

**Ministry of
the Environment**

Office of the Minister

77 Wellesley Street West
11th Floor, Ferguson Block
Toronto ON M7A 2T5
Tel.: 416 314-6790
Fax: 416 314-6748

**Ministère de
l'Environnement**

Bureau du ministre

77, rue Wellesley Ouest
11^e étage, édifice Ferguson
Toronto ON M7A 2T5
Tél. : 416 314-6790
Téléc. : 416 314-6748



ENV1283MC-2012-2730

DEC 20 2012

Mr. Ian Flett
49 St. Nicholas Street
Toronto ON M4Y 1W6

Dear Mr. Flett:

Thank you for your interest in the City of Toronto's (City) proposed John Street Corridor Improvements (Project), located in the City. I welcome your comments on this Project.

On June 11, 2012, you requested, on behalf of Urbane Cyclist, that the City be required to abide by conditions, partake in mediation and/or prepare an individual environmental assessment for the Project related to your concerns about inaccurate information and inadequate public consultation. I am taking this opportunity to inform you that based on my review of the Environmental Study Report, and the issues you raised, conditions, mediation and/or an individual environmental assessment is not required.

In making this decision, I have given careful consideration to the Environmental Study Report, the issues raised in your request, the provisions of the Municipal Engineers Association's Municipal Class Environmental Assessment (Class Environmental Assessment), and relevant matters to be considered under section 16 of the Environmental Assessment Act.

The City has demonstrated that it has planned and developed this Project in accordance with the provisions of the Class Environmental Assessment. I am satisfied therefore that the purpose of the Act, "the betterment of the people of the whole or any part of Ontario by providing for the protection, conservation and wise management in Ontario of the environment," has been met for this Project.

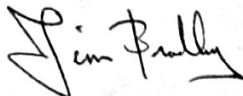
Your concerns together with the reasons for my decision are set out in the attached table. I am satisfied that the issues and concerns have been addressed by the work done to date by the City, or will be addressed in future work that is required to be carried out.

Mr. Ian Flett
Page 2.

With this decision having been made, the City can now proceed with the Project, subject to any other permits or approvals required.

Again, thank you for bringing your concerns to my attention, and please accept my best wishes.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Bradley". The signature is stylized with a large, looped initial "J" and a cursive "Bradley".

Jim Bradley
Minister of the Environment

Attachment

c: EA File No. EA02-03 John Street Corridor Improvements
Mr. Stephen Schijns, P. Eng., Manager, Infrastructure Planning, City of Toronto

John Street Corridor Improvements, between Stephanie Street and Front Street

Ministry's Review of Issues Raised by Mr. Ian Flett, on behalf of Urbane Cyclist:

Issues	Response
Inadequate and incorrect information in the Environmental Study Report	
<p>Assertions made in the Environmental Study Report regarding cycling were not established through specific studies or consultation.</p>	<p>As part of the Class Environmental Assessment, cycling use on John Street was documented and assessed using four cycling data sources: City traffic counts for weekday peak periods; URS Consultants off-peak intersection counts for selected weekend and evening periods; City cycling 24 hour tube counts (tubes that you pass over with your vehicle) at two locations; and weekday peak period volume counts at three locations (from Toronto Cyclists Union). All locations are within the John Street study area. While the City recognizes that each count process has limitations, together there is adequate information about cycling to be able to make an informed decision. As well, two Public Information Centres were held for consultation purposes. A full range of cycling-related alternatives were considered, cycling-related alternatives were specifically displayed and presented at the above mentioned Public Information Centres, and the Class Environmental Assessment generated considerable correspondence from the cycling community and the media, which was taken into account. In addition, the City has consulted with your client throughout the Class Environmental Assessment process.</p>
<p>Bicycle statistics (bike traffic/volume) are inaccurate and therefore undermine public and stakeholder consultation and proponent deliberations on alternative solutions.</p>	<p>As mentioned above, cycling data was collected; however, I understand the City has documented an error in analyzing and communicating cycling mode shares to the public. Specifically, a display panel in the first Public Information Centre (June 2010) indicated that the cycling share of all person-trips along John Street was a uniform two percent in all time periods. That figure is representative for evening and weekend situations but is incorrect for the weekday AM and PM peak periods. I am informed that the two percent was not used by the study team, and the figures were subsequently updated with the City's counts so that the numbers used for analysis were correct. However, the updated counts used in the analysis were not communicated to the public at that time. The City acknowledged its error made on the display panel in a memorandum issued on June 30, 2011. The memorandum was posted on the City's website and a note was added to the Public Information Centre display to update it. The correct information was included in the final Environmental Study Report</p>

<p>You would like a condition regarding the implementation of a safe and accessible north/south bicycle route and a bicycle lane on John Street.</p>	<p>which was available to the public for final review.</p> <p>Two of seven alternatives that were evaluated included the provision of bike lanes. It was determined, when assessing the alternatives, that including bike lanes would not achieve the desired outcome since it would reduce the opportunity to expand sidewalks and improve the pedestrian environment, which is the overall Project objective. The John Street Environmental Study Report recommendations do not direct or recommend cyclists to use alternative routes, since John Street will continue to be available for use by cyclists. The statement made in the Environmental Study Report that cyclists have other alternate routes to choose from does not oblige the City to analyze those options as part of the John Street Project.</p> <p>I understand that the City will be undertaking a separate Class Environmental Assessment study for cycling infrastructure in the (east-west) Richmond/Adelaide corridor. This study includes consideration of north-south cycling options from Beverley Street to the waterfront.</p> <p>I am satisfied that the Environmental Study Report contains cycling studies and statistics, a full consultation record, and adequately documents how alternatives were assessed in terms of cycling; for that reason your requested condition is not required.</p>
--	---

**Ministry of
the Environment**

Office of the Minister

77 Wellesley Street West
11th Floor, Ferguson Block
Toronto ON M7A 2T5
Tel.: 416 314-6790
Fax: 416 314-6748

**Ministère de
l'Environnement**

Bureau du ministre

77, rue Wellesley Ouest
11^e étage, édifice Ferguson
Toronto ON M7A 2T5
Tél. : 416 314-6790
Téléc. : 416 314-6748



ENV1283MC-2012-2730

DEC 20 2012

Mr. Stephen Schijns, P. Eng.
Manager, Infrastructure Planning
Transportation Services Division
City of Toronto
City Hall
22nd Floor, East Tower
100 Queen Street West
Toronto ON M5H 2N2

Dear Mr. Schijns:

Between June 11, 2012, and June 12, 2012, I received three Part II Order requests, asking that the City of Toronto (City) be required to abide by conditions, partake in mediation and/or prepare an individual environmental assessment for the proposed John Street Corridor Improvements (Project), located in the City.

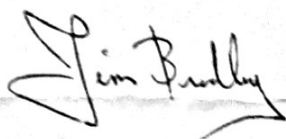
I am taking this opportunity to inform you that I have decided that conditions, mediation and/or an individual environmental assessment are not required. This decision was made after giving careful consideration to the issues raised in the requests, the Project documentation, the provisions of the Municipal Engineers Association's Municipal Class Environmental Assessment (Class Environmental Assessment), and other relevant matters required to be considered under subsection 16(4) of the Environmental Assessment Act. The reasons for my decision may be found in the attached letters to the requesters.

With this decision having been made, the City may now proceed with the Project, subject to any other permits or approvals required. The City must implement the Project in the manner it was developed and designed, inclusive of all mitigating measures and environmental and other provisions therein. In accordance with the Class Environmental Assessment, any commitments made to affected agencies or members of the public must be fulfilled and implemented as part of the proposed Project.

Mr. Stephen Schijns, P. Eng.
Page 2.

Lastly, I would like to ensure that the City understands that failure to comply with the Act, the provisions of the Class Environmental Assessment, and failure to implement the Project in the manner described in the planning documents, are contraventions of the Act and may result in prosecution under section 38 of the Act. I am confident that the City recognizes the importance and value of the Act and will ensure that its requirements and those of the Class Environmental Assessment are satisfied.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jim Bradley". The signature is stylized with a large, sweeping initial "J" and a long, horizontal flourish extending to the right.

Jim Bradley
Minister of the Environment

Attachment

c: EA File No. EA02-03 John Street Corridor Improvements
Requesters