

1.0 INTRODUCTION

1.1 Background

In 2012, the Transportation Services Division undertook a functional planning study (FPS) to investigate short- term and long-term solutions to improve traffic congestion concerns on St. Clair Avenue West from Keele Street to Old Weston Road. The St. Clair Avenue at the Georgetown GO Underpass Transportation Infrastructure Planning Study Report was completed in June 2015.

The City of Toronto initiated a Transportation Master Plan (TMP) study in accordance with the Master Plan process under the Municipal Class Environmental Assessment (EA) (October 2000, as amended in 2007 and 2011) in September 2015 to identify area-wide infrastructure improvements that address traffic congestion on St. Clair Avenue West between Keele Street and Old Weston Road.

1.2 Study Area

The primary study area for the infrastructure improvement evaluation and consideration is bounded by Lavender Road to the north, Rosethorn Avenue to the east, Junction Road to the south and Gunn's Road to the west.

An extended study area has also been defined for the purpose of traffic modelling and to consider the context of existing transportation infrastructures. The extended study area is generally bounded approximately by Humber Boulevard and Rogers Road to the north, Caledonia Road and Lansdowne Avenue to the east, Annette and Dupont Street to the south, and Hilldale Road and Evelyn Avenue to the west.

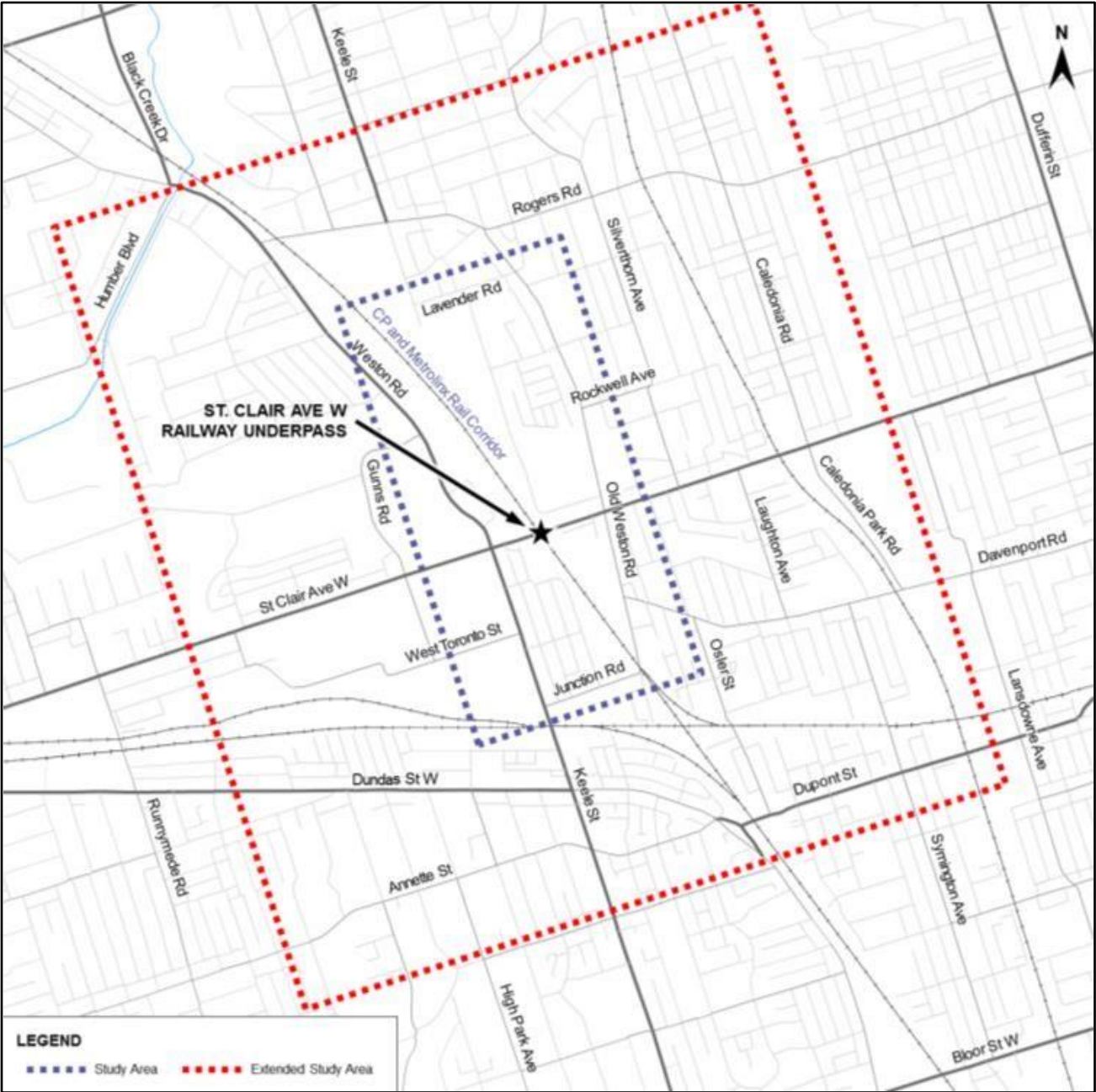
Exhibit 1-1 shows both the primary and extended study areas for the TMP.

1.3 Environmental Assessment Process

The St. Clair Avenue West TMP is being completed to satisfy the Municipal Class Environmental Assessment (MCEA) process, which is approved under the *Ontario Environmental Assessment Act*. The study is following the Master Plan, Approach #3 to investigate Schedule 'C' projects.

The study is also completing the Ministry of Infrastructure (MOI) Public Work Class Environmental Assessment as part of the study specifically for property requirements at 153 Weston Road. The City and the Ministry of Infrastructure have collaborated and coordinated efforts to meet the objectives of the *Ontario Environmental Assessment Act* (1990). The following section provides an overview of both the Class EA process.

Exhibit 1-1: Study Area



1.3.1 The Ontario Environmental Assessment Act

The *Ontario Environmental Assessment Act* governs the planning and decision-making process in Ontario to ensure projects adequately consider and assess potential project effects to the environment during the planning stage to protect and manage the environment. Similar projects with predictable potential effects are assessed as part of a 'Class', which are pre-approved processes, subject to the compliance with the Class EA process (e.g. Municipal Class EA).

1.3.2 Municipal Class Environmental Assessment

The Municipal Class Environmental Assessment (Municipal Engineers Association, October 2000, as amended in 2007, 2011 and 2015) (MCEA) is an approved approach under the *Ontario Environmental Assessment Act* (1990) which specifically applies to municipal infrastructure projects. This Class EA provides municipalities with a pre-approved planning process under the *Environmental Assessment Act* to plan and undertake municipal infrastructure projects such as new roads that occur frequently, with predictable environmental effects.

Dependent on the schedule classification, projects are required to implement a portion or all of the phases. Projects are classified into one of three schedules under the Municipal Class EA depending on the complexity and degree of potential environmental effects:

- **Schedule "A"** projects generally include normal or emergency operational or maintenance activities and are pre-approved;
- **Schedule "A+"** projects are similar to Schedule 'A' but involve public notification;
- **Schedule "B"** projects generally include improvements or minor expansions to existing facilities, and require that the proponent consult with those who may be affected; and
- **Schedule "C"** projects generally include the construction of new facilities and major expansions to existing facilities. They are subject to the environmental assessment planning process outlined in the Class EA, Phases 1 to 4. Schedule 'C' projects have the highest potential for environmental impacts and must proceed under the full planning and documentation procedures specified under the Municipal Class Environmental Assessment Guidelines.

There are five major phases in completing the MCEA process which includes:

- **Phase 1:** Identify the Problem or Opportunity.
- **Phase 2:** Identify and Evaluate Alternative Solutions.
- **Phase 3:** Identify and Evaluate Alternative Design Concepts for the Preferred Solution.
- **Phase 4:** Prepare and File the Transportation Master Plan (TMP) for a 30-day public review period.
- **Phase 5:** Project Implementation.

The EA process is shown in **Exhibit 1-2** while the study schedule is illustrated in **Exhibit 1-3**.

Master Plan Process

The MCEA also outlines a Master Plan Process which provides municipalities with a framework to undertake long range planning of projects with common elements (e.g. geography, function). A Master Plan comprises of a number of separate projects that are captured in a broad study area, and are to be individually implemented within an extended period of time. There are four (4) approaches that may be followed as summarized in the MCEA is described below.

Approach #1

This approach includes the preparation of a Master Plan document at the conclusion of Phases 1 and 2 of the MCEA process. The study is completed at a broad level of assessment and requires further detailed investigations at a project-specific level to fulfil the MCEA documentation requirements. The Master Plan is subject to a public review period prior to approval by the municipality.

Approach #2

This approach involves the preparation of a Master Plan document at the conclusion of Phases 1 and 2 of the MCEA process. The study is completed at a level of investigation, consultation, and documentation such that the requirements of a Schedule 'B' project is fulfilled. The final public notice for a Master Plan completed for a Schedule 'B' project could become the Notice of Completion. However, any Schedule 'C' projects would require the completion of Phases 3 and 4 prior to filing the Environmental Study Report(s) for public review. The Master Plan would provide the basis for future investigations for any Schedule 'C' projects.

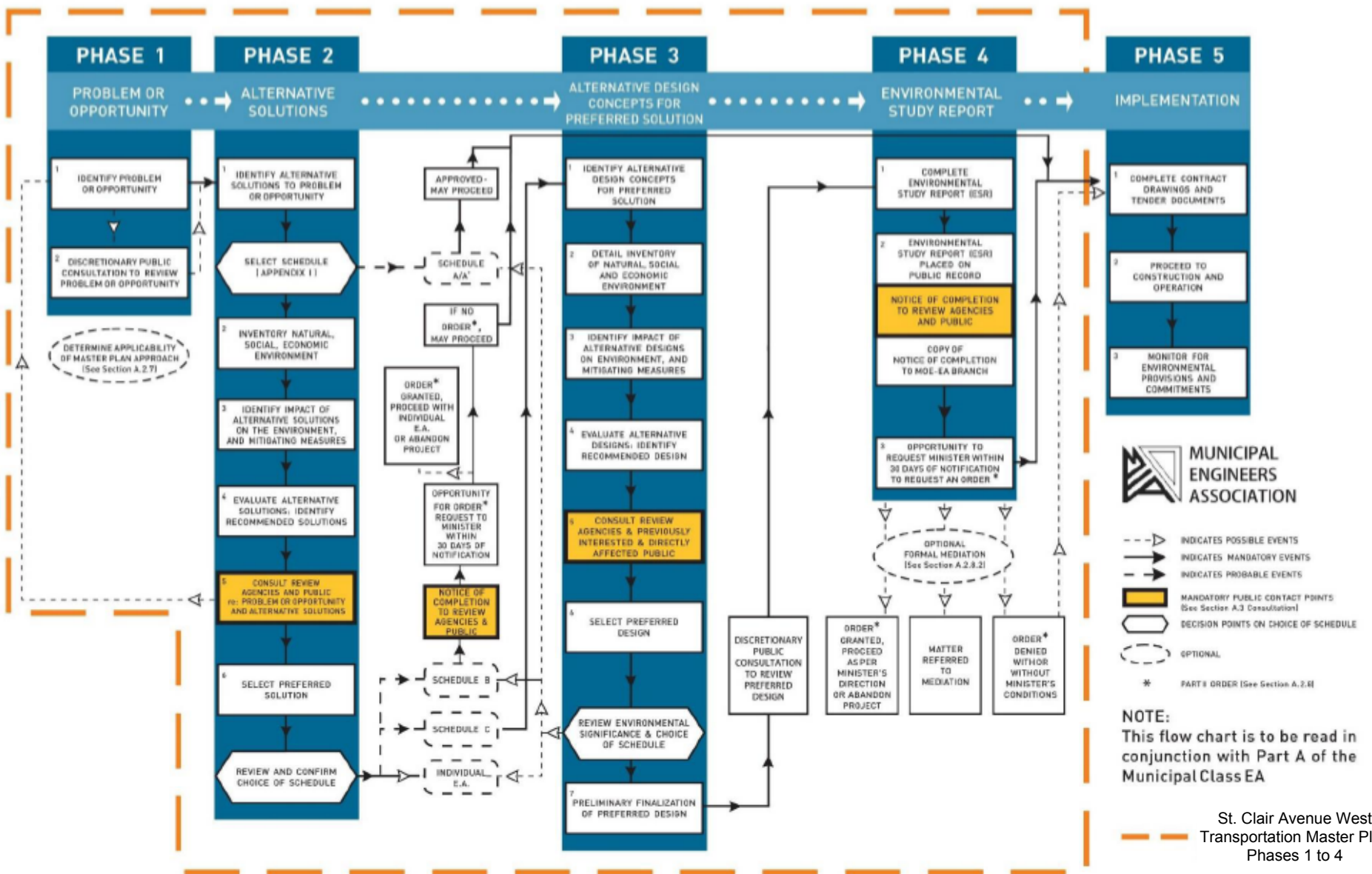
Approach #3

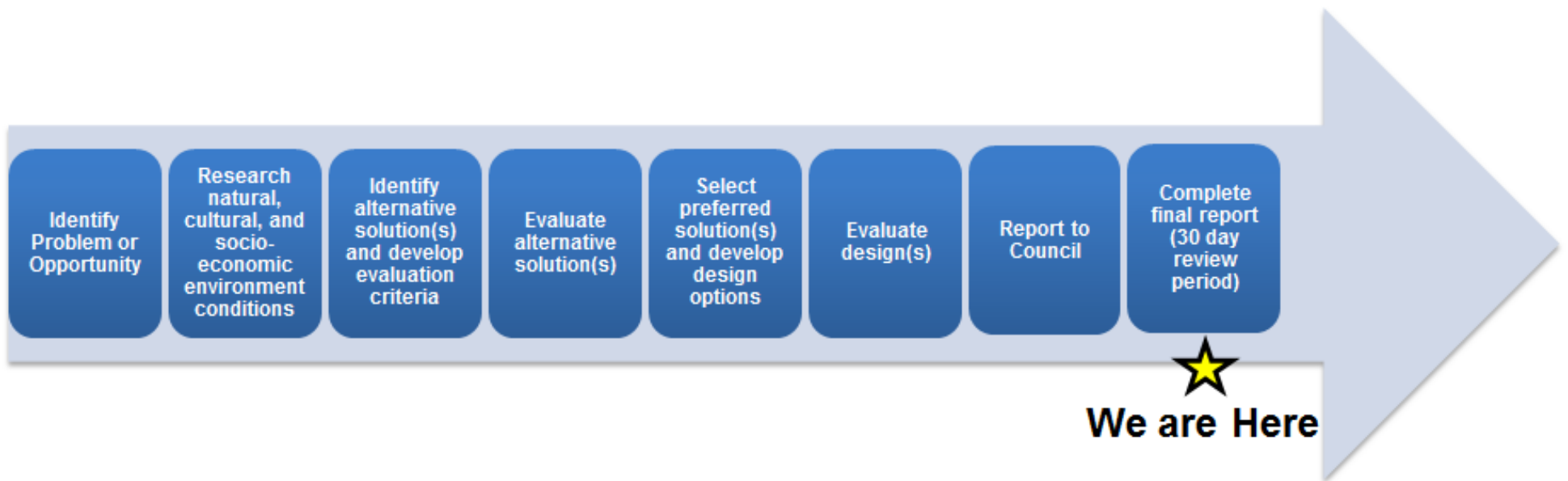
This approach involves the preparation of a Master Plan document at the conclusion of Phase 4 of the MCEA process. The Master Plan documents Phases 1 to 4 of the Class EA process for Schedule 'B' and/or Schedule 'C' projects. The final public notice of the Master Plan could become the Notice of Completion for the projects within it.

Approach #4

This approach provides the municipality with the ability to integrate approvals under the Planning Act with the Master Plan. Preparing planning documents simultaneously allows alternatives to be assessed while taking into account land use and servicing issues while addressing a preferred alternative to minimize impacts to the natural and socio-economic environmental, and economy. A master servicing plan is prepared which establishes the needs and justification in a broad context, and would include Phases 1 and 2 of the MCEA process for Schedule 'B' projects, and may, in addition, include Phases 3 and 4 for Schedule 'C' projects.

This TMP followed Phases 1-4 of the Municipal Class Environmental Assessment process using the Master Plan Approach #3.





1.3.2.1 The Transportation Master Plan

The St. Clair Avenue West Transportation Master Plan Study followed Phases 1-4 of the Municipal Class Environmental Assessment process (MCEA) using the Master Plan Approach #3. This TMP has been completed to evaluate and select infrastructure improvements, and outline an implementation strategy within the broad study area. This TMP documents the study process; the existing natural, cultural and socio-economic factors; a summary of stakeholder consultation undertaken; generation of alternatives; evaluation and selection of the preferred alternative; potential environmental effects; and proposed mitigation measures.

As required by the MCEA, this TMP is being placed on the public record with the City of Toronto for a 30-day review period. A Notice of Study Completion will be sent to agencies and individuals on the study mailing list. The Notice of Study Completion will also be published in local newspapers, including the *York Guardian*, *Bloor West Villager*, *Sol Portuguese*, and *Corriere Canadese*. During the review period, parties with outstanding issues are encouraged to bring their project concerns through the Project Manager or the Project consultation lead for resolution:

Edward Presta

Project Manager
City of Toronto, Transportation Services
100 Queen Street West
Toronto, ON M5H 2N2

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Senior Public Consultation Coordinator
City of Toronto, Public Consultation Unit
Metro Hall
55 John Street
Toronto, ON M5V 3C6

1.3.2.2 Part II Orders

If concerns arise regarding this project, which cannot be resolved in discussion with the municipality, a person or party may request that the Minister of the Environment, Conservation and Parks order a change in the project status and require a higher level of assessment (referred to as a Part II Order) under the *Environmental Assessment Act*. Requests must be received by the Minister by August 3, 2019. Requests must be sent to the Minister of the Environment, Conservation and Parks and the Director of the Environmental Assessment and Permissions Branch at the following addresses:

The Honourable Jeff Yurek

Minister of the Environment,
Conservation and Parks
77 Wellesley Street West, Floor 11
Toronto, ON M7A 2T5
Email: Minister.mecp@ontario.ca

Director, Environmental Assessment and Permissions Branch

Ministry of the Environment, Conservation
and Parks, Environmental Approvals Branch
135 St. Clair Avenue West, Floor 1
Toronto, ON M4V 1P5
Email: enviropemissions@ontario.ca

If no requests are received by August 3, 2019, the project may proceed as outlined in the TMP.

To submit a Part II Order request, a Part II Order request form must be completed and sent to the Minister of the Environment, Conservation, and Parks prior to the end of the 30-calendar-day review period. A copy of the Part II Order form may be downloaded from the project website (www.toronto.ca/stclairwesttmp) or by contacting the City Project Manager or Senior Public Consultation Coordinator listed in **Section 1.3.2.1**. Please submit completed Part II Order request forms to:

The Honourable Jeff Yurek

Minister of the Environment, Conservation, and Parks
77 Wellesley Street West, Floor 11
Toronto ON M7A 2T5

Email: Minister.mecp@ontario.ca

Copies of the request must also be sent to the City of Toronto Project Manager and Senior Public Consultation Coordinator (contact information in **Section 1.3.2.1**), and the Director of the Environmental Approvals Branch at the Ministry of the Environment, Conservation, and Parks (*formerly Ministry of Environment and Climate Change*) at the address listed in **Section 1.3.2.2**.

Provided that no Part II Orders are granted, the City of Toronto may proceed to Phase 5 of the Class EA process, design and construction.

For further information regarding Part II Order requests, including the process and criteria, please visit www.ontario.ca/environment-and-energy/class-environmental-assessments-part-ii-order.

1.3.3 Public Work Class Environmental Assessment

As a result of property requirements at 153 Weston Road, a property jointly owned / managed by Hydro One Inc., and Infrastructure Ontario (IO), the Project Team has been in correspondence with IO to complete the Ministry of Infrastructure's Public Work Class EA. Projects under the Public Work Class EA are categorized into three categories. Projects carried out under Categories A and B are generally small in scale, and the potential environmental effects are usually predictable or well understood, while Category C projects are larger projects which require rigorous evaluation and environmental assessment.

This study is following the process for Category 'B' projects under the *Ministry of Infrastructure Public Work Class EA* (PW Class EA, 2004, amended 2012) for the property transaction at 153 Weston Road.

1.3.4 The Canadian Environmental Assessment Act

The Canadian Environmental Assessment Act, 2012 (CEAA 2012) and associated regulations came into effect on July 6, 2012. Under CEAA 2012, a federal environmental assessment is required for “designated projects.” A designated project is one that includes one or more physical activities that are set out in the regulations under CEAA 2012 or by order of the Federal Minister of the Environment.

This project was reviewed against the Federal Regulations Designating Physical Activities, and the Project Team determined that the study is not “designated” and therefore will not require a federal environmental assessment.

More information about the *Canadian Environmental Assessment Act* (2012) is available at the following link: <http://www.ceaa.gc.ca>.

1.4 Related / Adjacent Studies and Projects

A number of related and adjacent studies were completed within the vicinity of the study area, which are relevant to this TMP study. These studies/projects are summarized below:

1.4.1 Functional Planning Study

Prior to undertaking this TMP, the City completed a Functional Planning Study (FPS) in May 2015. This Functional Planning Study (FPS) developed the scope of work and context for the study area. The FPS provided the baseline conditions about the natural, cultural, socio- economic environments and transportation network that was used to develop and assess both short- and long-term alternatives to increase traffic capacity across the Kitchener GO rail corridor within the study area. Specifically, the FPS was completed to assess the following:

Identify the existing constraints, problems and issues in the study area.

- Identify short-term and long-term solutions that can improve vehicular operations along St. Clair Avenue West between Keele Street and Old Weston Road.
- Develop functional designs and high-level cost estimates for the alternatives.

Short-list improvements that the City can implement (with or without an Environmental Assessment Study).

The FPS provides potential solutions for further investigation and the technical supporting document for this Transportation Master Plan/Environmental Assessment Study.

1.4.2 St. Clair Avenue West Avenue Study (Keele to Glenholme) (2009)

The St. Clair Avenue West Avenue Study examined the mixed-use corridor along St. Clair Avenue West between Keele Street and Glenholme Avenue to identify a vision and implementation strategy for future developments along this corridor. The City of Toronto Official Plan designated this area as an Avenue.

Following the completion of the St. Clair West Avenue study, the City of Toronto implemented the findings and recommendations of the study by passing the area specific Zoning By-law 1103-2009. This by-law designates all developments along St. Clair Avenue West in areas north and south of and fronting on St. Clair Avenue West from Old Weston Road east to Bathurst Street to conform to the overall vision which encourages an intensified, transit-orientated urban environment that promotes a vibrant pedestrian realm and experience.

1.4.3 West Toronto Rail Path

The West Toronto Rail Path provides a continuous multi-use trail system for pedestrians and cyclists and currently runs from Cariboo Avenue to the Dundas Street West Overpass, just south of the study area. The City plans to expand the West Toronto Rail Path to the south along the rail corridor to Queen Street, and on-street and adjacent to the rail corridor from Queen Street to Abell Street.

1.4.4 GO Expansion (formerly Regional Express Rail)

The GO Expansion (*formerly known as the Regional Express Rail (RER)*) is Metrolinx's program to significantly increase rail service across the GO rail network. The Kitchener GO rail corridor runs in a generally northwesterly direction through the TMP study area, running parallel with the Milton GO and Barrie GO rail corridors within the City of Toronto up to Bloor GO Station. The corridor extends from Union Station to the Kitchener/Waterloo area. This Metrolinx initiative increases GO service in both directions by adding new tracks and infrastructure to support electrification between Union and Bramalea GO Station. The improved rail corridor will enable trains to run every 15 minutes or better, all day in both directions, as well as boost the number of trips during both rush-hour periods and non-rush-hour periods.

1.4.5 St. Clair–Old Weston SmartTrack Station

The St. Clair–Old Weston SmartTrack Station is part of the City's SmartTrack program, which is a new transit solution that makes better use of existing GO rail tracks to provide improved local community access to transit services. The station, which will be located on the Kitchener GO rail corridor, is proposed on the west side of Union Street, just north of Townsley Street. The closest major intersection of St. Clair Avenue West and Old Weston Road is south-east of the SmartTrack Station.

1.5 Planning Policy Framework

Provincial and City policies that provide direction about growth, land use planning and environmental protection were reviewed to determine applicability to the St. Clair Avenue West TMP. This section provides an overview of provincial and city planning policy frameworks, as well as previously completed studies that are applicable for the St. Clair Avenue West TMP.

1.5.1 Provincial Policy Framework

1.5.1.1 Accessibility for Ontarians with Disabilities Act

The Province enacted that *Accessibility for Ontarians with Disabilities Act* (AODA), which governs the provision of public infrastructure including sidewalks, walkways, stairs, curb ramps, tactile walking surfaces, pedestrian signals and parking spaces. The City of Toronto has developed standards for all newly constructed or redeveloped infrastructure to ensure compliance with AODA.

1.5.1.2 The Planning Act

The *Planning Act* is the overarching legislation governing land-use planning in Ontario, distributing legislative powers between the province and municipalities, and laying out the provincial planning process. (The *Provincial Policy Statement* is established under the *Planning Act* which allows the Minister of Municipal Affairs and Housing to issue policy statements directing land-use planning in Ontario such as protecting farmland, natural resources and the environment. This provincial policy provides the City with direction about land-use and development, and the City's Official Plan and zoning by-laws must conform to provincial policies.

1.5.1.3 Growth Plan for the Greater Golden Horseshoe (2017)

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan, 2017) is a comprehensive growth management plan to the year 2041 implemented by the Province of Ontario. It establishes urban expansion and settlement growth boundaries and it directs growth to built-up areas, creates long-term density targets, and mandates a compact, transit-supportive, and efficient form of urban development. The Growth Plan also supports expanding infrastructure networks to accommodate planned growth.

Portions of the City of Toronto, including downtown, Etobicoke City Centre, Scarborough Centre, Yonge-Eglinton Centre, and North York Centre, are designated as urban growth centres. Each urban growth centre is planned to achieve a minimum gross density target of 400 residents and jobs combined per hectare by 2031, or earlier.

1.5.2 City of Toronto Policy Framework

The policy framework for the St. Clair Avenue West TMP is outlined in the following studies / plans.

1.5.2.1 City of Toronto Official Plan (Adopted by Council 2002; Approved, in part, by the Ontario Municipal Board in June 2006 & June 2015)

The City's Official Plan designates land uses and sets the vision for where and how Toronto will grow to the year 2031. The Official Plan describes a general approach to achieve the vision by setting out how the City should direct growth, land use, and transportation. It sets goals for the human, built, economic, and natural environments, and generally guides local planning in the City.

To implement the vision, the Official Plan also contains policies, plans, land use maps, and sets of site and area specific policies which follow the overarching vision for the City. All decisions made by the City must adhere the plans and policies as stipulated in the Official Plan. A land use designation map and a site and area specific policy are applicable to the study area.

1.5.2.2 Toronto Pedestrian Charter (2002)

Approved in 2000, the City approved the development of the Toronto Pedestrian Charter, which is the first pedestrian charter in North America. The charter was developed to:

- outline what pedestrians have a right to expect from the City in terms of meeting their travel needs;
- establish principles to guide the development of all policies and practices that affect pedestrians; and
- identify the features of an urban environment and infrastructure that will encourage and support walking.

The Pedestrian Charter reflects the principle that a city's walkability is one of the most important measures of the quality of its public realm, and of its health and vitality. The Charter sets out six principles necessary to ensure that walking is a safe and convenient mode of urban travel: accessibility, equity, health and well-being, environmental sustainability, personal and community safety, and community cohesion and vitality.

1.5.2.3 Cycling Network 10 Year Plan (2016)

The public interest in cycling has significantly increased as it has become a key mode of transportation, whether for commuting or recreation. In June 2016, Toronto City Council approved the 10 Year Cycling Network Plan to expand Toronto's cycling infrastructure. This plan provides a comprehensive road map to guide investment in cycling infrastructure

in every part of Toronto. The plan also provides recommendations for cycling infrastructure on busy streets and designating traffic calmed routes with cycling wayfinding on quiet streets.

1.5.2.4 Vision Zero (2017)

The Vision Zero Safety Plan is a five-year City program intended to eliminate serious injuries and traffic-related fatalities by enhancing the safety of vulnerable street users. The Vision Zero Road Safety Plan has been categorized into 6 key areas: pedestrians, school children, older adults, cyclists, motorcyclists, and aggressive / distracted driving. The City plans on identifying and implementing existing and new safety measures that includes engineering, education, enforcement and technology programs and initiatives for each key area.

1.5.2.5 Complete Streets Guidelines (2014)

The Complete Street Vision is an initiative adopted by City Council in August 2014 in the Toronto Official Plan to ensure streets are designed with consideration to all users, including pedestrians, cyclists, people of all ages and abilities, transit, and drivers. While the City recognizes that it is not possible to accommodate every type of use or user considerations on every type of street, the City strives to build street networks which integrate social, economic and environmental elements and considerations into the street design. The City developed design guidelines for 'complete streets' to assist in the planning, design, construction, and reconstruction of streets.