

City of Vaughan

Humber Bridge Trail Bowstring Arch Bridge Class Environmental Assessment

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This Statement of Qualifications and Limitations is attached to and forms part of the Report and any use of the Report is subject to the terms hereof.

Executive Summary

The City of Vaughan initiated the Humber Bridge Trail Bowstring Arch Bridge Schedule 'B' Class Environmental Assessment (Class EA) to identify an appropriate solution to address the structural and safety concerns, as well as access issues associated with the 93 year old Bowstring Arch Bridge on Humber Bridge Trail, east of Highway 27. The bridge on Humber Bridge Trail is deteriorating in terms of its structural integrity resulting in increased concern for the safety of bridge users and preserving the heritage aspects of the bridge.

The Alternative Solutions proposed for this project included: Do Nothing; Rehabilitate the Bridge; Remove the Existing Bridge and Build a New Concrete Bowstring Arch Bridge; Remove the Existing Bridge and Build a New Precast Concrete Box Girder Bridge; Remove the Existing Bridge and Build a New Structural Steel Girder Bridge; and Remove the Bridge and Provide an Alternative Access Route to the Home on the Eastern Bank of the Humber River.

Structural investigations established that the Humber Bridge Trail Bridge has a Bridge Condition Index (BCI) of 49.0 (a BCI of below 60 is considered poor based on the Ministry of Transportation methodology). Natural environment investigations determined that the Rapids Clubtail, designated as endangered, has historically occurred within the study area (last recorded in 2005), and that three Butternut specimens, endangered both federally and provincially, are located within 150 metre of the bridge. Nine active water wells were found to occur within 500 metre of the bridge, based on hydrogeologic investigations. Social environment research determined the bridge to be located within the 'Regional Greenlands System' (*York Region Official Plan, 2010*) on land designated 'Natural Area and Countryside,' (*Vaughan Tomorrow, 2010*) and that the bridge is considered to be part of the proposed 'Neighbourhood Signed Bike Route' (*Vaughan Pedestrian and Bicycle Master Plan, 2007*). The Stage 1 Archaeological Assessment determined no archaeological sites have been registered immediately adjacent to the bridge, however 14 sites have been registered within 1 km of it. The cultural heritage investigation established that the bridge scored a 70, according to the Ontario Heritage Bridge Program (OHBP) evaluation, under which any bridge scoring higher than 60 points is automatically considered for listing on the OHBP and can be considered to have heritage value.

A comparative evaluation of the six alternative solutions was undertaken, using 19 broad criteria, and the preferred alternative was determined to be to Rehabilitate the Bridge.

Consultation with the public and government review agencies was carried out throughout the Class EA process in order to inform stakeholders of the project details and provide all interested parties an opportunity to contribute their input or comments related to the undertaking. A notice of commencement was published during the week of September 1, 2010 and notices were subsequently delivered to relevant stakeholders, government agencies, and residents in the vicinity of the bridge. A Public Information Centre, attended by 19 individuals, was held on July 21, 2011, the purpose of which was to present the existing environmental conditions in and around the bridge; provide the results of the comparative evaluation of the alternative solutions; and present the preferred alternative solution. Stakeholder comments were received and responded to throughout the Humber Bridge Trail Bridge Class EA.

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1. Introduction

The City of Vaughan (the City) initiated the Humber Bridge Trail Bowstring Arch Bridge Class Environmental Assessment (Class EA) to identify an appropriate solution to address the structural and safety concerns, as well as access issues associated with the Bowstring Arch Bridge on Humber Bridge Trail (see **Figure 1**). The bridge on Humber Bridge Trail was built in 1918 to carry the road over the Humber River in the City of Vaughan. The structure is a concrete bowstring arch bridge which is owned and maintained by the City of Vaughan. As the bridge is over 90 years old and has not been maintained, it is in an advanced state of disrepair. The bridge provides sole vehicular access to one residential property on Humber Bridge Trail, on the east bank of the Humber River. The City retained AECOM to investigate and propose alternatives to improve the structural integrity of the Humber Bridge Trail Bridge, as well as to identify a preferred solution for the rehabilitation or replacement of the bridge.

This project was undertaken in accordance with Schedule 'B' of the *Municipal Engineers Association (MEA) Municipal Class EA (October 2000, as amended in 2007)* process. As a result, the problem was documented and various alternative solutions, including rehabilitation and replacement of the bridge on Humber Bridge Trail, were identified and comparatively evaluated following an investigation of the potentially affected environment. A description of the alternative solutions, together with the results of the evaluation process, and information regarding the preferred solution were submitted to review agencies, presented to area residents at a Public Information Forum (PIF) to garner feedback from all stakeholders.

This Environmental Screening Document (ESD) describes the planning process followed and conclusions reached for the Humber Bridge Trail Bowstring Arch Bridge Class EA. It should be noted that the Class EA for the Humber Bridge Trail Bowstring Arch Bridge was undertaken concurrently with a Class EA for another Bowstring Arch Bridge within the City of Vaughan. The Class EA for that bridge will be documented in a separate ESD; however, as the Class EA processes were undertaken simultaneously, this report may make reference to the other Bowstring Arch Bridge.

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Figure 1. Study Area



2. Overview of the Municipal Class EA Planning Process

As per the requirements under the *Ontario Environmental Assessment Act* (OEAA), this project followed the Municipal Class EA planning process prescribed by the MEA document (October 2000, as amended in 2007). The Municipal Class EA process allows the City to satisfy the requirements of the OEAA for municipal infrastructure without the need for an Individual EA or request for a specific exemption for the project. Municipal projects addressed by the Class EA may be implemented without further approval under the OEAA, provided the approved Municipal Class EA planning process is carried out.

2.1 Project Schedules

The Municipal Class EA document classifies projects into four separate categories (i.e., schedules) depending on the potential environmental effects and significance: Schedule A, A+, B, and C undertakings. The level of review associated with each category to satisfy the Class EA requirements, and thereby achieve compliance with the OEAA, is summarized below.

i) **Schedule A/A+**

This category includes projects that are limited in scale, have minimal environmental impacts and include a number of municipal maintenance and operational activities. These undertakings are considered to be approved and may proceed directly to Phase 5 for implementation without the requirement to complete any additional phases. As part of the 2007 amendments to the EA process, the Schedule A+ classification was introduced to supplement the requirements of Schedule A undertakings. The purpose of Schedule A+ is to ensure some type of public notification for municipal infrastructure projects that are pre-approved under the Municipal Class EA, prior to project implementation (i.e., Phase 5).

ii) **Schedule B**

These projects have the potential for some adverse environmental effects and, therefore, require the municipality to undertake a screening process (i.e., Phases 1 and 2) involving mandatory contact with directly affected members of the public and relevant review agencies to ensure that they are aware of the project and that their concerns are addressed. In addition, a document must be prepared and submitted for review by the public and review agencies for these undertakings. If there are no outstanding concerns, the municipality may proceed to Phase 5 for implementation.

iii) **Schedule C**

Projects included in this category have the potential for significant environmental effects and must proceed under the full planning and documentation procedures specified in the Class EA Document (i.e., Phases 1 to 4). An Environmental Study Report must be prepared and submitted for review by the public and relevant agencies for these undertakings. If there are no outstanding concerns, the municipality may proceed to Phase 5 for implementation.

2.2 Schedule 'B' Classification

The *Humber Bridge Trail Bowstring Arch Bridge Class EA* involves various improvements to the existing bridge, and, as such, is classified as a Schedule 'B'¹ activity in accordance with the Municipal Class EA schedules. In light of this classification, the following Class EA planning phases were undertaken:

Phase 1: Identify the Problem / Opportunity

This phase involves not only identifying the problem/opportunity, but also describing it in sufficient detail to lead to a clear problem/opportunity statement. As part of describing the problem/opportunity, input from review agencies and the public can be solicited (see **Section 3.0**).

Phase 2: Identify and Evaluate Alternative Solutions to the Problem / Opportunity

This phase involves the following six steps:

1. Identify all reasonable alternative solutions to the problem/opportunity;
2. Prepare both a physical description of the project area and a general inventory of the existing natural, social and economic environments present;
3. Identify the net positive and negative effects of each alternative solution including mitigating measures;
4. Evaluate the alternative solutions;
5. Consult with review agencies and the public to solicit comment and input; and
6. Select or confirm the recommended solution (see **Section 4.0**).

Upon completion of Phase 2, documentation of the two phases must be prepared. Once this documentation is complete, it must be placed on the public record for a period of at least 30 calendar days to allow for relevant agency and public review.

During this review period, concerned individuals have an opportunity to request a Part II Order under the OEAA before the project may proceed to implementation. A Part II Order requires the preparation of an Individual EA for submission to the Minister of the Environment for review and approval. The decision as to whether the project should be subject to a Part II Order rests with the Minister. In addition, the Minister may deny the Part II Order, with a condition requiring the proponent to undertake the Project as a Schedule 'C' undertaking.

Once the public review period has ended and if there are no outstanding Part II Order requests, the municipality may proceed to the final phase of the planning and design process.

Phase 5: Complete Contract Drawings and Documents and Proceed to Construct, Operate and Monitor the Project

This phase involves completing contract drawings and tender documents as well as incorporating the recommended solution and any associated mitigation measures identified during the first two phases of the

1. *Municipal Engineers Association, Municipal Class Environmental Assessment, (October 2000, as amended in 2007), pg 1-6, Item 30*

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process. Once contracts are awarded, construction can take place and the project can be implemented. Any monitoring programs identified during the Class EA shall be undertaken to ensure that the environmental provisions and commitments made during the process are fulfilled and effective.

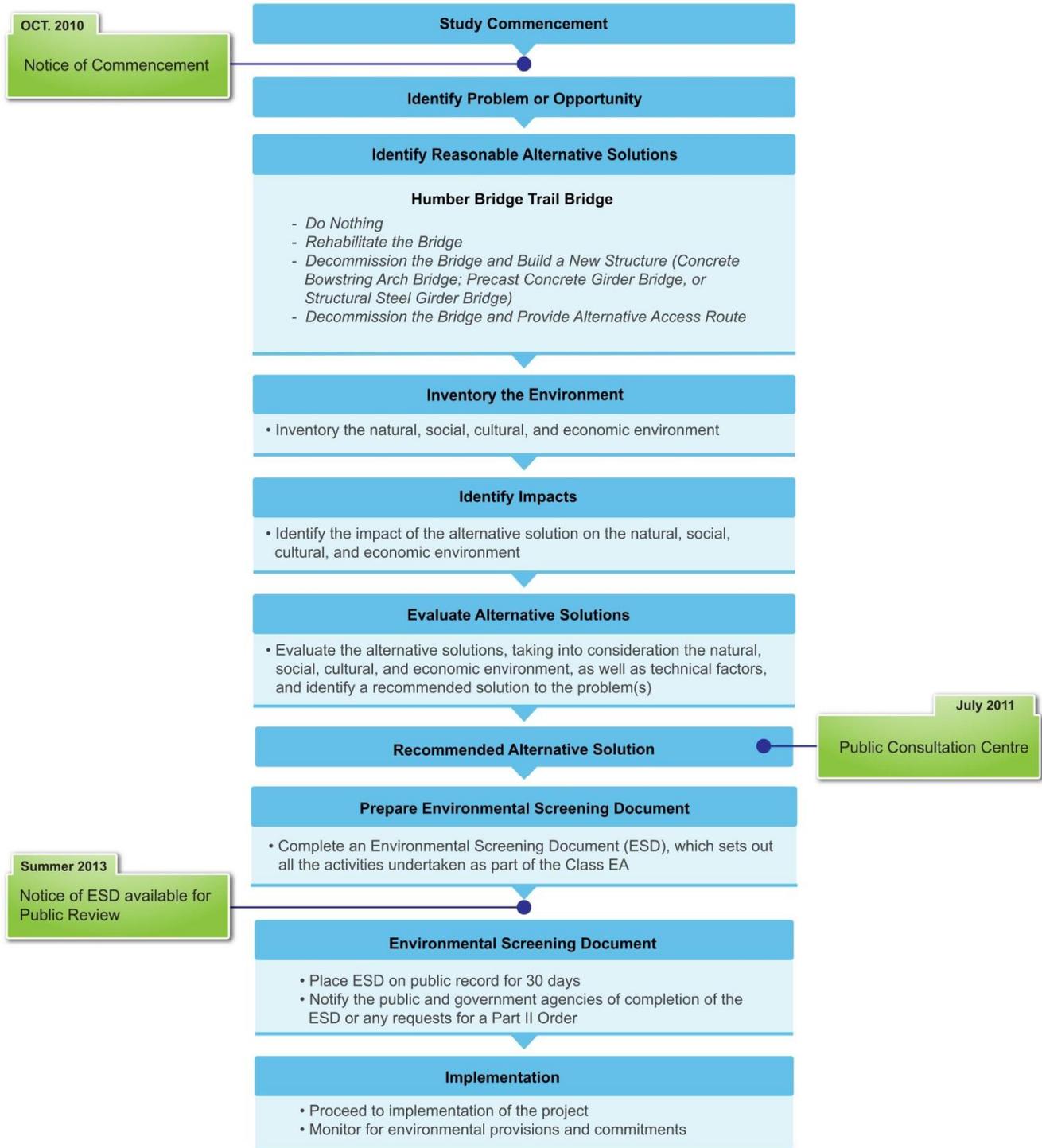
Figure 2 provides an overview of the Municipal Class EA process and indicates the Class EA process followed for this project.

2.3 Public and Agency Consultation

As required under the Class EA process for a Schedule 'B' undertaking, consultation with the public and government review agencies is necessary for the duration of the Study. The purpose of the consultation process is to inform stakeholders of the project details and provide all interested parties an opportunity to contribute their input or comments related to the undertaking. A description of the consultation activities carried out during Phases 1 and 2 of the *Humber Bridge Trail Bowstring Arch Bridge Class EA* is presented in the corresponding section of the report.

Humber Bridge Trail Bowstring Arch Bridge Class Environmental Assessment

Figure 2. Overview of the Municipal Class EA Process



3. Phase 1 – Identification & Description of the Problem

3.1 Location and Description of the Humber Bridge Trail Bridge

The Humber Bridge Trail Bowstring Arch Bridge is a single-span concrete bowstring arch bridge located approximately 500 metre east of Highway 27, carrying Humber Bridge Trail over the Humber River in the Village of Kleinburg, within the City of Vaughan. Humber Bridge Trail houses three residences: two on the western side of the Humber River, (north and south of the road); and one on the south side of Humber Bridge Trail on the eastern bank of the Humber River. The surrounding landscape consists of woodland on all sides, with the Humber Ridge subdivision located at the eastern extent, along St. Padre Pio Gardens.

3.1.1 Identification of the Problems/Opportunity

Structural Deficiencies

The bridge on Humber Bridge Trail is a 93 year old concrete bowstring arch bridge spanning 19.5 metre with a roadway width of 3.4 and is in overall poor condition. With its bridge deck (**Figure 3**), vertical arch hangers, bottom arch chord (**Figure 4**) and handrails all extensively deteriorated and the top chord of the arch, transverse floor beams, abutments and wingwalls in only somewhat better condition, the Humber Bridge Trail Bridge has a Bridge Condition Index (BCI) of 49.0 (a BCI of below 60 is considered poor based on the Ministry of Transportation (MTO) methodology). This project provides an opportunity to improve the structural integrity of the Humber Bridge Trail Bridge and maintain and improve the connection along the length of this roadway.



Figure 3. Bridge Deck Showing Cracks and Potholes



Figure 4. Truss Bottom Chord Showing Severe Spalling

Safety Concerns

Due to the advanced state of disrepair of the Humber Bridge Trail Bridge, there is a significant risk to users of this bridge. As the bridge provides the sole point of vehicular access to the residential property on the eastern bank of the Humber River on Humber Bridge Trail, maintaining its function and ensuring its safety for all users is important.

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This project provides an opportunity to improve the safety of the Humber Bridge Trail Bridge as well as maintain and improve the connection along Humber Bridge Trail.

Heritage Preservation

Built in 1918, and having not previously undergone any major rehabilitation or repair work, the Humber Bridge Trail Bowstring Arch Bridge can be considered an in-tact example of a concrete bowstring arch bridge, commonly constructed across Ontario in the early 20th Century. This project provides an opportunity to preserve the heritage features of the bridge on Humber Bridge Trail.

Maintain Connectivity/Access

As the bridge provides the sole point of vehicular access to the residential property on the eastern bank of the Humber River on Humber Bridge Trail, it is important that this access be maintained. Further, Humber Bridge Trail has also been identified as a Neighbourhood Signed Bike Route under the *City of Vaughan Pedestrian and Bicycle Master Plan* and, as such, the presence of a fully functioning bridge is required at this location.



Figure 5. Humber Bridge Trail Bridge

3.2 Problem/Opportunity Statement

The bridge on Humber Bridge Trail is deteriorating in terms of its structural integrity resulting in increased concern for the safety of bridge users and preserving the heritage aspects of the bridge. This project provides an opportunity to maintain and improve the connection along Humber Bridge Trail, east of Highway 27, as well as preserve a local heritage resource, by addressing the Bridge's advanced state of disrepair.

3.3 Public and Agency Consultation During Phase 1

3.3.1 Notification of Project Commencement and Invitation for Comments

Although the Municipal Class EA process does not consider consultation during Phase 1 to be mandatory, efforts were made during Phase 1 of the *Humber Bridge Trail Bowstring Arch Bridge Class EA* to inform relevant stakeholders. All appropriate review agencies, area property owners, and the public were consulted as part of identifying and describing the problem. Notification of the initiation of the project and a request for comments was provided through the following means:

- A Notice of Study Commencement was placed in the *Vaughan Weekly* publication during the week of September 1, 2010; and
- A Notice of Study Commencement was delivered via direct mail to a number of review agencies and all potential adjacent property owners on October 4, 2010.

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Copies of the above-noted notification materials are provided in **Appendix A**, along with the contact information for all of the stakeholders in relation to this study. The review agencies were identified according to Appendix 3 of the Municipal Class EA Document, which outlines relevant agencies, based on the nature of a project, as well as guidelines for establishing contact with these review agencies.

3.3.2 Comments Received and their Consideration in the Project

Government Review Team and Public Comments

Fourteen formal comments were received from the Government Review Team and the Public in response to the Notice of Study Commencement. A summary of the comments received is provided in **Table 3.1**.

Table 3.1 Summary of Comments Received from the Government Review Team and the Public During Class EA Phase 1

Review Agency/ Public Member	Summary of Comments Received	Consideration of Comments Received
Ministry of the Environment	<ul style="list-style-type: none"> Letter outlines issues of concern in relation to: ecosystem protection and restoration; surface water; groundwater; dust and noise; contaminated soils; mitigation and monitoring; planning and policy; Class EA process; and First Nations consultation. 	<ul style="list-style-type: none"> Comments noted, will notify for continued involvement.
Ministry of Tourism and Culture	<ul style="list-style-type: none"> Letter outlines issues of concern in relation to: Archaeological resources; built heritage resources; and cultural heritage landscapes. 	<ul style="list-style-type: none"> Comments noted, will notify for continued involvement.
Toronto and Region Conservation Authority	<ul style="list-style-type: none"> Letter identifies Areas of Interest; criteria for the selection of alternatives; a request for a meeting with the project team prior to alternative selection; and outlines additional TRCA contacts. 	<ul style="list-style-type: none"> Comments noted, will notify for continued involvement. Contacts noted and added to contact database.
Toronto and Region Conservation Authority – Humber River Watershed Alliance	<ul style="list-style-type: none"> Enquiring about the status of the EA. Informing that many members of the Humber River Watershed Alliance are also members of trail associations and are very supportive of protecting these bridges. Given other projects currently taking place to the south along the Humber Valley Heritage Trail, co-ordination among projects to some extent would make sense. 	<ul style="list-style-type: none"> Comments noted, will notify for continued involvement.
Regional Municipality of York – Emergency Medical Services	<ul style="list-style-type: none"> Letter requests any information regarding: access routes; egress routes; duration of impediments; possible impact(s), if any, on the Emergency Services Sector. 	<ul style="list-style-type: none"> Comments noted, will notify for continued involvement.
Public Comment	<ul style="list-style-type: none"> Would like more information on the plans for the bridge. 	<ul style="list-style-type: none"> Comments noted, will notify for continued involvement.
Public Comment	<ul style="list-style-type: none"> Would like the bridge to be rehabilitated and sees the structural integrity of the piers, together with the appropriate stabilization of adjacent river banks, as key. Questions whether bridge 'look' will be maintained. Believes the bridge should have vehicular capability. 	<ul style="list-style-type: none"> Comments noted, will notify for continued involvement.
Public Comment	<ul style="list-style-type: none"> Would like to participate in the discussion about this bridge. Request for additional information. 	<ul style="list-style-type: none"> Comments noted, will notify for continued involvement.
Public Comment	<ul style="list-style-type: none"> Would like to be kept up-to-date on project events and/or meetings. 	<ul style="list-style-type: none"> Comments noted, will notify for continued involvement.
Public Comment	<ul style="list-style-type: none"> Would like an update on the status of the EA. Would like to participate in the project. 	<ul style="list-style-type: none"> Comments noted, will notify for continued involvement.

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Review Agency/ Public Member	Summary of Comments Received	Consideration of Comments Received
Public Comment	<ul style="list-style-type: none"> Personal and professional interest in this project. Would like to be kept up-to-date on the project. 	<ul style="list-style-type: none"> Comments noted, will notify for continued involvement.
Public Comment	<ul style="list-style-type: none"> Would like an update on the status of the EA. Would like to know if a public consultation event held in November? 	<ul style="list-style-type: none"> Comments noted, will notify for continued involvement.
Public Comment	<ul style="list-style-type: none"> Road cyclist who visits Kleinburg several times throughout the summer and has long felt that utilizing the bridge on Humber Bridge Trail would be an ideal option. Typical route to Kleinburg approaches from the west along Nashville Road, then down Islington, west on Major Mackenzie, and up Highway 27 before continuing west on Major Mackenzie. Crossing Highway 27 by travelling down Bindertwine/ Westridge/ St Padre Pio Gardens and traversing the Humber Bridge Trail Bridge would likely feel significantly safer. A paved or very hard surface would be ideal. 	<ul style="list-style-type: none"> Comments noted, will notify for continued involvement.
Public Comment	<ul style="list-style-type: none"> Would like an update on the timing of the Open House event. 	<ul style="list-style-type: none"> Comments noted, will notify for continued involvement.

First Nation and Aboriginal Organization Comments

Two comments were received from First Nation and Aboriginal Organizations in response to the Notice of Study Commencement. A summary of the comments received is provided in **Table 3.2**. Copies of the original letters can be found in **Appendix A**.

Table 3.2 Summary of Comments Received from First Nation and Aboriginal Organizations During Class EA Phase 1

First Nation/Aboriginal Organization	Summary of Comments Received	Consideration of Comments Received
Alderville First Nation	<ul style="list-style-type: none"> Classify this project as a 'Level 3' according to the Alderville First Nation Consultation Protocol, having minimal potential to impact First Nations' rights. Request to be kept informed of archaeological findings, burial sites, or any environmental impacts. 	<ul style="list-style-type: none"> Comments noted, will notify for continued involvement.
Curve Lake First Nation	<ul style="list-style-type: none"> Suggests that Karry Sandy-McKenzie, Williams Treaty First Nation Claims Co-ordinator be provided a copy of the proposal. Curve Lake First Nation is not aware of any issues that would cause concern with respect to Traditional Aboriginal and Treaty rights. Request to be kept informed of archaeological findings, burial sites, or any environmental impacts. 	<ul style="list-style-type: none"> Comments noted, will notify for continued involvement.