



## STAFF REPORT ACTION REQUIRED

### St. Clair Avenue West between Westmount Avenue and McRoberts Avenue – Transit Improvement Project

<b>Date:</b>	June 12, 2007
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services, Etobicoke York District
<b>Wards:</b>	Ward 17 – Davenport
<b>Reference Number:</b>	eycc070090-to – 5396

#### SUMMARY

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The purpose of this report is to introduce road alteration by-laws on St. Clair Avenue, from Westmount Avenue to McRoberts Avenue, to allow for the construction and implementation of the extended second phase of the St. Clair Avenue West Transit Improvement Project as approved by City Council.

#### RECOMMENDATIONS

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**Transportation Services recommends that:**

- (1) City Council enact a by-law for the alteration of St. Clair Avenue West, between Westmount Avenue and McRoberts Avenue, to permit construction of the Preferred Design Concept identified through the St. Clair Avenue West Transit Improvement Class Environmental Assessment study process. The modifications, generally as shown on Drawing No.'s EY07 – 151 to EY07 - 155, dated June 2007, include:
  - (i) Construction of a raised, mountable trackbed in the centre of St. Clair Avenue West, between signalized intersections, for the exclusive use of public transit vehicles and emergency service vehicles, including Police, Fire, and Emergency Medical Services;

- (ii) Removal of all existing streetcar platforms and replacement with new, wider farside platforms on the north side and south side of St. Clair Avenue West, west of Dufferin Street; on the north side and south side of St. Clair Avenue West, east of Earls court Avenue; and nearside platforms on the north and south side of St. Clair Avenue West east and west of Lansdowne Avenue;
  - (iii) Widening the pavement, up to 2.5 metres, on the north and south sides of St. Clair Avenue West, at Dufferin Street, to allow for two through lanes and a westbound left-turn/U-turn lane;
  - (iv) Widening the pavement, up to 2.5 metres, on the north and south sides of St. Clair Avenue West, at Via Italia, to allow for two through lanes, a westbound left-turn/U-turn lane and an eastbound U-turn lane;
  - (v) Widening the pavement, up to 2.5 metres, on the north and south sides of St. Clair Avenue West, at Earls court Avenue, to allow for two through lanes and an eastbound U-turn lane;
  - (vi) Widening the pavement, up to 2.5 metres, on the north and south sides of St. Clair Avenue West, at Lansdowne Avenue, to allow for two through lanes, a westbound left-turn/U-turn lane and an eastbound U-turn lane; and
  - (vii) Curb extensions on St. Clair Avenue West on the northwest corners of St. Clair Gardens, Boon Avenue and Harvie Avenue; on the northeast corners of Earls court Avenue and Nairn Avenue; and on the southeast corner of St. Clarens Avenue.
- (4) The appropriate City officials be requested to take whatever action is necessary to give effect to the foregoing, including the introduction in Council of any Bills that are required.

### **Financial Impact**

All costs associated with the road alterations and traffic regulation changes have been included as part of the St. Clair Avenue West Transit Improvement Project.

### **ISSUE BACKGROUND**

City Council, at its meeting of September 28, 29, and 30 and October 1, 2004, adopted, as amended, Clause No. 1 of the Policy and Finance Committee Report No. 7, entitled “St. Clair Avenue West Transit Improvement Environmental Assessment – Yonge Street to Gunns Road (Just West of Keele Street), (St. Paul’s, Davenport, York South-Weston)” and, among other things, approved the Preferred Design Concept identified through the St. Clair Avenue West Transit Improvement Class Environmental Assessment study process, the principal elements of which are as follows:

- (1) Two centre lanes reserved for exclusive use by streetcars (and emergency vehicles) protected by a raised, but mountable, trackbed;
- (2) During peak periods, two general purpose traffic lanes in each direction, located on either side of the streetcar tracks, providing sufficient capacity to accommodate all current peak period traffic volumes on St. Clair Avenue West;
- (3) During off-peak periods and weekends, one general purpose traffic lane and one parking lane in each direction providing sufficient capacity to accommodate all current off-peak and weekend traffic volumes;
- (4) Left-turn lanes at signalized intersections to permit left-turn and U-turns on their own exclusive signal phase;
- (5) On-street parking on both sides of the street during off-peak times on weekdays and at all times on weekends to be permitted in the majority of the curb lanes, and new off-street parking, resulting in a net increase in the parking supply along St. Clair Avenue West; and
- (6) Enhanced streetscape, urban design, streetcar shelters and platforms, public art and safety features in the overall design and implementation of the transit improvements project.

Also contained within the approved recommendations was a recommendation that “approval be granted in principle for the traffic bylaws required to implement this project...” (Recommendation (8) contained within the report from the Commissioner of Urban Development Services, the Acting Commissioner of Works and Emergency Services, the Chief General Manager of the Toronto Transit Commission, and the President, Toronto Parking Authority, dated August 31, 2004).

## **COMMENTS**

Construction of the transit improvements on St. Clair Avenue West (from Gunns Road to Yonge Street) was scheduled for 2006 and 2007. The first phase of construction originally included the streetcar loop at the St. Clair subway station east of Yonge Street to the St. Clair West subway station west of Tweedsmuir Avenue. The limits of Phase I were changed to incorporate the section west of Tweedsmuir Avenue to Vaughan Road. In phase two, scheduled for September 2007, it is now necessary to seek approval for the required road alteration by-laws for St. Clair Avenue West from Westmount Avenue to McRoberts Avenue.

Approval of the recommendations for road alteration by-laws, from Westmount Avenue to McRoberts Avenue, will allow for the construction and implementation of the second phase of the St. Clair Avenue West Transit Improvement Project as approved by City Council. We will be reporting further on the necessary amendments to the traffic regulations in due course.

## **CONTACT**

Roman Oleksij, Supervisor, Traffic Engineering, - Etobicoke York District  
Phone: (416) 392-7892; Fax: (416) 394-8942;  
E-mail: roleksij@toronto.ca

## **SIGNATURE**

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John Niedra, P.Eng.  
Director, Transportation Services-Etobicoke York District

## **ATTACHMENTS**

Attachment Nos. 1, 2, 3, 4, & 5:      Maps