environment at the following address, with a copy to the City of Toronto City at the folowing contact address :

Ministry of the Environment:

Minister of the Environment and Climate Change

2nd Floor, Macdonald Block

M2-22 - 900 Bay Street

Toronto, ON M7A 1N3

2.7 First Nations Consultation

As required by the Municipal Class Environmental Assessment process, First Nations groups were consulted throughout the study. This included recommendations on the study as well as the circulation of the Stage 1 Archaeological Assessment. Please refer to **Appendix A** for letters of communication and communications tracking. The following groups were contacted:

- Mark LaForme, the Director of the Mississaugas of the New Credit First Nation Department of Consultation and Accomodation (MNCFN-DOCA);
- Margaret Sault, Director of Research, Land and Membership, Mississaugas of New Credit First Nation; and,
- Megan DeVries, Archaeological Coordinator, MNCFN-DOCA.

3

EXISTING CONDITIONS

The MCEA process requires that existing social, economic, natural, and cultural environments be examined so that any potential negative impacts from the proposed design solution may be evaluated. This chapter describes existing conditions for each component of the environment within the study area.

3.1 Socio-Economic Environment

3.1.1 Policy Areas

Currently, the Liberty neighbourhood consists of employment, residential, commercial and park land uses. The study area is also located within the Garrison Common North Secondary Plan Area **(Figure 3-1).** The Secondary Plan establishes a number of overall goals for the area including:

- Integrate the area into the established city fabric in terms of streets and blocks, uses and density patterns;
- Enhance the public open space system by completing the existing north-south public open space system;
- Include a variety of land use and densities;
- Provide for a range of housing types in terms of size, type, affordability, and tenure; and
- Be sensitive to and protect industrial, communications, and media operations.

More specific to the study area, the Secondary Plan area encompasses the neighbourhoods of Liberty Village (Area 3 on **Figure 3-1**) and King-Liberty Village. Liberty Village (Area 3) is to maintain a healthy and vibrant economic district that contains a mix of employment uses supportive of future economic growth. This includes business services, media and communications operations, film and video recording production, cultural and artistic services, fine art, and artist studios.

Following the City of Toronto Employment Review, an amendment was made to the City of Toronto Official Plan and the Garrison Common North Secondary Plan. This amendment included a list of permitted small scale services in Liberty Village to support the viability of the area's economic uses. These uses include banks, hotels, parks, small retail and restaurants, and recreational uses. Despite this amendment, residential uses are not permitted within Liberty Village (Area 3).

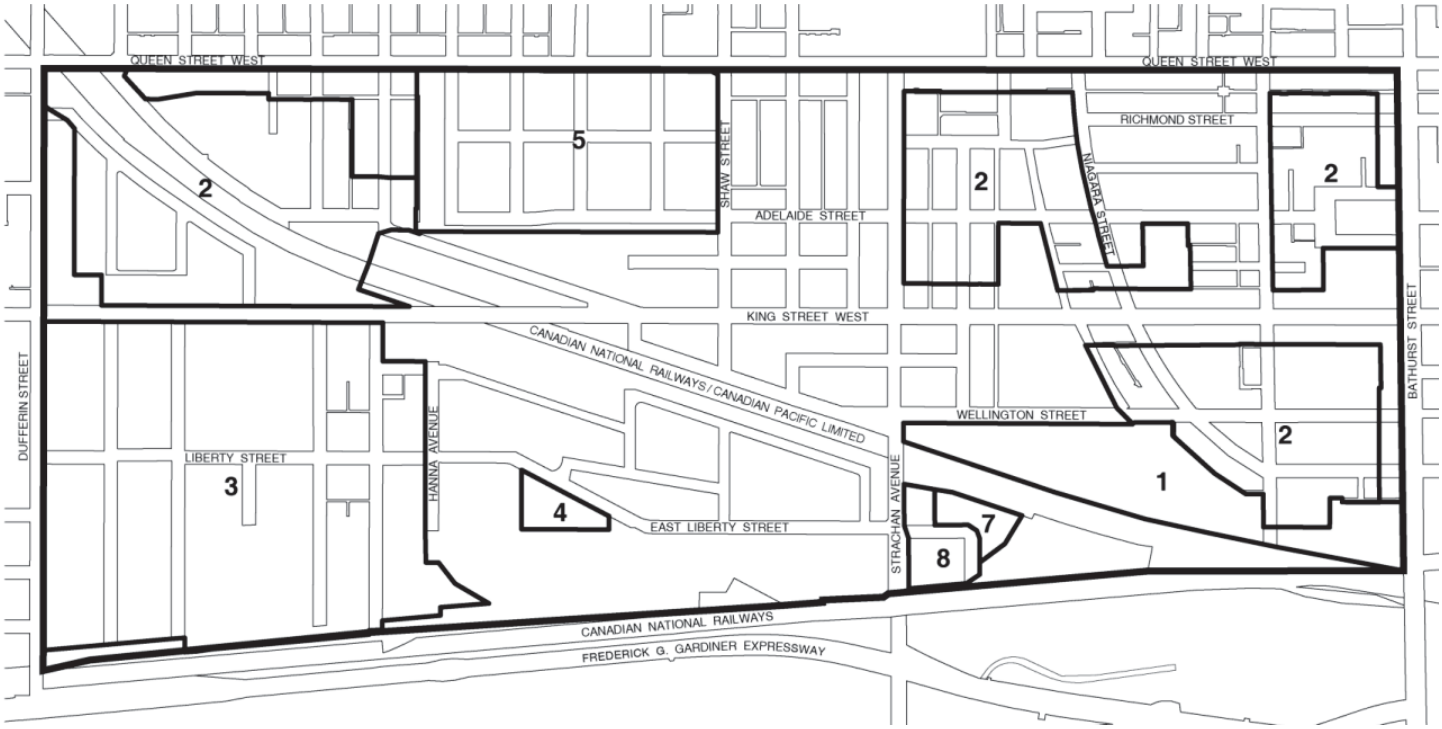


Figure 3-1 Garrison Common North Secondary Plan

3.1.2 Demographics and Employment

Liberty neighbourhood contains census tract areas 5350007.02 and a portion of census tract area 5350008.00. Census tract data from Statistics Canada (2011) show that the total population residing in the Liberty Village Area was 5,292 in 2006, with a median age of 35.5 years. The median household income reported was $29,874, compared with $64,128 for Toronto. Approximately 43% of households within the area reported being single-person households, with 16% of households containing couples with children. **Figure 3-2** locates the census tracts relative to the study area.

The study area is situated close to the downtown core, where high concentration of employment uses, primarily in the professional, scientific and technical, education and health care industry sectors, are found. Furthermore, 26% of residents living within the Liberty neighborhood area are employed in the business service sector, with 31% employed in the sales and service occupation, and 23% in technology-related occupations.

3.2 Built Form

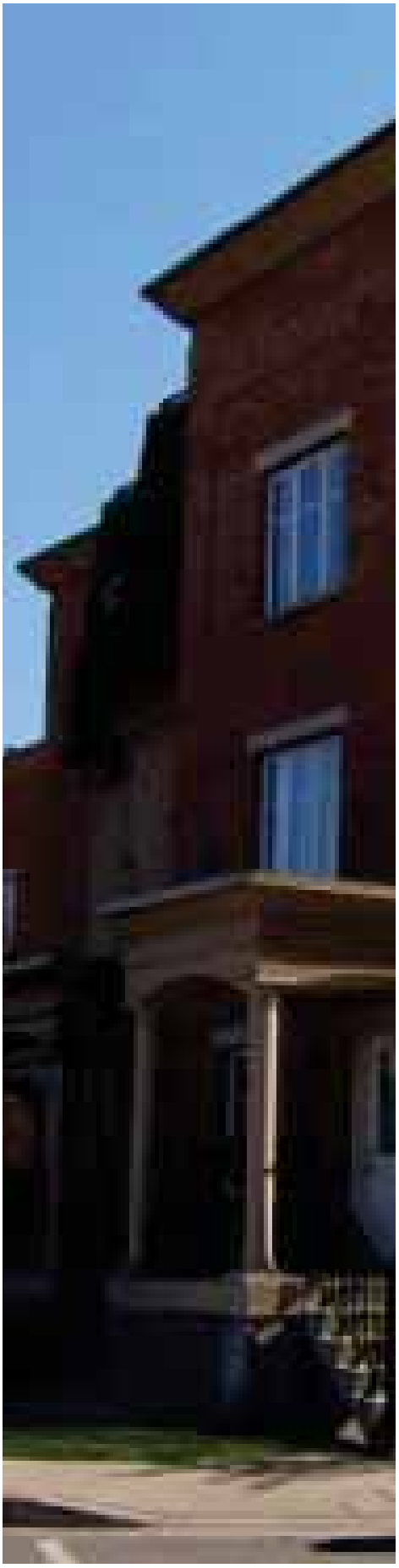
Properties located within the western and central sections of Liberty neighbourhood generally contain existing built uses. These properties are generally characterized by larger warehouse/industrial buildings. These buildings create a slab-like low- to mid-rise urban form with minimal setback from the adjacent road right-of-way. While the industrial nature of the area has developed a regular street grid, it is largely unconnected as a result of the area being bounded by rail corridors in the south and northeast.

The study area also contains a number of buildings and properties that have been identified with historical significance. A large number of residential units are also currently being constructed in the southeast portion of Liberty neighbourhood and are expected to be completed over the next five (5) years. Along the southern edge of the neighbourhood there are a number of property parcels that are currently vacant or used as surface parking lots and storage areas. These properties can be associated with historical industrial uses located along the rail corridor.

3.2.1 Planned and Approved Developments

Throughout the study process, a number of development applications in the study area have been approved and some of these developments have begun construction and are nearing completion. A number of residential developments in the eastern half of the study area have been constructed and tenanted since the start of the study. The alternative solutions and design options developed and assessed for the current project to take into account the full build-out of these developments, as well as the potential build-out of land uses in Liberty neighbourhood per current land use designations outlined in the Official Plan. The Project Team has continually engaged in meetings and correspondence with property owners in the study area to account for future development plans in this study.

Figure 3-2 2006 Census Tract Boundaries



3.2.2 Land Ownership

Currently, City-owned properties within the study area are limited, and are associated with existing public road right-of-ways. All other lands within the study are owned by private landowners. A number of lands have been or will be conveyed to the City via site development applications. These lands include:

- 65-85 East Liberty Street;
- 39-51 East Liberty Street; and,
- 14 Strachan Avenue.

In addition, there are a number of land parcels located along the south edge of the study area that are vacant and/or currently utilized as private surface parking lots or storage areas. Notably, these properties include:

- Existing surface parking lot east side of Dufferin Street north of Metrolinx/GO Transit corridor (no address);
- 1 Jefferson Avenue;
- 2 Atlantic Avenue; and,
- 1A Atlantic Avenue.

Through a review of assessment roll data and discussions with the LVBIA, it was identified that the vacant listed properties above are under the common ownership of a single landowner.

Other properties along the south edge of the study area contain existing and/or proposed built uses. These properties are owned by different landowners and they include:

- 2 Fraser Avenue; and,
- 7 Fraser Avenue.

Figure 3-3 highlights the above noted properties.

Combined together, the properties listed above form an east-west corridor creating a potential opportunity to provide new public infrastructure along the south edge of the study area. However, the width of this corridor would be constrained by the Metrolinx/GO Transit property line to the south and existing buildings to the north.

Table 3-1 summarizes constraints along the south edge of the study area.

3.2.3 Billboard Signage

A number of billboard signs are also located within the vacant private properties identified in Section **3.2.2.** The billboard signs situated within the study area vary in a range of size and shapes. Many of these signs are adjacent to the Metrolinx/GO Rail Corridor and are made visible to users travelling via this rail as well as the Gardiner Expressway. These billboards are generally leased by the individual private landowners to various corporations and marketing companies for advertising purposes. The placement of these billboards poses physical constraints to the project as many of them are situated within usable land on the study area. Lands on which these billboards are situated are difficult

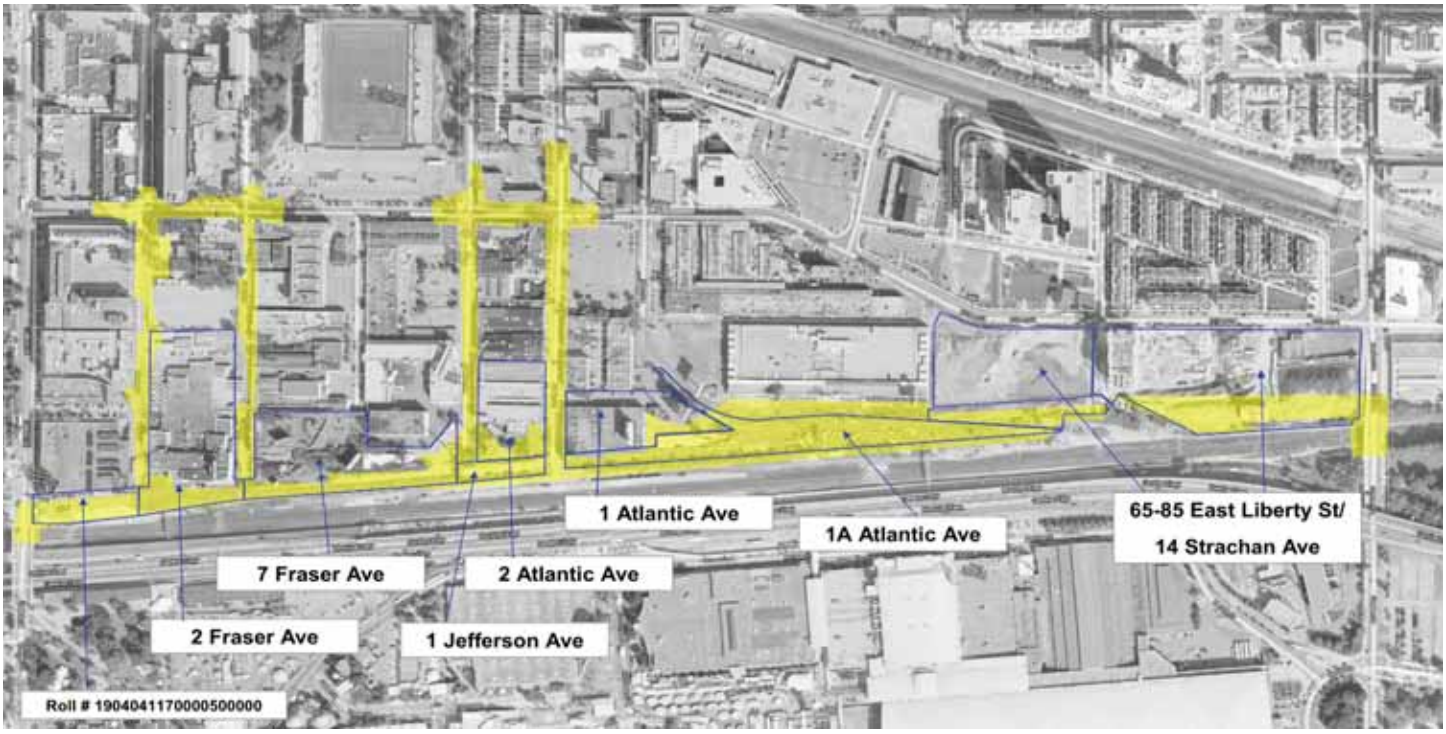


Figure 3-3 Properties along the South Edge of Study Area

	1) Dufferin Street to Fraser Avenue	2) Fraser Avenue to Atlantic Avenue	3) Atlantic Avenue to 1 Atlantic Building	4) 1 Atlantic Building to GO Signal Building	5) GO Signal Building to Strachan Avenue
Distance between existing building and GO/Metrolinx Property Line					
Minimum	~17 m	~12 m (Incl. shed) ~20 m (Excl. shed)	14.4 m	>20 m	<5 m
Maximum	>20 m	>20 m	14.5 m	>20 m	>20 m
Constraint on north side	2 Fraser Building	7 Fraser Building	1 Atlantic Building	65-85 East Liberty building	GO/Metrolinx property
Constraint on south side	**GO/Metrolinx Property Line**				

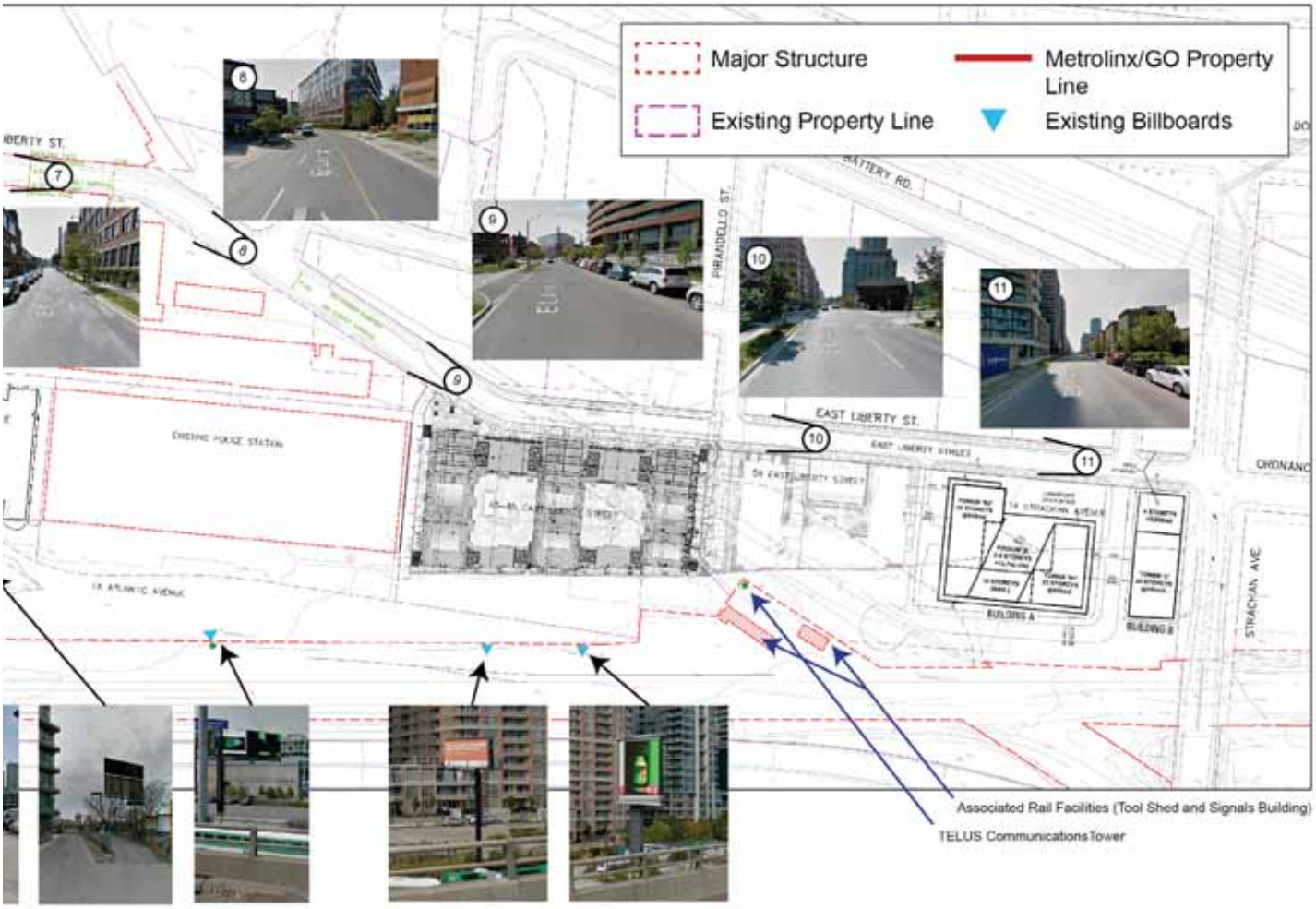
Table 3-1 Summary of Constraints along the South Edge of Study Area

to acquire due to the revenue generated by the boards. **Figure 3-4** outlines the locations of the billboards within the study area. The Project Team compiled a detailed existing billboard signage inventory which can be found in **Appendix B.**

EXISTING PHYSICAL CONSTRAINTS

- Majority of study area is built out
- Study contains a number of heritage properties
- City owned property is limited to existing public right-of-ways
- Vacant parcels along the south edge of the neighbourhood

Figure 3-4 Billboard Locations


Major Structure
Existing Property Line
Metrolinx/GO Property Line
Existing Billboards
EAST LIBERTY ST.
PIRANDELLO ST.
STRACHAN AVE.
Associated Rail Facilities (Tool Shed and Signals Building)
TELUS Communications Tower

3.3 Transportation

3.3.1 Road Network

The Liberty neighbourhood is bounded by King Street West to the north, Dufferin Street to the west and Strachan Avenue to the east. King Street West and Dufferin Street are 4-lane arterial roads and have streetcar tracks located in the centre lanes. While no regularly scheduled streetcar service operates along Dufferin Street, it does operate on the diamond lane along King Street West and is given priority during rush hours. During off-peak hours, the streetcar operates in mixed traffic along the street. Strachan Avenue is a 2-lane arterial road connecting Queen Street West with Lake Shore Boulevard West. Within the Liberty neighbourhood the only east-west road connecting Dufferin Street and Strachan Avenue is Liberty Street/East Liberty Street, which operates as a collector/local roadway. Signalized access points to the Liberty neighbourhood are located at King Street West/Atlantic Street, Dufferin Street/Liberty Street and East Liberty Street/Strachan Avenue.

A continuous east-west connection from Dufferin Street to Strachan Avenue is made by a combination of Liberty Street/East Liberty Street. Between Dufferin Street and Hanna Avenue the road is referred to as Liberty Street, while east of Hanna Avenue to Strachan Avenue is referred to as East Liberty Street. Liberty Street is designated as a 2-lane collector road with a posted speed limit of 40 km/h and is under the jurisdiction of the City of Toronto.

The existing right-of-way width of Liberty Street/East Liberty Street varies throughout the study area. A 20.12 m (66 ft.) right-of-way (ROW) is generally provided along Liberty Street between Dufferin Street and Hanna Avenue with the exception of the section between Mowat Avenue and Fraser Avenue in which a 18.29 m (60 ft.) ROW is provided. From Hanna Avenue to approximately 100 m to the east, East Liberty Street provides a 10.08 m (33 ft.) ROW due to the locations of the existing 43 Hanna Avenue and 171 East Liberty Street buildings. East of the 43 Hanna Avenue property, a 20 m ROW is provided along East Liberty Street throughout to Strachan Avenue.

A number of existing buildings along Liberty Street contain frontages up to the property line. Some notable constraint points include:

- West of Mowat Avenue, distance between existing 233 Dufferin Street and 195 Liberty Street buildings is 23 m
- Between Mowat Avenue and Fraser Avenue, distance between the 108 Liberty Street and 28 Mowat Avenue buildings is 17.5 m
- Between Jefferson Avenue and Atlantic Avenue, distance between 60 Atlantic Avenue and 65 Liberty Street buildings is 21.0 m
- East of Hanna Avenue, distance between existing 43 Hanna Avenue and 171 East Liberty Street buildings is 16.6 m

The properties east of 43 Hanna Avenue and 171 East Liberty Street along East Liberty Street are generally new developments in which buildings have been constructed with deeper setbacks from the public ROW. The distance between buildings along this section of East Liberty Street is greater than 20 metres. In general, constraints along the Liberty Street/East Liberty Street corridor can be summarized as follows:

	1) Dufferin Street to Mowat Avenue	2) Mowat Avenue to Fraser Avenue	3) Fraser Avenue to Hanna Avenue	4) Hanna Avenue to eastern limits of 43 Hanna Avenue	5) 43 Hanna Avenue to Strachan Avenue
Existing Public ROW	20.12 m (66ft)	18.29 m (60ft)	20.12 m (66ft)	10.08 m (33 ft.)	20 m
Sidewalks	South side	North side	North side South Side (for some sections)	North Side South side	North Side South side (partially under construction)
Parking	Yes. Perpendicular permit parking on north and south sides within Public ROW.	Yes. Perpendicular permit parking on south side within Public ROW.	Yes. Perpendicular permit parking on south side within Public ROW.	Parallel parking permitted on north and south sides of street	Parallel parking permitted on north and south sides of street
Constraint on north side	233 Dufferin St. Building	108 Liberty St. Building	60 Atlantic Ave. Building	43 Hanna Ave. Building	Existing Residential townhouse buildings
Constraint on south side	195 Liberty St. Building	39 Mowat Ave. building	65 Liberty St. Building	171 East Liberty St. Building	New condominium buildings (partially under construction)
Min. distance between existing buildings	23 m	17.5 m	21.0 m	17.5 m	> 20 m

Table 3-2 Summary of Constraints along Existing Liberty Street/East Liberty Street

As shown in **Table 3-2**, opportunities to improve the Liberty Street/East Liberty Street corridor would be constrained by existing buildings and the limited public right-of-way widths at certain locations. An opportunity exists to connect existing discontinuous sidewalks along this corridor but this will require modifications to existing on-street and permit parking arrangements provided within the public right-of-way.

The north-south streets located in the western part of the neighbourhood (Mowat Ave, Fraser Ave and Jefferson Ave) are dead-ends because of the Metrolinx/GO Rail lines, while the north-south streets in the eastern part of the neighbourhood streets are constrained by another Metrolinx/GO Rail line. As a result, the overall connectivity of the local road network within Liberty neighbourhood to the external arterial road network is limited.

Most north-south roads within the study area are designated as local roads, with the exception of Atlantic Avenue between Liberty Street/East Liberty Street and King Street West. While the road right-of-way varies on these roads, it is generally about 20.12 m (66 ft.) on Hanna Avenue, Atlantic Avenue, Pardee Avenue, Fraser Avenue, and Mowat Avenue north of Liberty Street. Mowat Avenue and Jefferson Avenue south of Liberty Street have a road right-of-way closer to 20 m. South of Liberty Street all local roads have dead-ends.

Local roads in the eastern portion of the study area include Pirandello Street, Western Battery Road, and Lynn Williams Street. The right-of-way widths on these roads range from 15 m on Western Battery Road to 16.5 m on Pirandello Street and Lynn Williams Street. Although Western Battery Road does not provide any connections to the external arterial road network, the roadway connects to a number of north-south local roads in the eastern portion of Liberty neighborhood. **Table 3-3** summarizes the existing constraints along the existing north-south connections.

One-third of all roadway nodes in Liberty neighbourhood are dead ends while the length of dead-ends are generally longer than the accepted maximum standard for cul-de-sac lengths. The cul-de-sacs within the neighborhood are dead-end streets with no opportunity to turn around or loop. This currently poses a problem for fire trucks, snow removal trucks and other large delivery trucks accessing the area. **Figure 3-5** provides a visual summary of the existing vehicular road network.

	1) Hanna Avenue	2) Atlantic Avenue	3) Jefferson Avenue	4) Pardee Avenue	5) Fraser Avenue	6) Mowat Avenue
Existing Public ROW	20.12 m (66ft)	20.12 m (66ft)	20 m (65.6ft)	20.12 m (66ft)	20.12 m (66ft)	North of Liberty Street 20.12 m (66ft) South of Liberty Street 20 m
Sidewalks	East side	East and west sides	East side north of Liberty Street and west side south of Liberty Street	-	East and west sides	East side north of Liberty Street and west side south of Liberty Street
Parking	Parallel parking permitted on west side.	Parallel parking permitted on east side.	Parallel parking permitted on east side north of Liberty Street and west side south of Liberty Street.	Parallel parking permitted on west side of street (a section)	Parallel parking permitted on east side south of Liberty Street.	Perpendicular permit parking on both sides within Public ROW north of Liberty Street.
Constraint on east side	37 Hanna Avenue	15 Atlantic Avenue	25 Jefferson Avenue	64 Jefferson Avenue	41 Fraser Avenue	67-77 Mowat Avenue
Constraint on west side	-	50 Atlantic Avenue	24 Jefferson Avenue	41 Fraser Avenue	68 Fraser Avenue	190 Liberty Street
Min. distance between existing buildings	-	20.3m	20.3 m	19.7 m	20.4 m	19.5 m

Table 3-3 Summary of Constraints along Existing North-South Connections

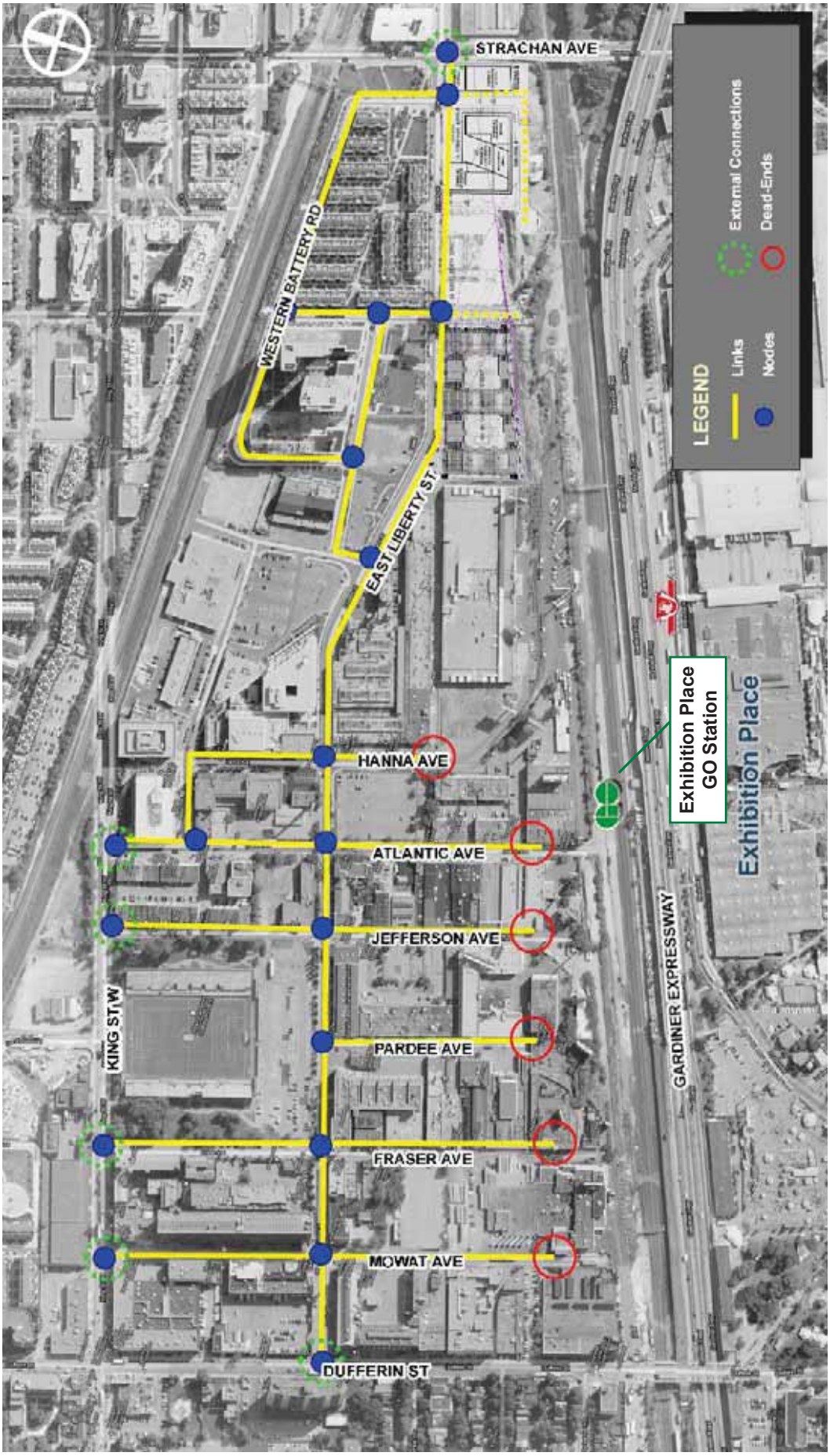


Figure 3-5 Roadway Connections within Liberty Neighbourhood

3.3.2 Active Transportation

No formal or signed bike routes are provided within the neighbourhood. Existing cycling activity within the study area generally takes place on existing vehicular roadways. Although bicycle lanes are provided along Strachan Avenue, bicycle lanes are not currently provided throughout the Liberty neighbourhood connecting to the external bicycle network. Observations show that the majority of cyclist flows are along Liberty Street/East Liberty Street, while pedestrian activity is seen along Liberty Street/East Liberty Street and also dispersed throughout existing laneways and parking lots within the neighbourhood. Due to the neighbourhood's proximity to Exhibition Place, vehicular and pedestrian connections and access surrounding Liberty neighbourhood change throughout the year altering vehicular and pedestrian traffic flows both outside and within the neighbourhood. When special events or activities are held at Exhibition Place, higher volumes of traffic and pedestrian flows are generally observed in the study area, especially along the Dufferin Street and Strachan Avenue corridors and the GO Station pedestrian connection south of Atlantic Avenue.

The pedestrian network for the neighbourhood consists of existing public sidewalks, public laneways and other informal pedestrian pathways provided on private property. For the areas east of Hanna Avenue, sidewalks are generally provided on both sides of the roadway. West of Hanna Avenue, sidewalks are often only provided on one side of the roadway and are discontinuous throughout its length. East-west pedestrian movements within the neighbourhood are highly dependent on the existing connections along Liberty Street/East Liberty Street, while east-west pedestrian connections are currently lacking along the southern portion of the neighbourhood.

Sidewalks are currently provided along Liberty Street and East Liberty Street at the following locations:

- Between Mowat Avenue and Strachan Avenue on the north side; and,
- On the south side:
    - between Dufferin Street and Mowat Avenue;
    - from Fraser Avenue east for approximately 40 metres;
    - between Pardee Avenue and Jefferson Avenue; and,
    - between Atlantic Avenue and the eastern property limits of 171 East Liberty Street.

Figure 3-6 illustrates the existing pedestrian network.

A review of the base mapping provided by the City indicates that the existing sidewalks widths within Liberty neighbourhood are generally between 1.5 and 2.1m. These widths generally meet the minimum width requirements of 1.525m as stated in the City of Toronto Accessibility Guidelines (2004). As noted in the City of Toronto document *Vibrant Streets: Toronto's Coordinated Street Furniture Program Design and Policy Guidelines (Updated July, 2012)*, there is a strong desire to provide a pedestrian "Clearway" of 2.1 metres on public sidewalks. This "Clearway" would be free of any street furniture as its purpose is to enhance

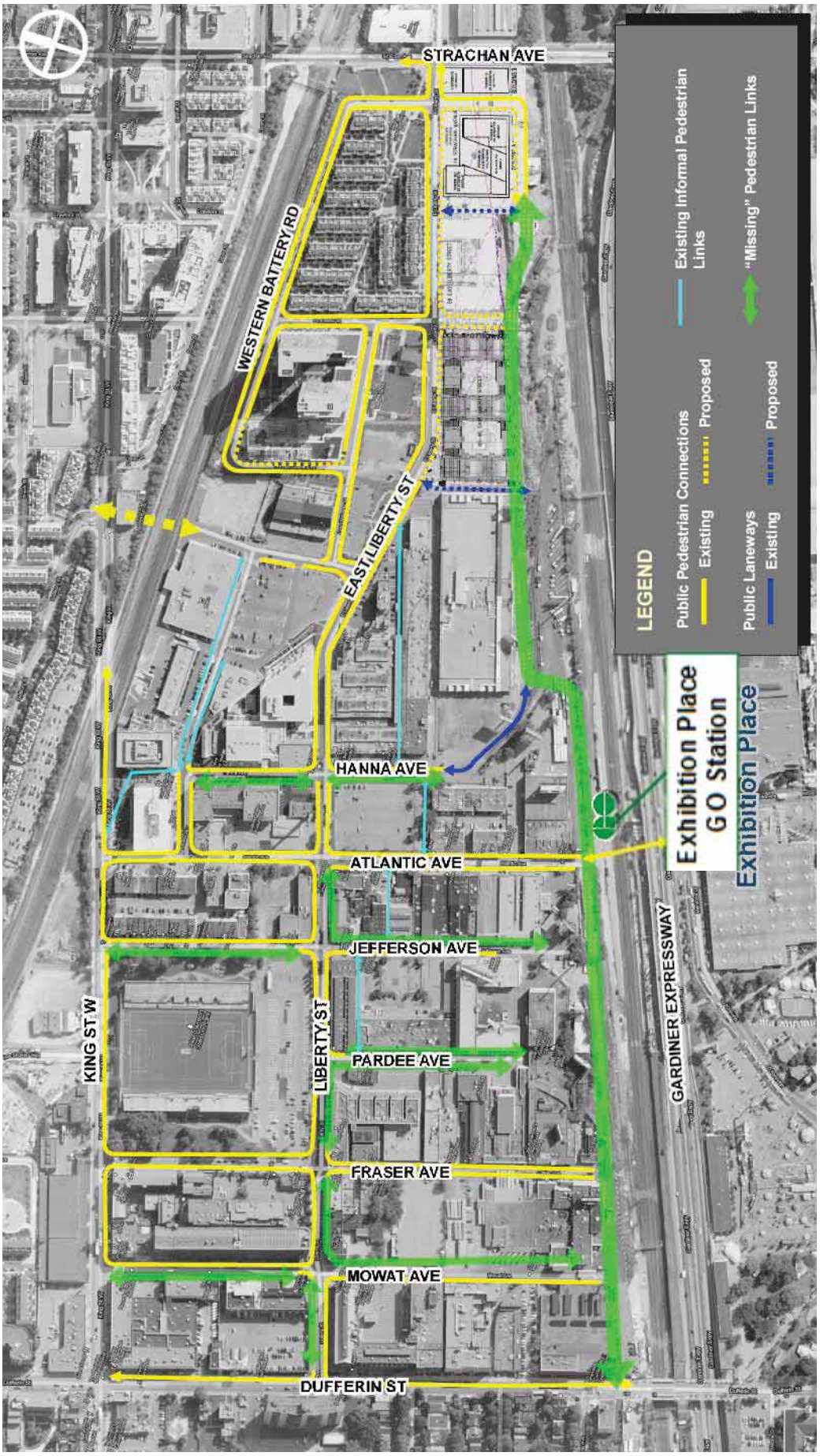


Figure 3-6 Pedestrian Connectivity Review of Liberty Neighbourhood

pedestrian circulation and safety, especially for people with disabilities. Where a 2.1 metre wide sidewalk cannot be provided, a 1.7 metre wide sidewalk is the recommended minimum width. The recommended sidewalk width of 1.7 m is generally not provided at a number of locations in the Liberty Neighbourhood. This is likely due to the physical constraints of the existing right-of-way and built structures. Based on these guidelines, the widening of existing sidewalks is required if street furniture were to be provided.

3.3.3 Transit Routes

The Liberty neighbourhood is served by four (4) regular Toronto Transit Commission (TTC) transit routes. These include streetcar Routes 504 King and 508 Lakeshore which operate east-west on King Street West. Bus service on Dufferin Street is offered by Route 29 Dufferin which provides a connection to the Bloor-Danforth subway line at the Dufferin station. During the late summer, additional service is available from the Route 193 Exhibition rocket during the seasonal operations of Exhibition Place. This route operates from Dundas West station on the Bloor-Danforth subway line to the Dufferin loop next to the Canadian National Exhibition grounds.

Route 63 Ossington travels through the study area. Originating from Eglinton West station on the 1 Yonge-University Spadina subway line, this route travels clockwise from the King Street and Shaw Street intersection via King Street, Strachan Avenue, East Liberty Street, and Atlantic Avenue before returning to the King/Shaw intersection.

GO Transit services are also provided within the study area. Weekday and weekend train service is available at Exhibition GO Station. Many of the trains that travel eastbound towards Union Station continue east along the Lakeshore East corridor towards Oshawa. In the westbound direction, most trips travel as far the Aldershot neighbourhood in south-central Burlington.

On weekdays, there are 3 eastbound (peak direction) trains and 2 westbound (counter-peak direction) trains stopping at this station in the a.m. peak period. There are 6 westbound (peak direction) and 6 eastbound (counter-peak direction) trains stopping at this station in the p.m. peak period. During the off-peak periods (midday and evening), this station is served by hourly trains in both directions.

On weekends and statutory holidays, bi-directional hourly train service is also available. This amounts to 17 trains per day traveling eastbound and 19 trains a day traveling westbound stopping at Exhibition GO Station. On select weekends and statutory holidays from spring season through Thanksgiving, extra trains stop at Exhibition GO Station as a part of an excursion service to the St. Catharines and Niagara Falls areas. **Figure 3-7** illustrates the existing transit network surrounding the study area.

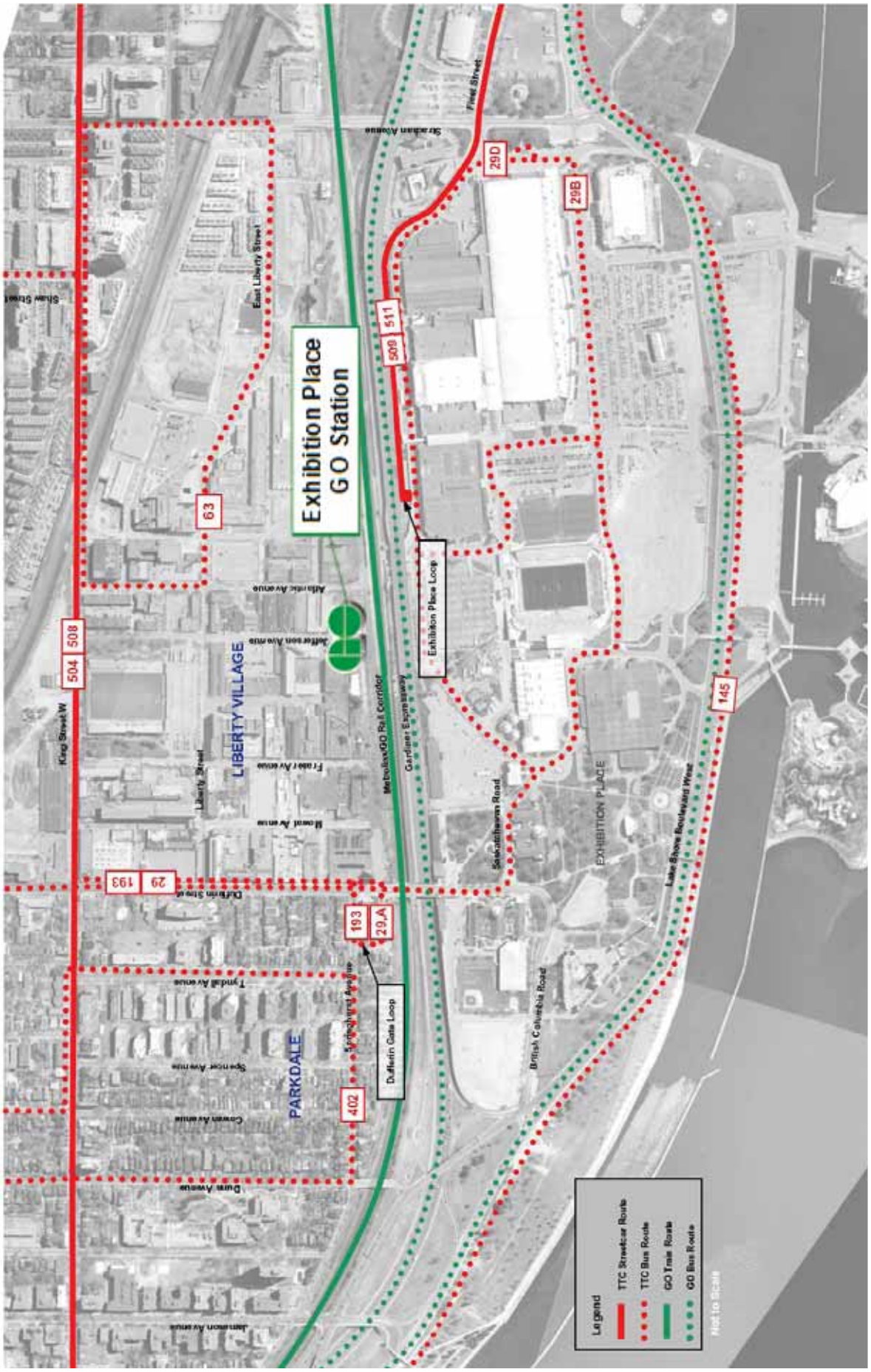


Figure 3-7 Transit Routes Near the Liberty Village Street EA Study Area

3.3.4 On-Street and Off-Street Parking

On-street perpendicular permit parking is provided along Liberty Street west of Atlantic Avenue. These parking spaces generally service the users of the buildings located in the western part of the neighbourhood. Many of these buildings do not provide on-site parking due to the physical constraints presented by the historic nature of the site. On-street permit parking is also provided along other north-south local roads within the neighbourhood such as Pardee Avenue and Fraser Avenue.

Perpendicular permit parking spaces are provided within the public right-of-way of Liberty Street. These spaces currently serve the employment uses situated in the western portion of Liberty neighbourhood. Specifically, the perpendicular permit parking spaces are provided along Liberty Street at the following locations:

- On the north and south sides between Dufferin Street and Mowat Avenue;
- On the south side from 50 metres east of Mowat Avenue to Fraser Avenue; and,
- On the south side from 40 metres east of Fraser Avenue to Pardee Avenue.

On-street parking is permitted on both sides of East Liberty Street east of Hanna Avenue. Currently, a portion of the on-street parking demand observed can be associated with construction activities in the area. The intention is to have on-street parking along the south side of East Liberty Street removed upon the completion of the various construction projects in the area while on-street parking on the north-side will remain.

A number of off-street parking lots exist within the Liberty neighbourhood. Specifically, two (2) Toronto Parking Authority Green P lots operate in the area (34 Hanna Avenue, 184 spaces; and 1151 King Street West, 329 spaces). In addition to the public lots, there are a number of private operators which facilitate the daily parking demand for the employment uses and event parking demand for either Lamport Stadium or Exhibition Place.

3.3.5 Travel Characteristics

The study area falls within Traffic Area Zone (TAZ) #89 as designated in the 2006 Transportation Tomorrow Survey (TTS) boundaries. The 2011 TTS data is the latest dataset available to the public through the University of Toronto Data Management Group database. **Figure 3-8** illustrates a map of the study in relation to the traffic zone boundaries.

Under existing conditions, about half the weekday a.m. trips originating from Liberty neighbourhood that travel to places of work consist of non-auto modes of travel. The 2011 TTS data also suggests that approximately 13% of Liberty neighbourhood's residents currently walk to work while 52% of residents choose to take transit to work (excluding GO Rail). The remaining 35% of weekday a.m. peak period trips originating in the study area are made by private automobile trips as a driver or passenger. For work trips destined to Liberty neighbourhood during the morning peak period, approximately 4% and 4% are made by active

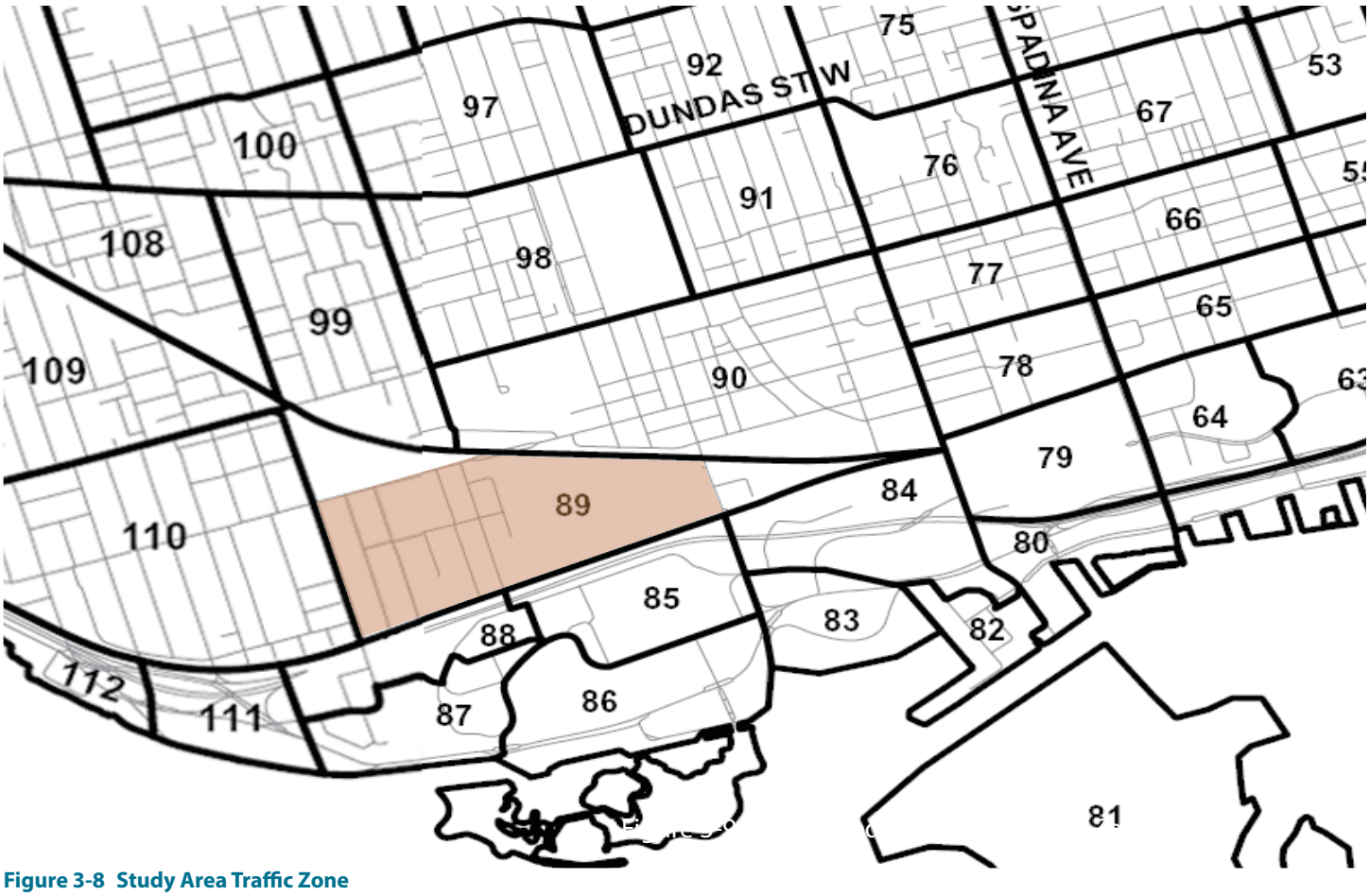


Figure 3-8 Study Area Traffic Zone

transportation modes of walking and cycling, respectively. About 31% of the trips are made by local transit while 44% are made via private automobiles as a driver or passenger.

Liberty neighbourhood as an origin and destination has one of the highest modal splits for walking work trips compared to other neighbourhoods in the City of Toronto. The 2011 TTS data suggests that walking trips account for approximately 7% of the total trips originating from and/or destined to City of Toronto during the morning peak period. **Table 3-4** compares the modal split between existing morning work trips to/from the study area and the City of Toronto as a whole.

		Auto passenger	Transit excluding GO Rail	Cycle	Auto driver	GO Rail only	Walk
Combined Origin and Destination Trips	**Study Area**	273	2540	184	2445	193	856
		4%	38%	3%	37%	3%	13%
	Toronto	86366	441693	32525	643089	49689	95339
		6%	32%	2%	47%	4%	7%

Table 3-4 Modal Split of Morning Work Trips to/from Study Area and City of Toronto

3.3.6 Existing Traffic Conditions

Intersection capacity analysis was conducted for the study under existing conditions in 2011 prior to the Metrolinx construction activity along Strachan Avenue, the closure of Dufferin Street bridge, and the signalization of the East Liberty Street and Strachan Avenue intersection. The analysis results indicate that the signalized intersection movements along Dufferin Street and King Street operate at acceptable Levels of Service (LOS) during the weekday a.m. peak hour, with the exception of the eastbound movements at the Atlantic Avenue/King Street West and King Street West/Strachan Avenue intersections (**Figure 3-9).** Higher westbound volumes were noticed during the weekday p.m. peak hour over the weekday a.m. peak hour along King Street and Liberty Street. The movements at the intersections of Dufferin Street/King Street West and Dufferin Street/Liberty Street currently experience capacity constraints and noticeable delays overall during the weekday p.m. peak hour.

The internal unsignalized intersections within the Liberty neighbourhood currently operate with overall acceptable Levels of Service ranging from A to E during the peak hours, while the minor movements at the external unsignalized intersections along King Street West currently experience some noticeable delays. Since the initial existing traffic conditions assessment carried out at the early stages of this project, the intersection of East Liberty Street/ Strachan Avenue has been signalized to improve traffic operations. Detailed analysis output results can be found in **Appendix G**.

As previously identified within the *Toronto West-Central Area Strategic Transportation Network Review 2006*, the issue of heavy congestion along King Street West can be attributed to the lack of east-west connectivity in neighbourhoods surrounding the study area. The bounding arterials of King Street West, Dufferin Street and Strachan Avenue in the study area have experienced minimal traffic growth over the recent years. The trend of stabilized traffic volumes is commonly observed along other City of Toronto roadways in the downtown area where lands are generally built-out and roadways are already operating at capacity or near-capacity levels.

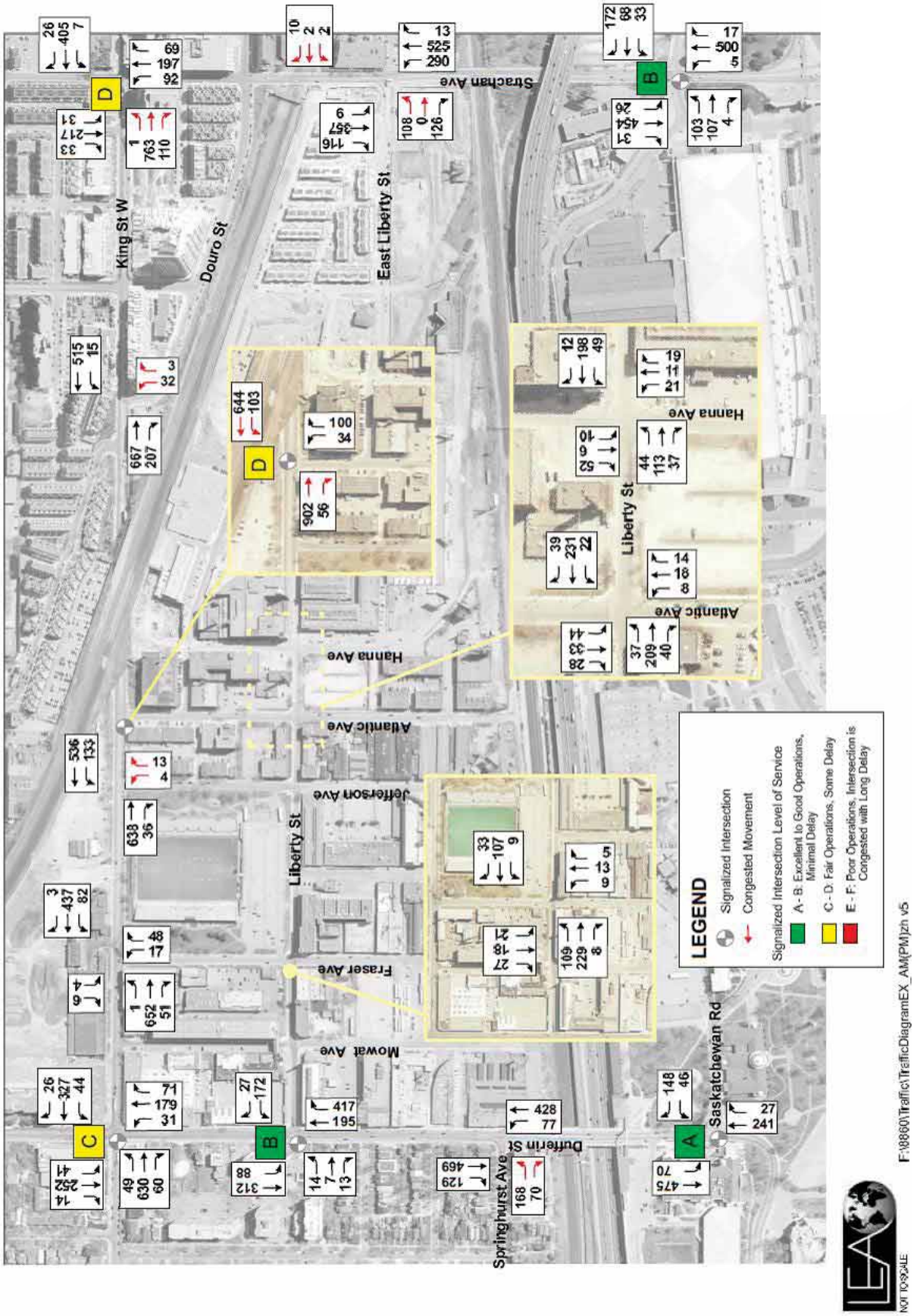


Figure 3-9 Existing Traffic Conditions-- Level of Service (Pre- 2011)

3.4 Utilities

A review of the City's base mapping indicates that utilities within the study area are generally situated within the public right-of-way under existing City streets and sidewalks. An exception can be noted for the lands along the south edge of the study area where an east-west 150 mm underground watermain is situated under private property between Dufferin Street and Atlantic Avenue. Towards the west, the watermain connects to an existing 300 mm watermain that runs north-south along the east side of the Dufferin Street public right-of-way. The 150 mm watermain connects to other north-south watermain connections located along the Mowat Avenue, Fraser Avenue, Jefferson Avenue, and Atlantic Avenue public right-of-ways. In addition, a number of surface hydro poles are situated within the vacant private property parcels situated along south edge of Liberty neighbourhood.

Locations of sewers and watermains are to be reconfirmed during detailed design for project.

A number of existing telecommunications and railway infrastructure are located surrounding the southern terminus of the Pirandello Street extension and rail corridor property (herein referred to as Metrolinx property triangle). **Figure 3-10** illustrates the approximate location of the surface infrastructure. Pirandello Street currently terminates as a cul-du-sac in this area while the Metrolinx/GO property is separated from Pirandello Street and the adjacent private developments by fencing.

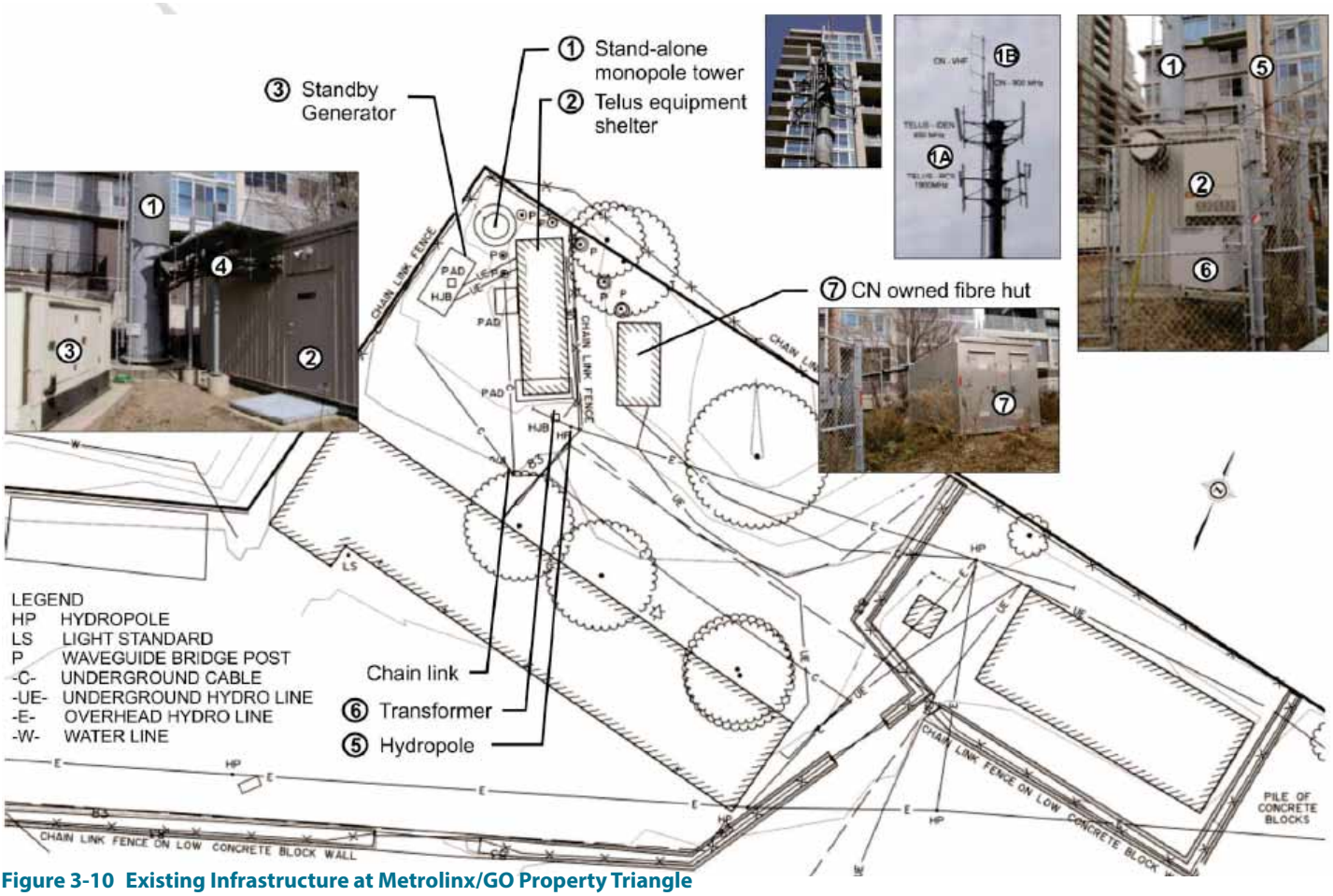


Figure 3-10 Existing Infrastructure at Metrolinx/GO Property Triangle

Existing infrastructure/constraints identified within the Metrolinx Property Triangle includes (refer to **Figure 3-10** for location and photos):

1. Stand-alone monopole tower 36.5 m (120ft) high with antennae.
    a. TELUS: Antennae elevation approximately, TELUS cellular + IDEN and CN UHF & VHF
    b. Canadian Railway (CN): Antenna elevation approximately 39.6m (13ft), VHF Sinclair SRL-210C4 (half wave dipole spacing) and 900 MHz Sinclair SRL-410C-9
2. TELUS equipment shelter 2.7m x 9.1m (9 ft x 30 ft);
3. Stand-by generator;
4. Wave-guide bridges to the TELUS shelter and Fibre Hut;
5. Hydro Pole (Hydro service is 120/208V; 200 A, 3.phase);
6. Transformer; and,
7. CN owned fibre hut that contains CN's radio equipment.

The existing telecommunications tower is owned by TELUS and was built in 1996. An additional antennae facility is located on the tower to provide radio communications to the railway operations. TELUS leases space in the rail corridor from CN, the previous owner of the corridor, until 2015 to operate the telecommunications tower. After 2015, the lease is to be transferred to Metrolinx who is the current owner of the rail corridor. TELUS has ownership of the tower infrastructure while CN leases space from TELUS to operate the antennae on the tower.

A CN owned fibre hut shed is also located within the proposed new street right-of-way (ROW). Fibre cables run into and out of the fibre hut and provide service to carriers including Rogers, Bell and Allstream. These services must remain operational 24/7 and therefore, relocation work would need to be carried out in a manner that service is not interrupted.

3.5 Built and Cultural Heritage

Liberty neighbourhood is defined by its industrial past. During the 1800s the area housed industries including a munitions factory and a prison. Artists moved to the area in the 1980s and the Liberty neighborhood was home to a thriving artist community. Repurposed historical buildings with red brick facades abut modern condos and lofts of glass, steel and concrete. Liberty neighborhood's blend of old and new is punctuated by plazas and green spaces. Built at a human scale, the streets of Liberty neighborhood showcase historical buildings such as the Liberty Market Building, the Liberty Storage Warehouse and the former Chapel Prison for Men.

Unterman McPhail Associates undertook a built and cultural heritage review of the study area. The full report can be found in **Appendix C**. There are a number of properties within the study area that have protection under the Ontario Heritage Act (OHA). The OHA allows local municipalities to prohibit the demolition or removal of property designated under the act. Properties listed with a Part IV designation under the OHA require municipal permit approvals for any alterations and renovations to the interior and exterior portions building. **Figure 3-11** illustrates the identified properties.

Within the list of designated properties highlighted within **Figure 3-11**, Unterman McPhail and Associates has further identified specific properties that contain built cultural heritage significance (**Table 3-5**). A Heritage Impact Assessment must be prepared for any existing or potential heritage property that may be impacted (as identified in the CHAR).

Site # (refer to Fig. 3-12)	Location
1	1211 King Street West (BMO)
2	1195 King Street West, A.B. Ormsby Factory
3	219 Dufferin Street
4	1178 King Street West
5	68 Fraser Avenue
6	54 Fraser Avenue
7	1155 King Street West
8	41 Fraser Avenue
9	7 Fraser Avenue
10	98 Atlantic Avenue
11	60 Atlantic Avenue
12	109 Atlantic Avenue (convenience address 1137 King St W):
13	107 Atlantic Avenue
14	40 Hanna Avenue (convenience addresses 99 Atlantic Ave, 38 Hanna Ave, & 2, 22, 24 & 24A Liberty St
15	No Address
16	61 Hanna Avenue (formerly 43 Hanna Ave; convenience address 75 Hanna Ave):
17	130 East Liberty Street (convenience addresses 128, 132 & 132A East Liberty, & 10, 30, 70, 80, 86, 90, 100 & 120 Lynn Williams St
18	20 Strachan Avenue (now known as "0 East Liberty St"; convenience address 70 East Liberty St

Table 3-5 Identified Built Cultural Heritage Resources: Liberty Village New Street EA

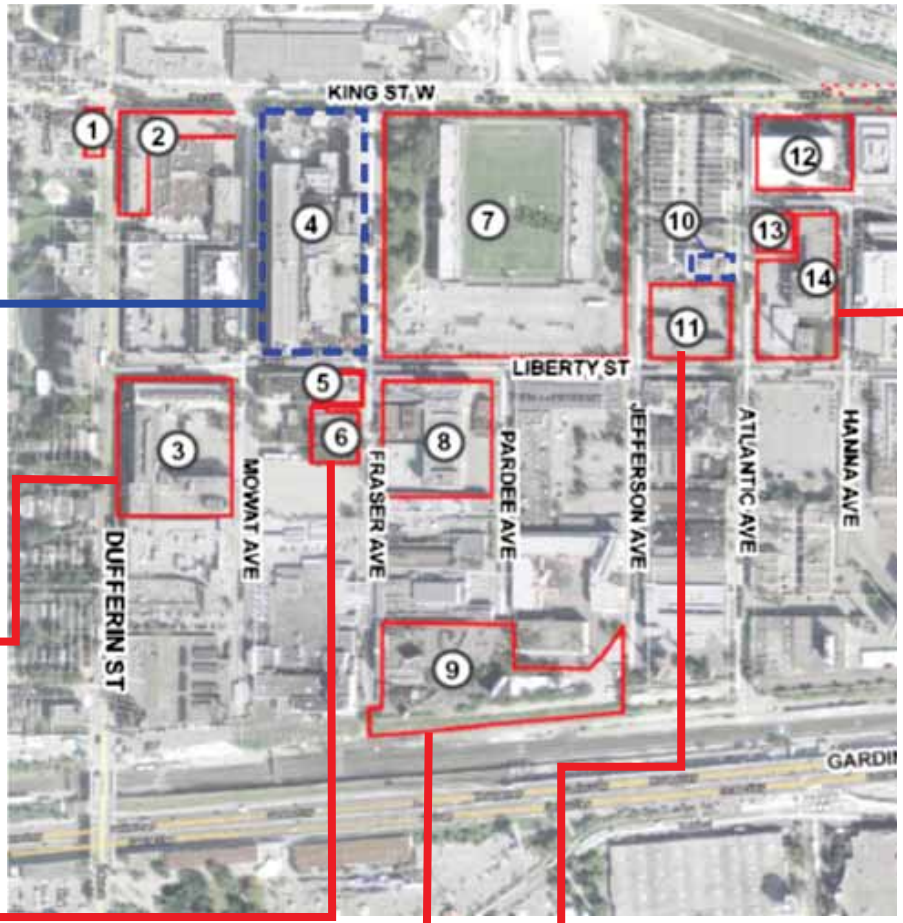
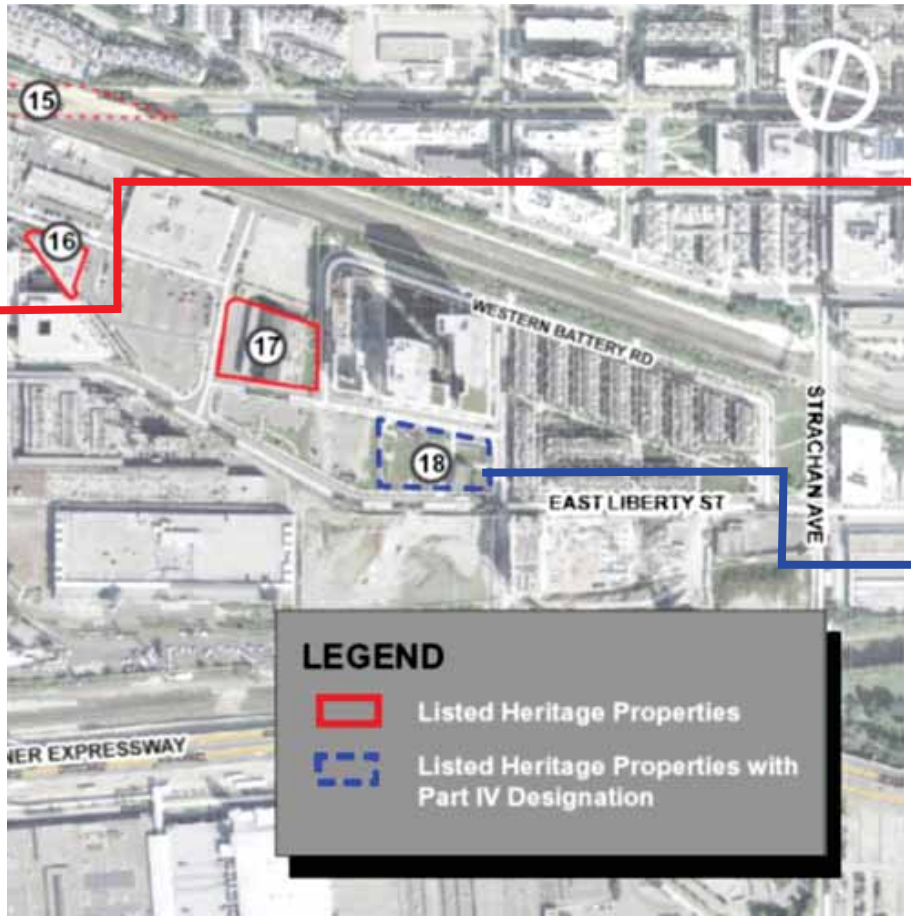


Figure 3-11 Heritage Properties within the Study Area



1 - 1211 King Street West (BMO)
2 - 1195 King Street West, A.B. Ormsby Factory
3 - 219 Dufferin Street
4 - 1179 King Street West
5 - 68 Fraser Avenue
6 - 54 Fraser Avenue
7 - 1155 King Street West
8 - 41 Fraser Avenue
9 - 7 Fraser Avenue
10 - 98 Atlantic Avenue
11 - 60 Atlantic Avenue
12 - 109 Atlantic Avenue/1137 King Street West
13 - 107 Atlantic Avenue
14 - 40 Hanna Avenue
15 - King Street CPR Underpass
16 - 61 Hanna Avenue
17 - 130 East Liberty Street
18 - 70 Strachan Avenue

3.6 Archaeology

This section provides a summary of the archaeological assessment while the full report can be found in **Appendix D**. Archeoworks Inc. undertook a Stage 1 Archaeological Assessment (Stage 1 AA) for the current study area. The study area has been identified to include a complex combination of potential archaeological features, as well as a heavy degree of 20th century development and disturbance. The precise identification of areas of archaeological potential within this part of the urban core requires a cautious approach, ideally one undertaken on a property-by-property basis, whereby detailed reconstructions of the development history of a given parcel leads to a clear understanding of the types of activities that took place there, and the likelihood that any significant archaeological deposits have survived.

Notwithstanding this property specific data, a generalized identification of areas of archaeological potential has been established, i.e., those lands which have not been obviously impacted by 20th century development to such a degree to eliminate any possibility for the survival of original ground surfaces, subsurface deposits or features, etc. This assessment was conducted in compliance with the *2011 Standards and Guidelines for Consultant Archaeologists*. **Table 3-6**, which is tied to **Figure 3-12,** outlines the rationale employed for the identification of archaeological potential within specific areas.

Area # shown on Fig. 3-13	Archaeological Potential
1	Deposit associated with the Central Prison (circa 1873-1915) may be present within the eastern half of the "vacant" lands bounded by Lynn Williams Street, Pirandello Street and East Liberty Street, assuming these lands have not been altered by deep grading.
2	All potentially undisturbed lands have potential for yielding archaeological remains, given the prehistoric and historic significance of the area. This assessment is consistent with the criteria outlined in the *Ministry of Tourism & Culture 2011 Standards and Guidelines for Consultant Archaeologists* (MTC 2011).

Table 3-6 Identification of Archaeological Potential Areas and Rationale

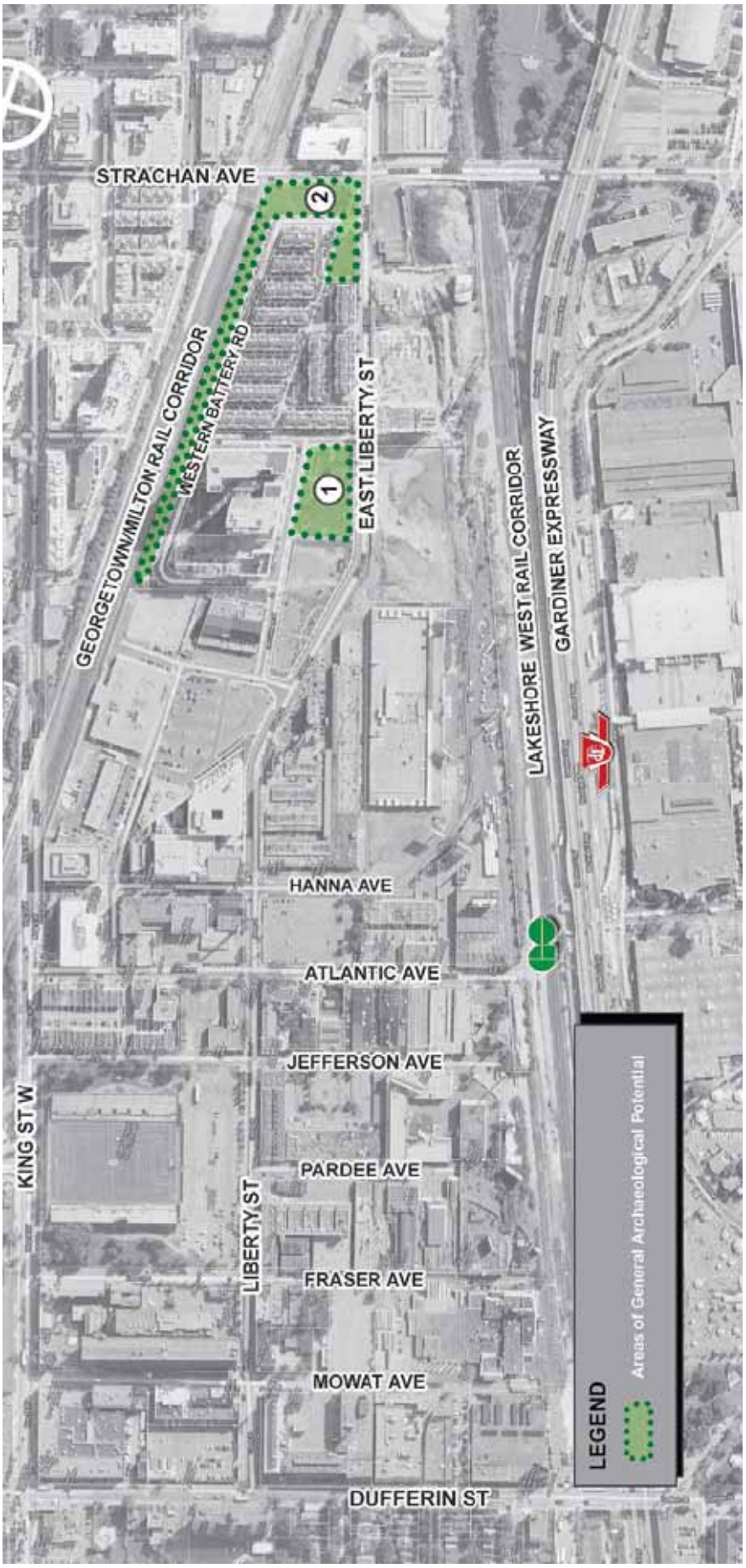


Figure 3-12 Stage 1 Identification of Archaeological Potential within Study Area (to be updated)

The balance of the study area is deemed to exhibit no archaeological potential due to the scale and intensity of landscape alterations, as reflected by past and current land uses, which would have included large scale grade changes (cutting and filling), infrastructure installations and building construction.

Within these more extensively affected areas, it is clear that all original A-horizon deposits and the uppermost levels of its B-horizon have been removed or redistributed to such a degree as to seriously compromise the potential for the presence of any archaeological deposits. Even assuming that such deposits have not been removed entirely, they are likely to have been severely compromised and/or highly mixed; and consisting of an accumulation of items that could not be conclusively associated with any particular occupation or activity.

The Stage 1 AA for the Liberty Village New Street EA Study Area has concluded that, based on the long land-use history of the subject lands, there is potential within portions of the study area to recover historic, Euro-Canadian remains tied to early settlement in the City of Toronto as well as potential for the recovery prehistoric, Aboriginal archaeological remains. Specifically regarding the archaeological potential of the Liberty New Street corridor along the south edge of the study area, there is no archaeological potential. As a result of these findings, it is recommended that:

1. Should construction of the Liberty Village New Street impact any lands determined to have archaeological potential, as illustrated within **Figure 3-12**, a Stage 2 AA should be conducted in accordance with the Ministry of Tourism & Culture's *Standards and Guidelines for Consultant Archaeologist* (*MTC*, 2011) prior to any land disturbing activities.

2. If any additional areas not covered by this assessment are required for construction (i.e. staging areas, temporary access road, etc.) those areas should also be subjected to a Stage 2 AA.

3. No excavation activities shall take place on the subject property prior to the *City's Planning Division* (Heritage Preservation Services Unit) and the *Ministry of Tourism and Culture* (Heritage Operations Unit) confirming in writing that all archaeological licensing and technical review requirements have been satisfied.

3.7 Natural Environment

This section provides a summary of the existing natural environment conditions review while the full report can be found in **Appendix E**. The Natural Heritage Report – Existing Conditions documents the results of data collection and analysis in the spring and fall of 2011.

Since the study area is highly urban, very limited vegetation communities are located within the study area. The vegetation community identified is highly disturbed as a result of past and present human activity. Naturalized vegetation is restricted to the slope of the railway line in the southern part of the study area. This vegetation community is characterised as cultural woodland (CUW1) as there are abundant saplings and young regenerating trees throughout dominated by Manitoba Maples and ground cover of tufted vetch alfalfa and wild carrot. The remaining vegetation is mostly amenity features planted along the road as streetscape trees or within flowerbeds. Large proportions of the

species found within the amenity features and along the slope are non-native in origin.

A total of 67 vascular plant taxa have been recorded within the study area. Forty-three taxa (64%) of the recorded flora area considered introduced and non-native to Ontario. Introduced species are found throughout the vegetation community and amenity features within the study area. No plant species regulated as Endangered, Threatened or Special Concern under the Ontario *Endangered Species Act* or the Canada *Species at Risk Act* were noted during the field investigation. Two (2) species identified within the study area are identified as species of conservation concern by the TRCA, including white spruce (*Picea glauca*) and ninebark (*Physocarpus opulifolius*). They are planted within the study area as amenity features and are found within flowerbeds and along sidewalks. As they are amenity features they should not be considered significant within the study area.

Given the intensely urbanized nature of the study area, wildlife habitat was found to be highly disturbed. Wildlife habitat was limited to scattered trees, ornamental vegetation and for the more highly adaptable species, buildings and other anthropogenic features. These intensely urbanized areas provide low quality wildlife habitat in the study area, with only a small assemblage of bird and mammal species being documented within these lands. Given the urban nature of the study area, any natural heritage features found are highly fragmented from surrounding natural areas by an intensive road network. Only wildlife species generally considered urban or tolerant of anthropogenic features and disturbance were documented within the study area. No significant wildlife habitat or passage corridors were identified within the lands examined.

Based on field observations, two (2) species of wildlife could be verified in the study area and both of these species recordings came from identification (through calls and sightings) of bird species. However, by comparing the natural heritage features found in the study area with secondary source information that describes wildlife previously recorded within this region, there is potential for a total of 11 wildlife species. A total of two (2) species of birds were observed in the study area during field investigations. Based on the habitat types present in the study area and secondary source information, an additional five (5) species of birds are likely to inhabit the study area. Rock Doves (*Columba livia*) were observed feeding on sidewalks and roosting on several buildings. Several flocks of House Sparrow (*Passer domesticus*) were noted foraging in roadside shrubs. Only low quality bird habitat was found within the study area.

No mammal species were observed during field investigations. Based on the habitat types present and secondary source information, four (4) mammal species are likely to inhabit the study area. The four (4) mammal species that are likely to be found within the study area include raccoon (*Procyonlotor*), Norway rat (*Rattus norvegicus*), gray squirrel (*Sciurus carolinensis*) and house mouse (*Mus musculus*). These species represent an assemblage that readily utilizes human influenced landscapes.

Background information indicated that of the 11 wildlife species that could be found within the study area, none are regulated under the Ontario *Endangered Species Act* or the Canada *Species at Risk Act*. The five (5) species of bird are

protected under the *Migratory Birds Convention Act* (MBCA). One (1) of three (3) species of mammal is offered protection under the FWCA.

Prior to field investigations, secondary source data from the MNR Natural Heritage Information Centre (NHIC) – Biodiversity Explorer was reviewed to screen for the presence or absence of wildlife species at risk within or adjacent to the study area. Four (4) wildlife species at risk have been identified as being historically located within the vicinity of the study area. These species include: Blanding's Turtle (*Emydoidea blandingii*), Eastern Ribbonsnake (*Thamnophis sauritus*), Eastern Musk Turtle (*Sternotherus odoratus*), and Queen Snake (*Regina septemvittata*).

The City of Toronto identifies a Natural Heritage System in its Official Plan, consisting of valley lands, woodlands and other natural features. Based on a review of Map 9 (Natural Heritage) of the Official Plan, there are no lands within the study area identified as part of the Natural Heritage System. There are also no Environmentally Sensitive Areas (ESAs), Areas of Natural and Scientific Interest (ANSIs) or Provincially Significant Wetlands (PSWs) located within the study limits.

According to the City of Toronto 'Information About the Ravine and Natural Feature Protection By-law Municipal Code Chapter 658', projects subject to the Schedule 'B' or 'C' Municipal Class EA process are required to obtain a Permit from the Urban Forestry Department if tree removals or grading is proposed within the area regulated by the Ravine and Natural Feature Protection By-law. City of Toronto mapping was reviewed and it was confirmed that the entire study area is located outside of the Bylaw area. Therefore, a permit is not required in accordance with the Ravine and Natural Features Protection Bylaw.

3.8 Air Quality

This section provides a summary of existing air quality at the Liberty neighborhood while the full report can be found in **Appendix F**. The Liberty neighborhood is located between two (2) busy rail corridors and also has the Gardiner Expressway to the south. These sources would likely be the largest contributors to background airborne contaminant concentrations within the Liberty neighborhood Based on their location, the Ontario Ministry of the Environment (MOE) station Judson St. and National Air Pollutant Surveillance Network (NAPS) station 223 College St. are the most representative in terms of background concentrations for Liberty Road. It was found that the 90th percentile air contaminant levels in the study area are within acceptable thresholds set out in MOE Ambient Air Quality Criteria (AAQCs), although there are occasional exceedances for particulates when looking at the overall maximums. For example, the annual average concentration for benzene exceeds proposed new annual average AAQC's. Also, at two (2) of the three (3) monitoring stations which collect benzene readings, their daily concentrations exceed proposed new 24-hour AAQC's relatively frequently.

3.9 Stormwater

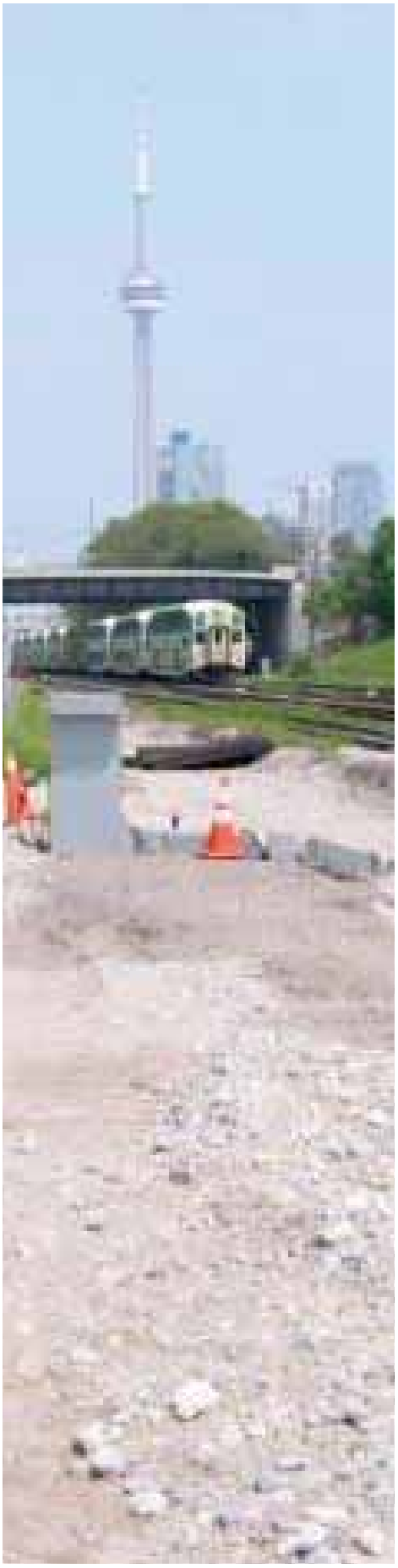
The lands within the study area are draining from north to south and west to east along the roadway network. The GO/Metrolinx Rail corridor is the southern boundary of study limit and drains east and west from the existing GO Transit Stop high point located at the south limit of Atlantic Avenue. Major valley systems are located 4.3 km west at Humber River and 5.8 km east at Don River. The existing Garrison Creek is enclosed with a brick sewer. Under existing conditions, overland flow from the eastern limit of Dufferin Street drains easterly along Liberty Street and south along the north south connecting roads towards the GO/Metrolinx Rail corridor.

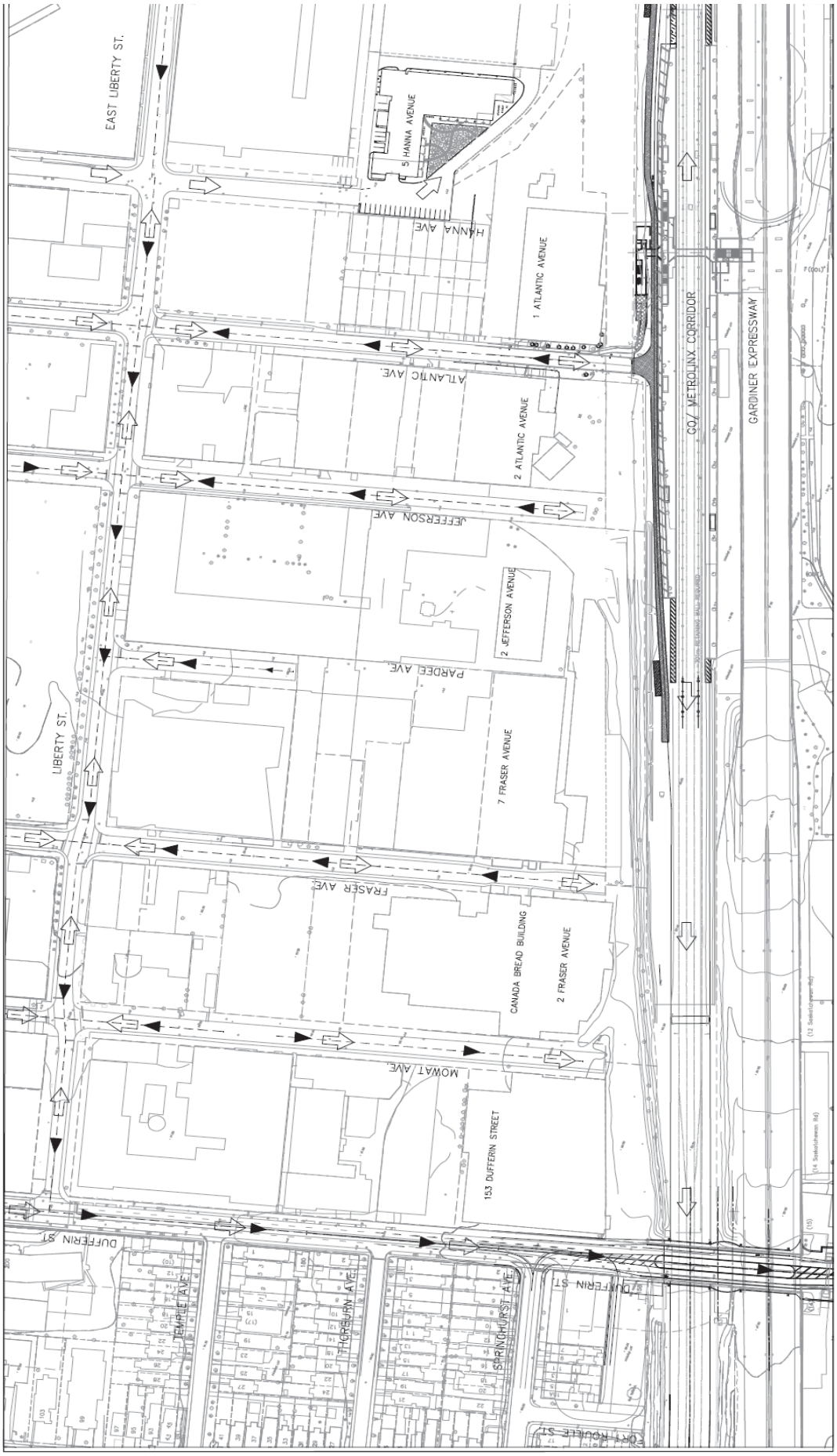
Roadway stormwater from areas west of Hanna Avenue is captured through catch basins and carried to the storm sewers along local streets into the Liberty Street sewer system. This system discharges west to the existing 1875 mm diameter brick trunk sewer flowing south along Dufferin Street. Water within the industrial developments are contained on-site through the storm sewer system then discharged under controlled flow into the existing storm system within the public right-of-way.

Roadway stormwater from area east of Hanna Avenue is also captured through catch basins and carried to the storm sewers along local streets into the East Liberty Street sewer system which discharges east to the existing 3075 x 3075 mm culvert flowing south on Strachan Avenue. Water within the industrial and residential developments are contained on-site through the storm sewer system then discharged under controlled flow into the existing storm system within the public right-of-way.

In the GO/Metrolinx corridor, stormwater is conveyed along the railway via ditches. The stormwater is then captured through ditches along the right-of-way and drains uncontrolled to an existing culvert located below the Dufferin Street bridge. It is expected that the culvert connects with the 1875mm brick sewer draining south along Dufferin Street.

Drainage patterns described herein to be reviewed during detailed design for the project.




EAST LIBERTY ST.
5 HANNA AVENUE
HANNA AVE.
1 ATLANTIC AVENUE
ATLANTIC AVE.
2 ATLANTIC AVENUE
CO/ METROLINX CORRIDOR
GARDINER EXPRESSWAY
JEFFERSON AVE.
2 JEFFERSON AVENUE
PARDEE AVE.
LIBERTY ST.
7 FRASER AVENUE
FRASER AVE.
CANADA BREAD BUILDING
2 FRASER AVENUE
MOWAT AVE.
153 DUFFERIN STREET
DUFFERIN ST
TEMPLE AVE.
THORBURN AVE.
SPRINGHURST AVE.
DUFFERIN ST
PORT ROYALE ST

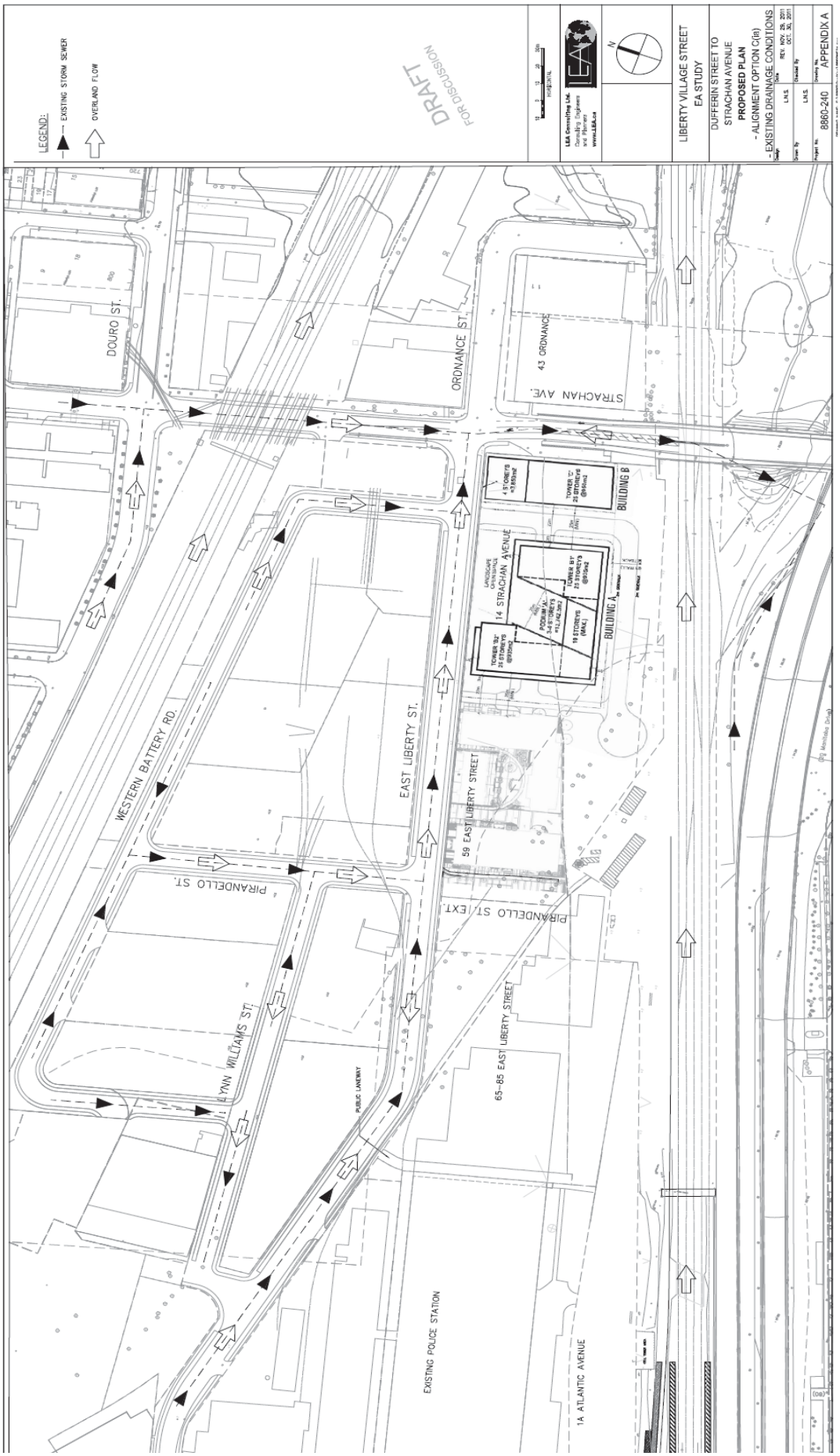


Figure 3-13 Existing Overland Flow and Sewer Drainage in Liberty Neighbourhood

4

PROJECT NEED AND JUSTIFICATION

4.1 Policy Framework

As mentioned in **Section 1.2**, the need for a new local road connection between Dufferin Street and Strachan Avenue was previously identified within the Front Street Extension Study by the City of Toronto. The local road envisioned in the Front Street Extension Study supported development in the Liberty neighborhood, enhancing the image, integration and role of the neighbourhood as a vibrant and vital component of the Toronto City centre through appropriate streetscape design, architectural design and new frontage development. The Front Street Extension would also improve access, visibility and appreciation of the heritage/cultural elements of the Liberty neighborhood. Policies documented within the Garrison Common North Secondary Plan also stipulate protection from any by-laws or changes in land use that would preclude the design and construction of this local street connection within the Liberty neighbourhood. In January 2009, the City of Toronto Council provided direction to undertake a study for this new local road connection. This report documents the findings of the new road study.

4.2 Needs & Opportunities Review

Lack of connectivity within the existing transportation network - East-west vehicular connection within the Liberty neighbourhood is limited to Liberty Street/East Liberty Street. Users traveling within the community and on north-south streets largely depend on Liberty Street/East Liberty Street. This lack of connectivity is especially apparent in the southern portion of the neighbourhood which is characterized by dead-end streets. Sidewalks are not provided on both sides of the streets at many locations. There are currently no designated or signed bike routes within Liberty neighbourhood that would offer a safe and convenient cycling environment for users. Increasing the network connectivity for the various modes of travel would promote more efficient travel patterns within the neighbourhood.

Traffic congestion at intersections with boundary arterial roadways - Existing signalized external access points for the neighbourhood are limited to Dufferin Street/Liberty Street to the west and Atlantic Street/King Street to the north with the latter operating under turn restrictions during the peak hour. The Strachan Avenue/East Liberty Street intersection provides external access at the east end of the neighbourhood. This intersection has been recently signalized. Prior to its signalization, outbound movements onto Strachan Avenue experienced lengthy delays during the peak hours. Field observations, existing traffic analysis and public comments received indicate that the outbound vehicular movements at the Dufferin and Strachan intersections currently experience some operational constraints during the peak hours and special event periods. Vehicle queues at these intersections often spill back from the boundary arterial roads to upstream local intersections. This is a result of the high demand of outbound vehicular traffic leaving the neighbourhood and limited signal green time and gap opportunities to exit onto the adjacent arterials during peak periods.

Accommodating the growing travel demand to/from the study area - A number of planned developments will be constructed and occupied over the next five (5) years. These developments will bring increased travel demand to/from the neighbourhood in the form of vehicular, cyclist and pedestrian modes.

The increase in travel demand will bring additional pressures onto existing vehicular, cyclist and pedestrian operations.

Addressing the lack of accessibility to transit facilities - Currently, vehicular, cyclist and pedestrian access to the GO Transit Exhibition Place Station can only be made via Atlantic Avenue. Public attendees from the March 2011 Introductory Workshop and subsequent Public Open Houses (POH) have indicated a lack of accessibility to the station and the inability to locate the station due its limited connectivity to the existing transportation network. It was suggested that providing new or improved Station connections can facilitate more convenient access for GO Transit users and also for service vehicles required to access the station and rail corridor facilities.

Addressing emergency service and delivery vehicle access at dead-end streets - Discussions with various City departments, residents and tenants in the area have identified the inability for large vehicles movements to turn around at the existing dead-end streets, which are currently not constructed to City standards. These vehicles include fire trucks, police, emergency medical services (EMS), garbage, snow removal, and other large service and delivery vehicles. These dead-end streets pose a problem to emergency response times and cause inconvenience to existing employment and business uses which depend heavily on just-in-time delivery operations. Upgrading these dead-end streets to City standards and/or providing new connections linking the dead-end streets would benefit emergency response, municipal servicing and delivery operations within the neighbourhood.

Vacant, undeveloped, underutilized lands on south edge of the Liberty neighborhood - The existing public ROW within Liberty neighbourhood is generally constrained by existing buildings and structures. There are limited opportunities to provide additional traffic/cycling lanes and/or boulevard streetscape within the existing public ROW. The expansion of existing public ROW is limited as private property acquisition will be required and will impact existing buildings and structures at many locations. The majority of vacant undeveloped lands within the study area are located along the south edge of the neighbourhood immediately north of the rail corridor. These properties offer an opportunity to provide new public infrastructure and connections to link existing dead-end streets within the neighbourhood. If acquired by the City, these lands would provide visual introduction for people coming into the City, increase access for public transit users, pedestrians, cyclists, and Emergency Medical Services staff, emphasize connectivity with Exhibition Place lands, and promote the Liberty neighborhood's historical past by encouraging context sensitive development along the new street.

4.3 Problem Statement

Based on the background data review and public input received, the study team and members of the Technical Advisory Committee (TAC) developed the following needs and opportunity statement for the current Study:

The **need** for a new street connection within the Liberty neighbourhood has been identified:

- To improve neighbourhood connectivity for all types of users, including pedestrians, cyclists, and vehicles, traveling to/from and within the neighbourhood; and,
- To support the growth of the neighbourhood as an active and vibrant employment and residential community.

The Liberty Village New Street EA Study presents an **opportunity** to look at viable alternatives that:

- Improve access to/from and circulation within Liberty neighbourhood;
- Create complete streets;
- Support public realm improvements; and,
- Promote the unique context of Liberty neighbourhood by preserving and enhancing cultural heritage resources.

5

POTENTIAL ALTERNATIVE SOLUTIONS

Three main alternative solutions were proposed for this MCEA study:

- Do Nothing;
- Alternative 1: Improve Existing Connections;
- Alternative 2: Provide New Connections; and,
- Depending on the evaluation of the alternatives, a preferred solution may be selected that involves a combination of the aspects.

5.1 Do Nothing

As a baseline condition from which to compare and evaluate all other alternative solutions, the MCEA process specifies that a 'do-nothing' scenario may be considered. Within the 'do-nothing' scenario, no active changes or interventions to the capacity or configuration of the transportation system are proposed. The benefits of this alternative include an absence of impacts to the existing buildings or City infrastructure, no construction and no direct financial costs required. However, this alternative does not address any of the existing transportation issues and does not provide opportunities to support public realm improvements within the Liberty neighbourhood. The study area is expected to continue to operate with constraints at its external intersections due to the growth of travel demand to and from the study area associated with the full build-out of planned developments. Connectivity and accessibility in the study area not improved with this alternative since the structure of the transportation network is unchanged within the study area.

5.2 Alternative 1: Improve Existing Connections

The existing conditions review has identified opportunities to improve existing connections within the Liberty neighbourhood including options such as enhancing and/or connecting existing sidewalks along Liberty Street/East Liberty Street (**Figure 5-1**) or widening Liberty Street/East Liberty Street to accommodate cycling lanes. The advantages of such an alternative would be the increase in pedestrian connectivity within the Liberty neighbourhood. Drawbacks to such alternatives include the potential impacts to existing permit parking and built structures along Liberty Street. There is limited space within the public ROW to provide for additional sidewalk, bicycle lanes or boulevard area without impacting the operations of adjacent land uses. Moreover, this option would have limited ability to ease existing traffic conditions along Liberty Street/East Liberty Street.

5.3 Alternative 2: Provide New Connections

The final alternative solution allows for opportunities to increase connectivity within Liberty neighbourhood. Options associated with constructing a new road or multi-use path/linear public open green space along the south edge of Liberty neighbourhood (**Figure 5-2**) will provide opportunities to increase the public realm with urban design improvements, increase network fluidity towards Toronto, improve existing dead-ends at north-south roads, and improve the existing traffic conditions. Sub-options may consider road segments, various cross-sections, one-way vs. two-way traffic operations, and additional features. However, options associated with this alternative solution will require the most property acquisition and will be constrained by the limited land available for a new corridor. Additionally, this alternative may increase traffic infiltration, require the most construction, and have the highest costs.


Existing signalized intersection. Capacity constraints for the westbound movement during the peak hours.
Replace boulevard parking with sidewalks
Replace boulevard parking with sidewalks
DUFFERIN ST.
MOWAT AVE.
FRASER AVE.
PARDEE AVE.
JEFFERSON AVE.
ATLANTIC AVE.
HANNA AVE.
THORBURN AVE.
DUFFERIN ST.
153 DUFFERIN STREET
CANADA BREAD BUILDING
2 FRASER AVENUE
7 FRASER AVENUE
2 JEFFERSON AVENUE
2 ATLANTIC AVENUE
1 ATLANTIC AVENUE
GO/ METROLINX CORRIDOR
GARDINER EXPRESSWAY

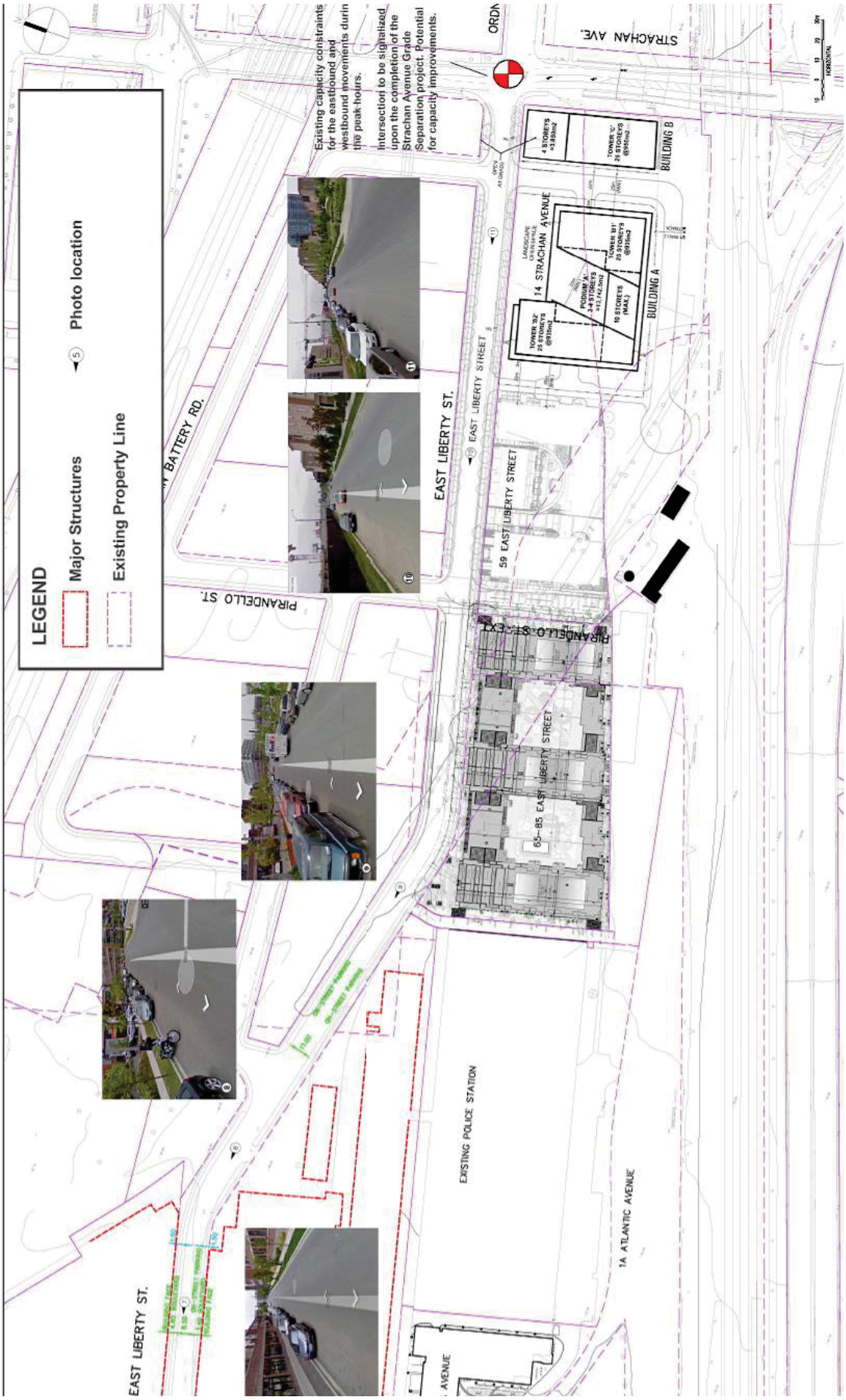
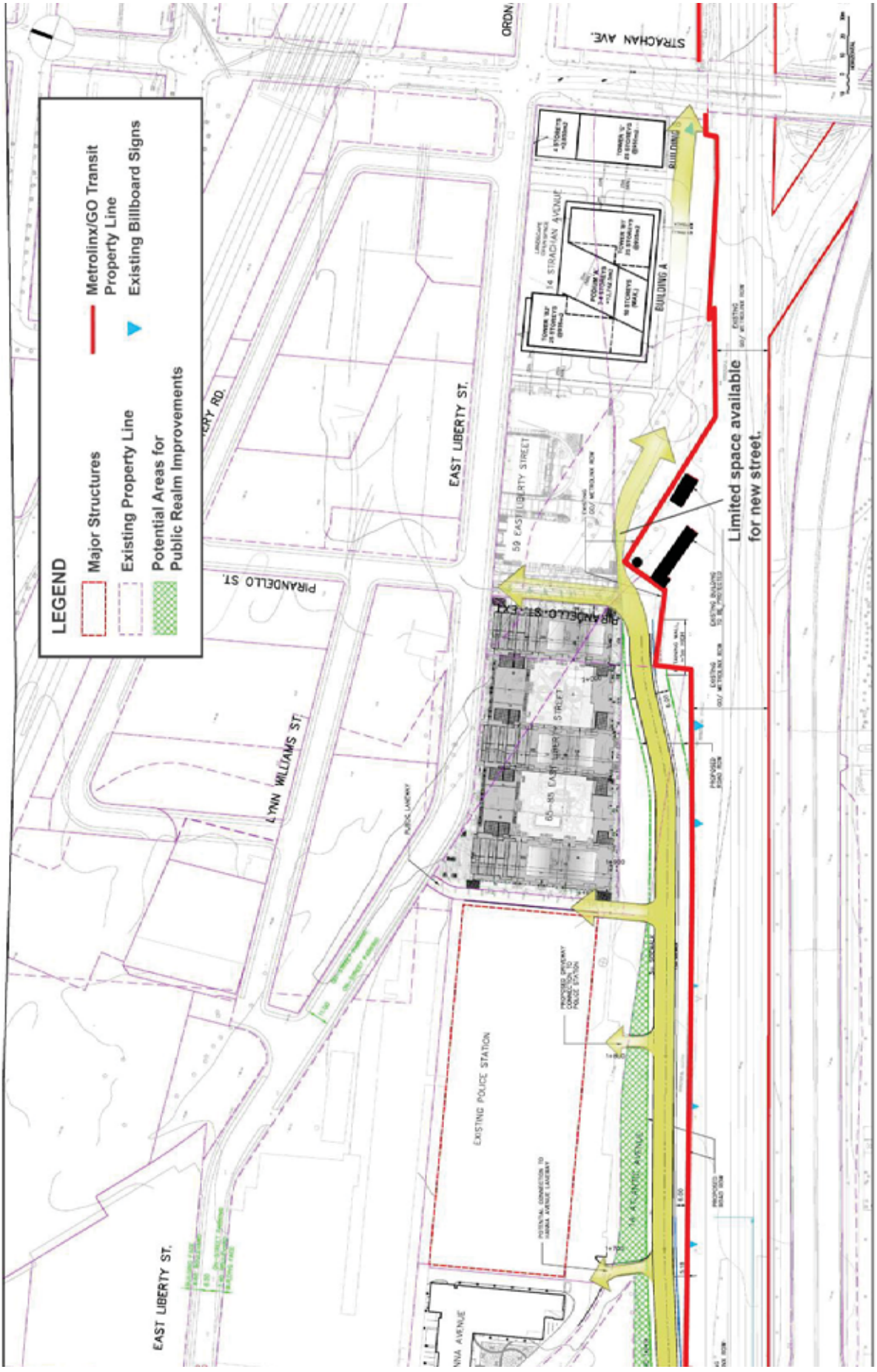


Figure 5-1 Improve Existing Connections


HANNA AVE.
ATLANTIC AVE.
JEFFERSON AVE
PARDEE AVE
FRASER AVE
MOWAT AVE.
DUFFERIN ST.
LIBERTY ST.
TEMPLE AVE.
THORBURN AVE
SPRINGHURST AVE.
1 ATLANTIC AVENUE
2 ATLANTIC AVENUE
2 JEFFERSON AVENUE
7 FRASER AVENUE
2 FRASER AVENUE
CANADA BREAD BUILDING
153 DUFFERIN STREET
PROPOSED LIBERTY NEW STREET
GO/ METROLINX CORRIDOR
GARDINER EXPRESSWAY



*Note: The plan above illustrates an example of a two-lane street with on-street parking on the north side for the majority of the roadway length. Potential new street options can provide a combination of features including on-street parking, bike lanes, multi-use path, etc., for segments or the entire length of the roadway.

Figure 5-2 Provide New Connections

Alternative	PROS	CONS
Do Nothing	• No impacts to existing on-street public and permit parking • No property acquisition required • Lowest cost • No construction required	• No improvements to neighbourhood connectivity • Does not support public realm improvements
Improve Existing Connections	• Some improvements to neighbourhood connectivity • Provides opportunities to improve existing roadways • Less property acquisition required • Lower cost • Less construction required	• Limited existing public right-of-way to accommodate improvements • Potential impacts to existing on-street public and permit parking • Limited opportunities to ease existing traffic conditions
Provide New Connections	• Provides increased connectivity for all users • Provides opportunities for public realm / urban design improvements • Provides opportunities to improve view of Liberty neighbourhood from Gardiner Expressway • Eliminates existing dead-ends at north-south roads • Some opportunity to relieve existing traffic conditions	• Significant property acquisition required • Limited lands to accommodate width of new corridor • Risk of increased through/cut-through traffic within neighbourhood* • Highest cost • Most construction required

*Methods to manage traffic infiltration can be reviewed in detail upon the development of the alternative designs

Table 5-1 Summary of Preliminary Alternative Solutions

5.4 Screening of Alternative Planning Solutions

Table 5-1 summarizes the benefits and drawbacks of each alternative solution.

5.5 Feedback on Proposed Alternative Solutions

The alternative solutions were presented to the public for comment during Public Open House (POH) #1 in June 2011. Members of the public and stakeholders who participated in POH #1 generally showed positive feedback on the alternative solutions presented. Generally, the comments received could be categorized by the following:

Improve Existing Conditions – Comments received showed support for improving existing sidewalks on Liberty Street. Attendees indicated the importance of enhancing connectivity throughout the neighbourhood in order to improve the quality of pedestrian travel.

Provide New Connections – Many attendees showed strong support for a new east-west connection along south edge of Liberty neighbourhood as it would improve access to and from the neighbourhood and connect the existing north-south dead ended streets. Improving network connectivity was especially important for the Toronto Police Services during special event periods when adjacent roadways are closed, while residents and workers stressed the importance for improved access to the Exhibition Place GO Station and the Fort York area. Alternative designs to be evaluated for the new street were to include both "sharrows" and "road + multi-use path" options. Providing a new east-west connection was also viewed as an opportunity to revitalize underutilized space along the rail corridor and to create new destinations and public spaces within the neighbourhood.

Based on the feedback received, both alternative solutions and the "Do Nothing" alternative were carried forward for further development and evaluation in the next EA stage.