

2.0 INTRODUCTION AND STUDY PROCESS

The streetcar tracks on St. Clair Avenue West are in poor condition and must be replaced. The track and trackbed replacement, originally scheduled for 2004, was delayed to 2005. This allowed for the City and the TTC the opportunity to review possible enhancements to the streetcar line and roadway operations.

Consequently, City Council at its meeting of February 4, 2003 recommended that:

(1) approval be given to undertake an environmental assessment regarding the establishment of an exclusive right-of-way for streetcars on St. Clair Avenue, between Yonge Street and Gunns Road, and the extension of the 512 St. Clair streetcar route, in an exclusive right-of-way, from Gunns Road to Jane Street, with such work to be carried out by consultants under the direction of the City of Toronto Transportation Services and TTC staff.

(Works Committee Report No. 1, Clause 1, February 4, 2003)

A consulting team led by Marshall Macklin Monaghan Limited was selected to assist in undertaking the study. The formal Notice of Study Initiation was issued in August 2003. A copy of the notice can be found in **Appendix 3A**.

The terms of reference for the study recognized that the reconstruction of the streetcar tracks also presented an opportunity to combine transit improvements with enhancements to the appearance or beautification of St. Clair Avenue West. The project provides the stimulus to improve the attractiveness of St. Clair Avenue as a place to live, work, and visit by providing higher quality, reliable transit service, while incorporating new or improved urban design elements. Such elements include sidewalk improvements, transit stops/shelters, connections to public spaces and parks, and public art.

This ESR has been prepared to fulfil the requirements of the *Municipal Class Environmental Assessment* (Municipal Engineers Association, June 2000) as approved by the Minister of Environment under the *Environmental Assessment Act* for municipal infrastructure projects. It describes the project, its purpose, the need, the evaluation of alternatives and the likely environmental effects and mitigation measures associated with the preferred alternative.

The proposed project has been categorized as a Schedule C project under the Municipal Class EA based on the expected cost of the project and magnitude of its anticipated environmental impact.

2.1 Municipal Class EA Process

Schedule C projects have the potential for some environmental impacts. Therefore, an environmental screening process must be undertaken.

The Municipal Class EA process involves five phase planning and design process summarized as follows:

- Phase 1 – Problem Identification
- Phase 2 – Alternative Solutions
- Phase 3 – Alternative Design Concepts for Preferred Solution
- Phase 4 – Environmental Study Report
- Phase 5 - Implementation

If, after completing the Environmental Study Report, no “Part II Order”¹ request is granted by the Minister of the Environment, then the proponent is free to proceed with the project based on the preferred solution. The City of Toronto and the TTC are expected to proceed with design and construction in 2005/2006.

Government agencies, as well as the public, have had the opportunity to examine the study findings at each Phase of the process. The public and agency consultation process is documented in detail in Chapter 3 of this Report. Based on the review of alternatives, and input received from the public and agencies, a preferred solution was selected, including appropriate mitigation measures.

2.2 Study Organization

The study organization is illustrated in **Figure 2.2.1**.

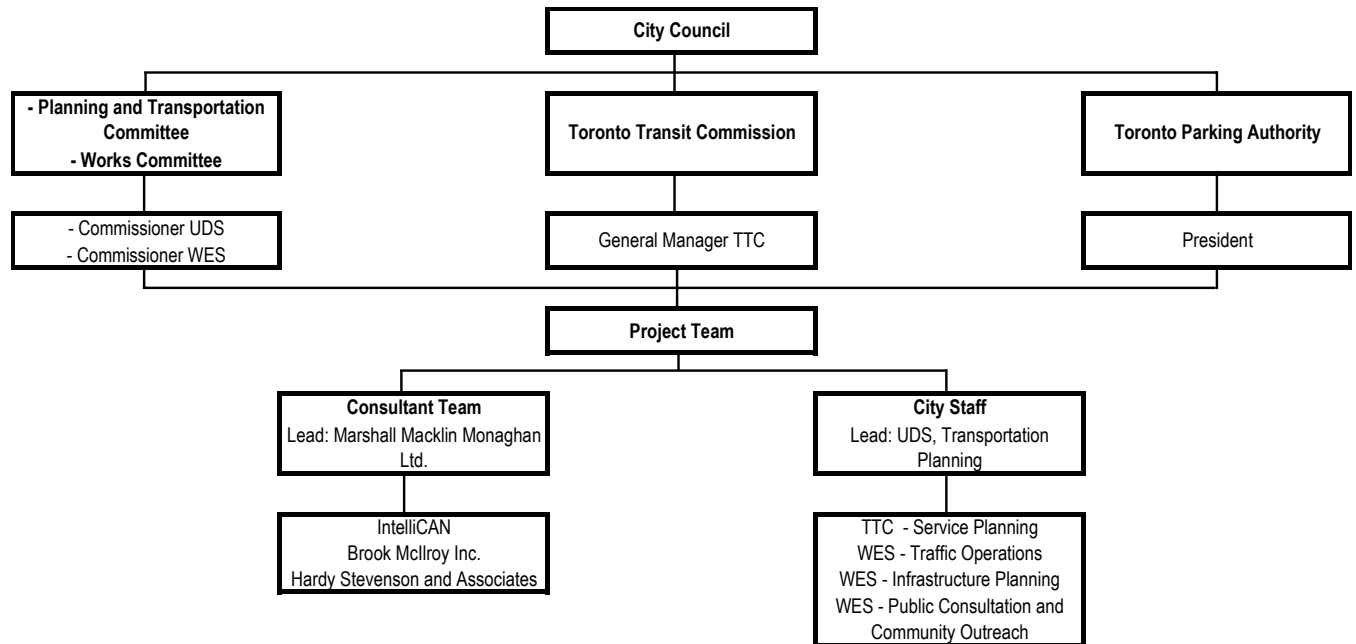
The Environmental Assessment has been conducted under the direction of City of Toronto and the TTC as co-proponents. Funding for the study was provided by the TTC through its capital budget.

The day-to-day supervision of the project was the responsibility of the Project Team, led by the City’s Transportation Planning unit. This group met on a regular basis to review

¹ A “Part II Order” is a decision by the Minister of the Environment that the environmental significance of a project is of such importance that the procedures for environmental assessment under the Class EA process are not sufficient and that an individual EA is required.

findings at key steps in the study. Several sub-groups were established to review particular elements of the project.

Figure 2.2.1: Study Organization



The Project Team was composed of staff from the following City and TTC divisions and agencies:

- Transportation Planning, Urban Development Services (UDS), City (Project Lead)
- Service Planning, Toronto Transit Commission
- Transportation Services, Traffic Operations, Works and Emergency Services (WES), City
- Transportation Services, Infrastructure Planning, WES
- Operations and Planning, Toronto Parking Authority (TPA)
- Public Consultation and Community Outreach, WES
- Corporate Communications, Corporate Services, City

The Project Team reported on study progress to the Director of Transportation Planning for the City and to the Strategic Transportation Planning Group (STPG). The STPG is a senior management group composed of the following:

- Chief Planner, City of Toronto
- General Manager, Transportation Services, City of Toronto
- Chief General Manager, Toronto Transit Commission

- General Manager, GO Transit
- President, Toronto Parking Authority

In addition to the project team, City and TTC staff from several other divisions were involve to consult and advise, including:

- Graphics, UDS, City
- Urban Design, UDS, City
- Small Business Office, Economic Development, Culture and Tourism (EDCT), City
- BIA Office, EDCT, City
- Operations Planning, TTC
- Engineering Department, TTC
- Surface Transportation Department, TTC
- Policy and Research, UDS, City
- Urban Forestry, Parks, EDCT, City
- Corporate Communications, Corporate Services, City

2.3 External Study Team

The individual study components of the Environmental Assessment were completed by an external consultant study team assembled for this project. The firms comprising the external study team are:

- Marshall Macklin Monaghan (MMM). MMM was responsible for the coordination of the Environmental Assessment, technical work associated with the project, the public consultation process, and preparation of the Environmental Assessment document. They were assisted by specialist consultants:
 - o IntelliCAN Transportation – Computer modeling and microsimulation
 - o Brook McIlroy Inc. – Urban design
 - o Hardy Stevenson and Associates – Public consultation facilitation and mediation
 - o PriceWaterhouseCoopers – Economic assessment