



2. STUDY PROCESS

2.1 The Environmental Assessment Process

This EA study was conducted following the procedure designated for Schedule “C” projects within the Municipal Class Environmental Assessment (Class EA) process. The Class EA has been developed for municipal roads, water and wastewater projects. Schedule “C” projects are those, which have the potential for significant environmental effects.

The main elements of the Class EA planning process are incorporated in the following five phases:

PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5
Problem or Opportunity	Alternative Solutions	Alternative Design Concepts for Preferred Solution	Environmental Study Report	Implementation

A detailed description of the various requirements in the Class EA process is illustrated in Appendix A. In brief, the phases may be summarized as follows:

Phase 1 - Identify the problem or opportunity that the study is to address (documented in chapter 3 of this Environmental Study Report)

Phase 2 - Identify alternative solutions to address the problem or opportunity by taking into consideration the existing environment (chapter 4), and establish the preferred solution taking into account public and review agency input (chapter 5).

Phase 3 - Examine alternative methods of implementing the preferred solution, based upon the existing environment, public and review agency input, anticipated environmental effects and methods of minimizing negative effects and maximizing positive effects (chapter 7).

Phase 4 - Document, in an Environmental Study Report a summary of the rationale, and the planning, design and consultation process of the project as established through the above Phases, and make such documentation available for scrutiny by review agencies and the public.

Phase 5 - Complete contract drawings and documents, and proceed to construction and operation; monitor construction for adherence to environmental provisions and commitments. Where special conditions dictate, also monitor the operation of the completed facilities.

An EA study must allow a reviewer to trace each step of the process. The analysis and documentation should explain the reasons for the criteria used to identify and assess the



alternatives, the proponent's weighing of these criteria and the decision making process that was followed.

The main phases and their application to single projects or Master Plans are identified in Exhibit A.1 (see appendix A). The steps in each phase are identified in the Flow Chart, Exhibit A.2 1 (see appendix A), which illustrates the process followed in the planning and design of projects covered by this Class EA. The flow chart incorporates the steps considered essential for compliance with the requirements of the EA Act.

It should also be noted that the process outlined in the following sections is not necessarily sequential. It can be an iterative process whereby the results of one step may necessitate re-evaluation of a previous step.

An essential feature of successful planning and approval, under the Act, involves early consultation with the affected parties. Hence, the study was organized so that affected parties were:

- Involved throughout the study at appropriate times;
- Provided access to information;
- Provided sufficient time to respond to questions and data requests; and
- Encouraged to participate in issue identification.

2.2 Study Organization

The study was organized in the manner shown in **Exhibit 2-1**. It was conducted under the direction of the TTC and City of Toronto as co-proponents and funded by the TTC.

At the outset of the study, representatives from the City of Toronto, represented by Works & Emergency Services (WES) and Urban Development Services (UDS), TTC, York Region Transit (YRT/VIVA) and GO Transit formed a Project Team, responsible for overall project management and co-ordination of the study. The Project Team met on a regular basis to review the study findings and recommendations.

To address a wider range of issues and to coordinate with other initiatives in the area, a Technical Advisory Committee was formed. This Committee comprised all members of the Project Team plus additional representatives from the City of Toronto who are responsible for local planning and traffic operations.

2.2.1 External Study Team

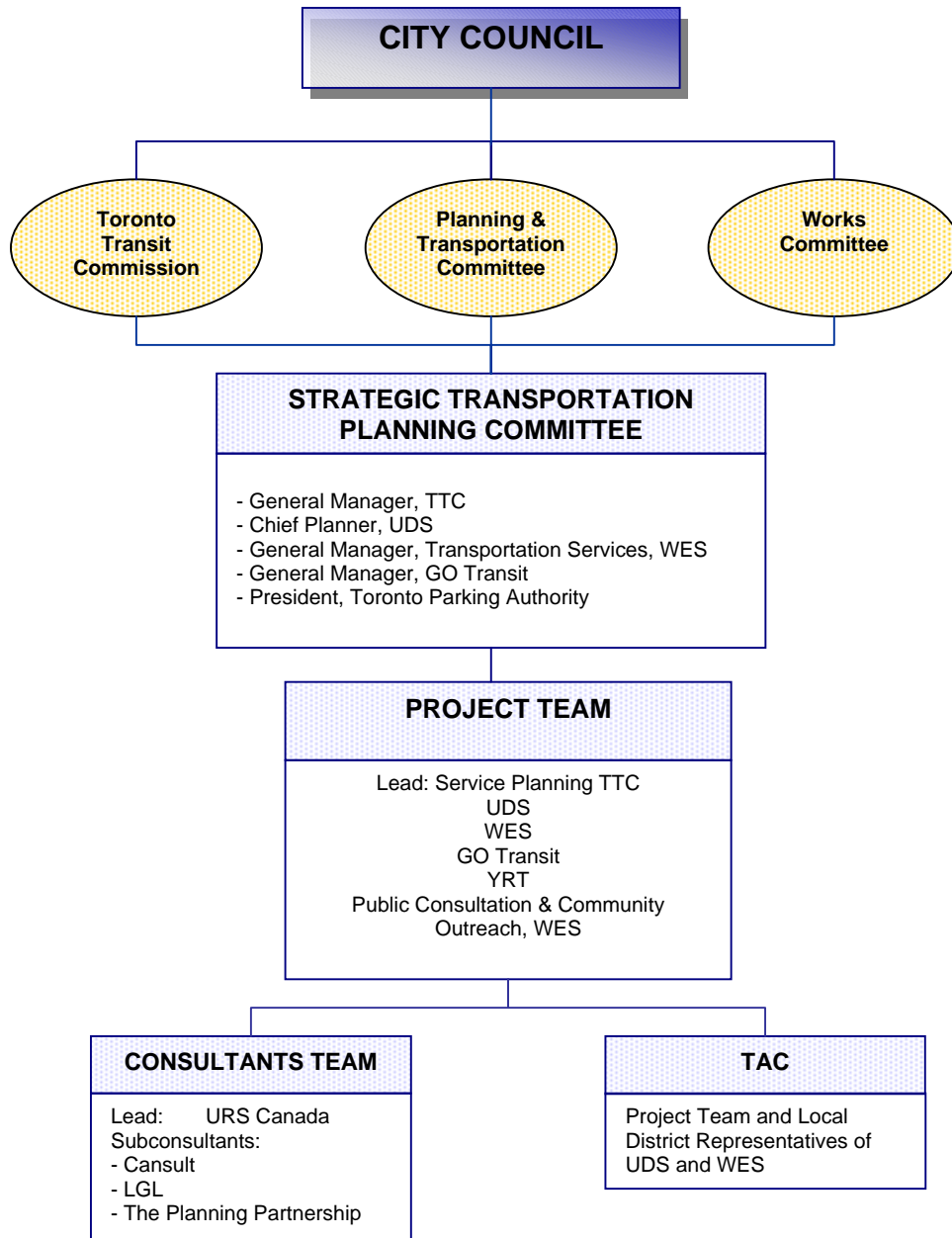
A consultant team was retained to assist with this study.

URS Canada Inc. was responsible for the coordination of the EA, technical work associated with the project, all exhibits and content for the public consultation process, and preparation of the EA study document. They were assisted by:



- Cansult – transportation-transit planning
- LGL Limited – natural sciences
- The Planning Partnership – land use planning/urban design

Exhibit 2-1: Study Organization





2.3 Consultation

2.3.1 External Agencies

External Agencies made up of various public agencies, utility companies and rail companies were contacted at key decision points. The correspondence is contained in Appendix B.

2.3.2 Public Consultation

The Municipal Class EA has defined mandatory points of contact during Phases 2, 3 and 4 of the Municipal Class EA process as outlined in Appendix A. This project included supplemental consultation in addition to the required points of contact, which is commented on in sections 6.11 and 7.2.2. Copies of notices, display and presentation material and comments received are included under separate cover – Public Consultation Report. An overview of each round of consultation is provided in chapters 5 and 6 of this Environmental Study Report (ESR).

2.3.3 Consultation During Project Filing

The ESR is prepared for the public record and provides the opportunity for the public to review the planning process. At the culmination of the planning and decision-making process, the ESR is placed on the public record with the Toronto Transit Commission for a 30-day review period. If the members of the public have concerns that cannot be resolved in discussions with the municipality, they may request that the Minister of the Environment grant a "Part II Order" which would elevate the project's approval process to an Individual Environmental Assessment. Such requests shall be forwarded to the Minister of the Environment at the following address:

Minister of the Environment
2 St. Clair Avenue West
Toronto, ON
M4V 1L5

A copy of the request must be forwarded to the Toronto Transit Commission.