
Etobicoke York Community Council

Meeting No.	9	Contact	Glenda Jagai, Committee Administrator
Meeting Date	Monday, September 10, 2007	Phone	416-394-2516
Start Time	9:30 AM	E-mail	etcc@toronto.ca
Location	Council Chamber, Etobicoke Civic Centre		

Councillor Frances Nunziata (Chair)	Councillor Mark Grimes	Councillor Peter Milczyn
Councillor Suzan Hall (Vice-Chair)	Councillor Doug Holyday	Councillor Cesar Palacio
Councillor Frank Di Giorgio	Councillor Gloria Lindsay Luby	Councillor Bill Saundercook
Councillor Rob Ford	Councillor Giorgio Mammoliti	

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Timed Items

10:00 a.m. – Items EY9.7, EY9.8, EY9.9, EY9.10

7:00 p.m. - Item EY9.75

Introduction and Enactment of General Bills and Bill to Confirm the Proceedings of Community Council will be last items.

Declarations of Interest under the *Municipal Conflict of Interest Act*

Confirmation of Minutes – June 26, 2007 and July 12, 2007 (Special Meeting)

Speakers/Presentations – A complete list will be distributed at the meeting.

(Deferred from May 29, 2007 - 2007.EY6.5 and June 26, 2007 - 2007.EY7.5)

EY9.1	ACTION		Delegated	Ward: 5
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Sign Variance Report - 111 Eastside Report

(August 20, 2007) Report from Director and Deputy Chief Building Official

Recommendations

Toronto Building recommend that the request for variances be approved with following conditions:

1. Display area of the sign not to exceed 18.58 square metres.
2. The proposed sign to be located minimum 30 metres from a highway structure.
3. Maximum height of the sign structure will be 15.24 metres.
4. A maximum of fifty percent of the display area will be used for general advertising of goods, services or activities available on the premises.
5. The proposed sign will not reduce the number of required parking spaces for the site.
6. The applicant is advised, upon approval of variances, of the requirement to obtain the necessary sign permits.
7. Upon approval of variances and prior to issuance of a sign permit, the applicant be advised of the requirement to obtain the necessary approval from the Ministry of Transportation of Ontario

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

This staff report is about a matter for which the Community Council has been delegated authority from City Council to make a final decision.

Toronto Building received a request from John Sbrocchi, owner of the property, for approval of variance from Chapter 215, Signs, of the former City of Etobicoke Municipal Code, to install a 15.24 metre high First Party Illuminated Ground Sign with a display area of 23.23 square metres, within 23 metres of a provincial highway at 111 Eastside Drive.

The applicant revised the request by relocating the sign 30 metres from the highway and reducing the the display area of the sign to 18.58 square metres.

Background Information

August 20, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5887.pdf>

1a Sign Variance Report - 111 Eastside Drive (May 7, 2007)

(May 7, 2007) Report from Director and Deputy Chief Building Official

Recommendations

Toronto Building recommends:

1. The request for variance be refused for the reasons outlined in this report.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

This staff report is a matter for which Community Council has been delegated authority from City Council to make a final decision.

Toronto Building received a sign variance application from Johnni Sbrocchi, President and owner, Atarctic Storage and Logistics, for approval of variance from Chapter 215, Signs, of the former City of Etobicoke Municipal Code, to install an 18.29 metres high Third Party Illuminated Ground Sign with a display area of 62.43 square metres, within 23 metres of the Provincial Highway on 111 Eastside Drive.

Background Information

May 7, 2008

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5576.pdf>

Extract

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6230.pdf>

Communications

(May 27, 2007) e-mail from Shayla Duval (EY.Main)

(May 27, 2007) e-mail from Alice Barton (EY.Main)

(May 27, 2007) e-mail from Sara Lipson (EY.Main)

(May 28, 2007) e-mail from Stewart C. Russell (EY.Main)

(May 28, 2007) e-mail from Amy Stewart (EY.Main)

(May 28, 2007) e-mail from Alison Gorbould (EY.Main)

(May 28, 2007) e-mail from Rajat M. Bharati (EY.Main)

EY9.2	ACTION		Delegated	Ward: 3
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Sign Variance Report - 401 The West Mall

(July 19, 2007) Report from Director and Deputy Chief Building Official

Recommendations

It is recommended that:

1. the request for variances be approved for the reasons outlined in this report; and
2. the applicant be advised, upon approval of variances, of the requirement to obtain the necessary sign permit; and
3. MTO (Ministry of Transportation) approval will be required. The contact person is Ken Sherbanowski, at (416) 235-5560.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

This staff report is about a matter for which the Community Council has been delegated authority from City Council to make final decision.

Toronto Building received a request from Duncan MacRae, Colorcraft Signs, on behalf of Transglobe Property Management Services for the approval of variance(s) from Chapter 215, Signs, of the former City of Etobicoke Municipal Code, to install two First Party Illuminated Fascia signs on the south and east elevations at the 11th floor of 401 The West Mall, consisting

of individual letters that spell "BLOCKBUSTER", and a First Party Illuminated Fascia sign consisting of a logo at 401 The West Mall.

Background Information

July 19, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5753.pdf>)

EY9.3	ACTION		Delegated	Ward: 5
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Sign Variance Report - 5230 Dundas Street West - Shoppers Drug Mart

(July 24, 2007) Report from Director and Deputy Chief Building Official

Recommendations

Toronto Building recommends that:

1. the request for variances be approved for the reasons outlined in this report; and
2. the applicant be advised, upon approval of variances, of the requirement to obtain the necessary sign permits.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

This staff report is about a matter for which the Community Council has been delegated authority from City Council to make a final decision.

Toronto Building received a request from Robert Manning, Pride Signs Ltd., on behalf of Sixpoints Plaza Ltd, owner of the plaza, for approval of variance from Chapter 215, Signs, of the former City of Etobicoke Municipal Code, to install Five First Party Illuminated Fascia signs on ground floor East elevation at 5230 Dundas Street West for a Shoppers Drug Mart store.

Background Information

July 24, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5772.pdf>)

EY9.4	ACTION		Delegated	Ward: 5
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Sign Variance Report - 5286 Dundas Street West

(July 24, 2007) Report from Director and Deputy Chief Building Official

Recommendations

Toronto Building recommends that

1. the request for variances be approved for the reasons outlined in this report; and
2. the applicant be advised, upon approval of variances, of the requirement to obtain the necessary sign permits.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision.

Toronto Building received a request from Wajid Mansuri, J and B Engineering Inc., for approval of variance from Chapter 215, Signs, of the former City of Etobicoke Municipal Code, to install one non-illuminated and one illuminated general advertising sign on south elevation, and one non-illuminated general advertising sign on east elevation at 5286 Dundas Street West.

Background Information

July 24, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5773.pdf>

EY9.5	ACTION		Delegated	Ward: 5
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Sign Variance Report - 16 Queen Elizabeth Boulevard

(July 31, 2007) Report from Director and Deputy Chief Building Official

Recommendations

Toronto Building recommends that:

1. the request for variance be approved for the reasons outlined in this report; and
2. the applicant be advised, upon approval of variances, of the requirement to obtain the necessary sign permit.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

This staff report is about a matter for which the Community Council has been delegated authority from City Council to make a final decision.

Toronto Building received a request for approval of variance from Chapter 215, Signs, of the former City of Etobicoke Municipal Code, from Dominic Rotunda, the applicant on behalf of #1257217 Ontario Inc., owner of the property. The request is to install a Third Party Illuminated Roof Sign with a display area of 18.58 square metres and 30 metres of a former provincial highway, at 16 Queen Elizabeth Blvd.

Background Information

July 31, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5774.pdf>

EY9.6	ACTION		Delegated	Ward: 6
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Demolition Control Application - 3737 Lake Shore Boulevard West

(July 23, 2007) Report from Director and Deputy Chief Building Official

Recommendations

Toronto Building recommends that Etobicoke York Community Council approve the application to demolish the subject mixed use commercial residential building with the following conditions:

- i. that a construction fence be erected in accordance with the provisions of the Municipal Code, Chapter 363, Article III, if deemed appropriate by the Chief Building Official;
- ii. that all debris and rubble be removed immediately after demolition;
- iii. that sod be laid on the site and be maintained free of garbage and weeds, in accordance with the Municipal Code Chapter 623-5, and 629-10, paragraph B; and
- iv. that any holes on the property are backfilled with clean fill.

Financial Impact

There are no financial implications resulting from the adoption of this report

Summary

This staff report is about a matter for which the Community Council has been delegated authority from City Council to make final decision.

On July 3, 2007, Toronto Building received a demolition permit application to demolish a two-storey mixed use commercial/residential building, with one residential unit on second floor. Toronto Building has not received any building permit application to replace the building to be demolished as of this date.

In accordance with By-law No 1009-2006 (Municipal Code, Chapter 363, Article II), the above noted demolition permit application is submitted to the Etobicoke York Community Council for consideration and decision, due to the fact that a building permit has not been issued or a building permit application has not been submitted to replace the building, and whether to refuse or grant the demolition permit application for 3737 Lake Shore Blvd W., including conditions, if any, to be attached to the permit.

Background Information

July 23, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5775.pdf>

(Deferred from June 26, 2007 - 2007.EY7.6)

EY9.7	ACTION	10:00 AM	Delegated	Ward: 5
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Sign Variance Report - 10 Wickman Road

(June 7, 2007) Report from Director and Deputy Chief Building Official

Recommendations

Toronto Building recommends that Etobicoke York Community Council:

1. Refuse the request for a sign variance for the reasons outlined in this report.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

This staff report is about a matter for which the Etobicoke York Community Council has been delegated authority from City Council, to make a final decision.

On May 7, 2007, Toronto Building received a sign variance application request from Rav Banwait, Applicant, on behalf of John and Mary Kudlak, Owners, for approval of variance from Chapter 215, Signs, of the former City of Etobicoke Municipal Code, to install a 18.29 metre height Third Party Illuminated Ground Sign with a display area of 62.43 square metres, within 23 metres of the former Provincial Highway, on 10 Wickman Road.

Background Information

June 7, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5577.pdf>)

Extract

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6232.pdf>)

EY9.8	ACTION	10:00 AM	Delegated	Ward: 13
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Front Yard Parking - 35 Beresford Avenue

(August 13, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. Etobicoke York Community Council refuse the application.

Financial Impact

There are no financial implications resulting from adopting this report.

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to inform Etobicoke York Community Council on an application for front yard parking at 35 Beresford Avenue. This application is an appeal and is scheduled as a deputation item.

The owner of 35 Beresford Avenue submitted an application to legalize the existing front yard parking pad, but was advised that the property is not eligible for front yard parking under either the former City of Toronto Municipal Code or Chapter 918 of the Toronto Municipal Code. The property is situated on the same side of the street as on-street parking permits and this proposal results in the loss of an on-street parking permit stall.

Staff cannot recommend a front yard parking pad at this location since it does not meet the requirements of either the former City of Toronto Municipal Code or Chapter 918 of the Toronto Municipal Code; however, if Community Council finds merit in this proposal, it could

be approved subject to the conditions described in the “Comments” section of this report.

Background Information

August 13, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5946.pdf>)

Attachment

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5947.pdf>)

Communications

(September 4, 2007) e-mail from David Fleming (EY.Main)

EY9.9	ACTION	10:00 AM	Delegated	Ward: 13
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Front Yard Parking - 225 Humberside Avenue

(August 13, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. Etobicoke York Community Council refuse the application.

Financial Impact

There are no financial implications resulting from adopting this report.

Summary

This staff report is about a matter for which Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to inform Etobicoke York Community Council on an application for front yard parking at 225 Humberside Avenue. This application is an appeal and is scheduled as a deputation item.

The owner of 225 Humberside Avenue submitted an application for a front yard parking pad, but was advised that the property is not eligible for front yard parking under either the former City of Toronto Municipal Code or Chapter 918 of the Toronto Municipal Code. The proposed front yard parking pad cannot provide the required overall length to accommodate a typical passenger automobile without encroaching over the sidewalk or into the 0.31 metre no parking area required between the rear of the vehicle and the back edge of the sidewalk.

Staff cannot recommend a front yard parking pad at this location. It does not meet the requirements of either the former City of Toronto Municipal Code or Chapter 918 of the Toronto Municipal Code, and our survey shows that the majority of respondents oppose

constructing a front yard parking pad at this address; however, if Community Council finds merit in this proposal, it could be approved subject to the conditions described in the “Comments” section of this report.

Background Information

August 13, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5942.pdf>)

Attachment

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5943.pdf>)

EY9.10	ACTION	10:00 AM	Delegated	Ward: 13
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Front Yard Parking - 41 Maher Avenue

(August 13, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. Etobicoke York Community Council refuse the application.

Financial Impact

There are no financial implications resulting from adopting this report.

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to inform Etobicoke York Community Council on an application for front yard parking at 41 Maher Avenue. This application is an appeal and is scheduled as a deputation item.

The owner of 41 Maher Avenue submitted an application to legalize the existing front yard parking pad, but was advised that the property is not eligible for front yard parking under either the former City of Toronto Municipal Code or Chapter 918 of the Toronto Municipal Code. The property is situated on the same side of the street as on-street parking permits and this proposal results in the loss of an on-street parking permit stall.

Staff cannot recommend a front yard parking pad at this location since it does not meet the requirements of either the former City of Toronto Municipal Code or Chapter 918 of the Toronto Municipal Code; however, if Community Council finds merit in this proposal, it could be approved subject to the conditions described in the “Comments” section of this report.

Background Information

August 13, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5931.pdf>)

Attachment

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5932.pdf>)

EY9.11	ACTION		Delegated	Ward: 2
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Racine Road - Parking Regulation Amendments

(July 24, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that Etobicoke York Community Council approve:

1. Rescinding the existing “No Parking Anytime” prohibition on both sides of Racine Road between Martin Grove Road and Kipling Avenue;
2. Enacting A “No Parking Anytime” prohibition on the south side of Racine Road between Martin Grove Road and Kipling Avenue;
3. Enacting A “No Parking Anytime” prohibition on the north side of Racine Road between Martin Grove Road and Taber Road;
4. Enacting A “No Parking Anytime” prohibition on the north side of Racine Road between a point 275.0 metres east of Taber Road and Kipling Avenue; and
5. Enacting a “60-Minute” parking regulation on the north side of Racine Road between Taber Road and a point 275.0 metres east of Taber Road.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$600.00

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to propose the removal of a portion of the “No Parking Anytime” regulation on the north side of Racine Road from Taber Road to a point 275.0 metres east of Taber Road and replace this with a one-hour (60 minute) parking limit.

It is appropriate to install maximum “60 minute” parking signs to allow for some short duration

on-street parking for customers of the area businesses. This parking limit is supported by the majority of abutting business owners, as shown in a poll that was recently conducted.

Background Information

July 24, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5741.pdf>)

Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5742.pdf>)

EY9.12	ACTION		Transactional	Ward: 5
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"Kiss 'N' Ride" Zone at Royal York Subway Station - Parking and Traffic Regulations

(August 22, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that City Council approve:

1. The dedication of Part 1 and 2 on Sketch No. PS-2007-163 for public lane purposes;
2. The construction of a laneway, varying in width from 4.0 metres to 5.5 metres, generally as shown on DWG. No. EY07-157 dated June 2007, (Attachment No. 2).
3. The installation of a “No Standing Anytime” prohibition on the south and west sides of the laneway to be constructed south of the Royal York subway terminal between Royal York Road and the first laneway north of Bloor Street West;
4. The installation of a “No Stopping Anytime” prohibition on the north and east sides of the laneway to be constructed south of the Royal York subway terminal between Royal York Road and the first laneway north of Bloor Street west; and
5. A one-way eastbound designation for the laneway to be constructed south of the Royal York subway terminal between Royal York Road and the first laneway north of Bloor Street West.

Financial Impact

The funds to cover the cost of the construction of the lane/proposed pick-up – drop-off facility in the estimated amount of \$160,000.00 are available in Capital Account Nos. CTP306-01-36, CUR-035-01 and CUR-043-01. Funds to cover the cost of the signage and pavement markings, in the estimated amount of \$1500.00, are available in the Transportation Services Operating Budget.

Summary

The purpose of this report is to authorize the dedication, construction and regulation of a new public lane south of the Royal York subway station and north of the existing laneway north of Bloor Street West. This laneway will extend from the east side of Royal York Road on the north side of the existing laneway, and will operate as a passenger pick-up/drop-off or “Kiss ‘N’ Ride” zone for the Royal York subway station.

The creation of an off-street (i.e. off of Royal York Road) designated “Kiss ‘N’ Ride” zone at the Royal York subway station was recommended in a road safety audit conducted for the reconstruction of Royal York Road from Mimico Creek to Ashley Road. The proposed standing/stopping prohibitions and designated one-way street operation are required in order for the pick-up/drop off zone to operate effectively and efficiently.

Staff of the Toronto Transit Commission (TTC) are in full support of the establishment of the Kiss ‘N’ Ride Zone.

Since this proposal impacts on TTC facilities and involves the dedication of lands for public lane purposes, City Council approval is required.

Background Information

August 22, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5971.pdf>

Attachment

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5972.pdf>

EY9.13	ACTION		Delegated	Ward: 5
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Government Road - Traffic Regulation Amendments

(August 8, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. Etobicoke York Community Council amend the Municipal Code of the former City of Etobicoke with respect to Chapter 240, Article 1, Schedule XII, One Way Streets, by deleting The Kingsway, Government Road to Royal York Road, Anytime, Northbound from Columns 1, 2, 3, and 4, respectively;
2. Etobicoke York Community Council approve a one-way westbound street operation anytime on Government Road, between a point 19.0 metres east of Royal York Road and Royal York Road; and
3. Etobicoke York Community Council amend the Municipal Code of the former City of Etobicoke with respect to Chapter 240, Article 1, Schedule XIX, Stop Signs,

The Kingsway at Government Road, by adding Government Road, west of The Kingsway to Column 2.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$700.00

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to propose the changing of the one-way street operation on Government Road, west of The Kingsway, to a two-way operation between The Kingsway and a point 19.0 metres east of Royal York Road; and, to propose the installation of a stop control at the west approach of the intersection of The Kingsway and Government Road.

These proposed traffic regulation amendments, in conjunction with the installation of the related signage and pavement markings, will safely allow for northbound to eastbound right-turn movements onto Government Road from the driveways accessing 200 – 202 The Kingsway, on the south side of Government Road, west of The Kingsway.

Background Information

August 8, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5923.pdf>

Attachment

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5924.pdf>

EY9.14	ACTION		Delegated	Ward: 5
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Commercial Boulevard Parking - 74 Advance Road

(June 20, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. Etobicoke York Community Council allow the applicant to maintain six vehicle parking stalls within the boulevard area of Advance Road, as illustrated in the applicants site drawing dated June 4, 2007;
2. The boulevard parking stalls shall not be used for repairing, displaying, selling, or leasing motor vehicles;

3. The boulevard parking stalls are for use by the applicant's employees and customers, and cannot be loaned, leased, rented, or transferred;
4. The applicant enters into a boulevard parking agreement with the City of Toronto, to the satisfaction of the City solicitor; and
5. The applicant at their expense, registers the boulevard parking agreement on-title, to the satisfaction of the City solicitor.

Financial Impact

Introducing boulevard parking stalls at this location will provide the City of Toronto with an annual fee of \$1,556.70.

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to recommend that Etobicoke York Community Council approve a request to locate six parking stalls within the boulevard area in front of 74 Advance Road.

Right-of-Way Management staff has determined that the applicant can use this section of Advance Road for vehicle parking purposes without any significant impact on traffic operations. Approval of this application is considered appropriate, subject to the conditions recommended in this report.

Background Information

June 20, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5820.pdf>

EY9.15	ACTION		Delegated	Ward: 6
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Etona Court - Parking Prohibition

(August 9, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. Etobicoke York Community Council approve a "No Parking Anytime" regulation on both sides of Etona Court between Judson Street and the south limit of the road.

Financial Impact

Type of Funding	Source of Funds	Amount
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Available within current budget	Transportation Services Operating Budget	\$200.00
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Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to propose the installation of a “No Parking Anytime” regulation on both sides of Etona Court between Judson Street and the south limit of the road.

This proposed parking prohibition will address the issue of long term parking of vehicles on this road.

Background Information

August 9, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5832.pdf>

Attachment 1

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5833.pdf>

EY9.16	ACTION		Delegated	Ward: 11
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Boylen Street - Amendment to Parking Regulations

(July 30, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that Etobicoke York Community Council approve:

1. Rescinding the existing parking prohibition from 2:00 a.m. to 6:00 a.m., daily on the west side of Boylen Street, between Ettrick Crescent and Pelmo Crescent; and
2. Prohibiting parking from 7:00 a.m. to 7:00 p.m., Monday to Friday on the west side of Boylen Street, between Ettrick Crescent and Pelmo Crescent.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$500.00

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to propose an amendment to the existing parking regulations on the west side of Boylen Street, between Ettrick Crescent and Pelmo Crescent based on the results of Transportation Services staff investigation. The implementation of a more restrictive regulation would prevent Humber Memorial Hospital visitors from parking for extended periods on Boylen Street.

Background Information

July 30, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5842.pdf>)

Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5843.pdf>)

EY9.17	ACTION		Delegated	Ward: 11
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Seneca Avenue - Amendments to Parking Regulations

(August 9, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that the Etobicoke York Community Council approve:

1. Implementing a “No Standing Anytime” regulation on the south side of Seneca Avenue from Weston Road, to a point 49.0 metres further west; including enacting the associated by-law.

Financial Impact

Type of Funding	Source of Funding	Amount
Available within current budget	Transportation Services Operating Budget	\$600.00

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to propose a “No Standing Anytime” regulation on the south side of Seneca Avenue, west of Weston Road.

Staff recommends introducing a “No Standing Anytime” regulation on this section of Seneca Avenue to address sightline concerns and enhance the operational and pedestrian safety conditions. The proposed “No Standing Anytime” regulation should be enacted on the south side of the road from Weston Road to a point 49.0 metres west of Weston Road.

Background Information

August 9, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5823.pdf>)

Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5824.pdf>)

EY9.18	ACTION		Delegated	Ward: 11
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Lippincott Street East - Amendments to Parking Regulations

(August 8, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that Etobicoke York Community Council approve:

1. Rescinding the “No Parking Anytime” regulation on the south side of Lippincott Street East from Weston Road and its easterly terminus.
2. Implementing a “No Parking Anytime” regulation on the south side of Lippincott Street East from Weston Road and a point 54.0 metres east of Weston Road; including enacting the associated by-law.

Financial Impact

Type of Funding	Source of Funding	Amount
Available within current budget	Transportation Services Operating Budget	\$900.00

Summary

This staff report is about a matter for which Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to allow parking on the south side of Lippincott Street East, east of Weston Road.

Staff recommends rescinding the existing “No Parking Anytime” regulation on the south side of Lippincott Street East, and implementing a three hour maximum parking regulation to address the shortage of parking spaces on the south side of the street. The rescindment of the “No Parking Anytime” regulation should be enacted on the south side of the road from a point 54.0 metres east of Weston Road and its easterly terminus.

Background Information

August 8, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5821.pdf>)

Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5822.pdf>)

EY9.19	ACTION		Delegated	Ward: 13, 17
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Installation/Removal of On-Street Parking Spaces for Persons with Disabilities - EYD August 2007

(August 16, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. Etobicoke York Community Council approve the installation and removal of on-street parking spaces for persons with disabilities at various locations as identified in the attached Appendix A.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services 2007 Operating Budget	\$1,500

Summary

This staff report is about a matter which Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to obtain approval for the installation/removal of a number of on-street parking spaces for persons with disabilities.

Background Information

August 16, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5934.pdf>)

EY9.20	ACTION		Transactional	Ward: 13
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Runnymede Road - Installation of On-Street Parking Space for Persons with Disabilities

(August 16, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. City Council approve the installation of an on-street parking space for persons with disabilities on the west side of Runnymede Road, between a point 54 metres south of St. Johns Road and a point 5.5 metres further south.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services 2007 Operating Budget	\$300.00

Summary

The purpose of this report is to obtain approval for the installation of an on-street parking space for persons with disabilities on the west side of Runnymede Road, south of St. Johns Road.

Since Runnymede Road is a Toronto Transit Commission (TTC) route, City Council approval of this report is required.

Background Information

August 16, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5925.pdf>

EY9.21	ACTION		Delegated	Ward: 2
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Freemont Avenue and Riverlea Drive - Speed Limit Reduction

(August 9, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. Etobicoke York Community Council approve enacting a 40 km/h speed limit on Freemont Avenue between Lawrence Avenue and Lockheed Boulevard, and Riverlea Drive between Scarlett Road and Westona Street, as the requirements of the 40 km/h Speed Limit Warrant are achieved; and

- An all-way stop control not be approved by Etobicoke York Community Council at the intersection of Freemont Avenue and Riverlea Drive as the warrant requirements are not achieved.

Financial Impact

Type of Funding	Source of Funding	Amount
Available within current budget	Transportation Services Operating Budget	\$ 700.00

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to present the results of an investigation for the installation of an all-way stop control at the intersection of Freemont Avenue and Riverlea Drive. The installation of an all-way stop control does not achieve the minimum warrant requirements at this intersection due to very low traffic volumes and the good safety record.

As speeding on Freemont Avenue has been expressed as a concern in the past by area residents, installing a 40 km/h speed limit on Freemont Avenue and Riverlea Drive is consistent with the 40 km/h Speed Limit Warrant. Approval of this report will result in a 40 km/h speed limit being posted on both Freemont Avenue (north of Lawrence Avenue) and Riverlea Drive (west of Scarlett Road).

Background Information

Attachment 1

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5835.pdf>

August 9, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5901.pdf>

EY9.22	ACTION		Delegated	Ward: 2
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Kingsview Boulevard Speed Limit Reduction

(August 9, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that Etobicoke York Community Council approve:

- Rescinding the existing 40 km/h speed limit regulation on Kingsview Boulevard between Windsor Road and Islington Avenue; and

- Enacting a 40 km/h speed limit on Kingsview Boulevard between Kipling Avenue and Islington Avenue, as the requirements of the 40 km/h Speed Limit Warrant are achieved.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$600.00

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to obtain approval to reduce the speed limit on Kingsview Boulevard between Kipling Avenue and Windsor Road to 40 km/h.

Installing a 40 km/h speed limit on Kingsview Boulevard is consistent with the 40 km/h Speed Limit Warrant and a logical extension of the existing 40 km/h speed limit that is posted on Kingsview Boulevard in the area of the school on this road. Approval of this report will result in a 40 km/h speed limit being posted on Kingsview Boulevard between Islington Avenue and Kipling Avenue.

Background Information

August 9, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5814.pdf>)

Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5815.pdf>)

September 13, 2006 extract

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6339.pdf>)

January 16, 2007 Extract

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6340.pdf>)

EY9.23	ACTION		Delegated	Ward: 3
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Elmcrest Road Speed Limit Reduction

(August 7, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

- Etobicoke York Community Council approve a 40 km/h speed limit on Elmcrest

Road, between Old Burnhamthorpe Road and the north limit of the road, as the requirements of the 40 km/h Speed Limit Warrant are achieved.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$1,000.00

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to obtain approval to introduce a 40 km/h speed limit on Elmcrest Road between Old Burnhamthorpe Road and the north limit of the road.

As the 40 km/h Speed Limit Warrant requirements are achieved, a 40 km/h speed limit is recommended on Elmcrest Road between Old Burnhamthorpe Road and the north limit of the road.

Background Information

August 7, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5816.pdf>

Attachment 1

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5817.pdf>

Communications

(September 4, 2007) e-mail from Sandy Brownridge (EY.Main)

EY9.24	ACTION		Delegated	Ward: 4
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Celestine Drive - Speed Limit Reduction

(July 24, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that Etobicoke York Community Council approve:

1. Rescinding the existing 40 km/h speed limit regulation on Celestine Drive between Ludstone Drive and Powburn Place; and
2. Enacting a 40 km/h speed limit on Celestine Drive from Dixon Road to The

Westway, as the requirements of the 40 km/h Speed Limit Warrant are achieved.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$600.00

Summary

This staff report is about a matter for which Community Council has delegated authority from City Council to make the final decision.

The purpose of this report is to obtain approval to reduce the speed limit on Celestine Drive between Dixon Road and The Westway to 40 km/h.

Installing a 40 km/h speed limit on Celestine Drive is consistent with the 40 km/h Speed Limit Warrant and a logical extension of the existing 40 km/h speed limit that is posted on Celestine Drive in the area of the school on this road. Approval of this report will result in a 40 km/h speed limit being posted on Celestine Drive between Dixon Road and The Westway.

Background Information

July 24, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5803.pdf>

attachment 1

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5804.pdf>

EY9.25	ACTION		Delegated	Ward: 4
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Hunting Ridge and Widdicombe Hill - Speed Limit Reduction

(August 9, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that the Etobicoke York Community Council approve:

1. Enacting a 40 km/h speed limit on Hunting Ridge between Kipling Avenue and Wincott Drive and on Widdicombe Hill between Kipling Avenue and Hunting Ridge, as the requirements of the 40 km/h Speed Limit Warrant are achieved.

Financial Impact

Type of Funding	Source of Funds	Amount
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Available within current budget	Transportation Budget	Services	Operating	\$1,600.00
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Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to obtain approval to reduce the speed limit on Hunting Ridge and Widdicombe Hill to 40 km/h.

Installing a 40 km/h speed limit on Hunting Ridge and Widdicombe Hill is consistent with the 40 km/h Speed Limit Warrant. Approval of this report will result in a 40 km/h speed limit being posted on both Hunting Ridge and Widdicombe Hill.

Background Information

August 9, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5844.pdf>

Attachment 1

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5845.pdf>

EY9.26	ACTION		Delegated	Ward: 5
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Shaver Avenue South - Speed Limit Amendment

(August 7, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. Etobicoke York Community Council approve a 40 km/h speed limit on Shaver Avenue South between Bloor Street West and Dundas Street West.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$400.00

Summary

This staff report is about a matter for which the community council has delegated authority

from City Council to make a final decision.

The purpose of this report is to obtain approval to introduce a 40 km/h speed limit on Shaver Avenue South, from Bloor Street West to Dundas Street West.

Etobicoke York Community Council at its meeting of June 26, 2007, adopted a report (item EY7.29) from the Director, Transportation Services, Etobicoke York District, recommending that City Council approve a 40 km/h speed limit on Shaver Avenue North between Burnhamthorpe Road and Bloor Street West. In addition, Community Council requested the Director, Transportation Services, Etobicoke York District, to study reducing the speed limit from 50 km/h to 40 km/h on Shaver Avenue South from Dundas Street West to Bloor Street West, and to report to its September 10, 2007 meeting.

City Council at its meeting of July 16 -17, 2007, approved a 40 km/h speed limit on Shaver North between Burnhamthorpe Road and Bloor Street West. Therefore, for regulatory continuity, a 40 km/h speed limit is recommended on Shaver Avenue South, on the entire section between Bloor Street West and Dundas Street West.

Background Information

August 7, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5852.pdf>)

Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5853.pdf>)

Extract EY7.29

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5854.pdf>)

EY9.27	ACTION		Delegated	Ward: 6
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Murrie Street - Speed Limit Amendment

(August 9, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. Etobicoke York Community Council approve a 40 km/h speed limit on Murrie Street between Dwight Avenue and Royal York Road.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$300.00

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to obtain approval to introduce a 40 km/h speed limit on Murrie Street, from Dwight Avenue to Royal York Road.

Murrie Street, which currently has a speed limit of 50 km/h, is aligned with Birmingham Street at Dwight Avenue. Birmingham Street, between Dwight Avenue and Islington Avenue, has a posted speed limit of 40 km/h. In order to have regulatory continuity in the area of Second Street School, a lower (40 km/h) speed limit is recommended on Murrie Street between Dwight Avenue and Royal York Road.

Background Information

August 9, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5848.pdf>

Attachment 1

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5849.pdf>

EY9.28	ACTION		Delegated	Ward: 6
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Harbourview Crescent - Speed Limit Amendment

(August 8, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that the Etobicoke York Community Council approve:

1. A 40 km/h speed limit on Harbourview Crescent from Fleeceline Road to Fleeceline Road, as the requirements of the 40 km/h Speed Limit Warrant are achieved.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$600.00

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to obtain approval to introduce a 40 km/h speed limit on Harbourview Crescent.

As the 40 km/h Speed Limit Warrant requirements are achieved, a 40 km/h speed limit is recommended on Harbourview Crescent.

Background Information

August 8, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5846.pdf>)

Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5847.pdf>)

EY9.29	ACTION		Delegated	Ward: 7
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Pearldale Avenue - Traffic Calming

(August 16, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. Despite the poll results not meeting the 50% plus one response rate required under the Traffic Calming Policy, the City Solicitor prepare a by-law to alter sections of the roadway on Pearldale Avenue, between Duncanwoods Drive and Hasbrooke Drive, for traffic calming purposes, generally as shown on the attached print Drawing No. SH-1111, dated April 26, 2006 and circulated to residents through the polling process;
2. Approve a 30 km/h speed limit on Pearldale Avenue, between Duncanwoods Drive and Hasbrooke Drive when the speed humps are installed.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Capital Budget	\$12,000.00

Summary

This staff report is about a matter for which Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to outline the findings of a poll conducted to determine the need to install speed humps on Pearldale Avenue, between Duncanwoods Drive and Hasbrooke Drive.

The poll results did not meet the 50% plus one response rate required under the Traffic Calming Policy to permit the installation of speed humps on Pearldale Avenue between Duncanwoods Drive and Hasbrooke Drive.

However, a staff assessment has shown that positive poll results are achieved for the installation of speed humps on Pearldale Avenue, between Duncanwoods Drive and Hasbrooke Drive when the opinions of the residents with driveway access onto the section of Pearldale Drive between Duncanwoods Drive and Hasbrooke Drive is only considered. This response rate (64%) does not include the residents of the apartment on the west side of the road which has driveway access south of the proposed speed humps.

Background Information

August 16, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6015.pdf>)

Attachment

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6016.pdf>)

Clause

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6237.pdf>)

EY9.30	ACTION		Delegated	Ward: 17
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Lane Known as Bronoco Avenue - Speed Bumps

(August 17, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. Etobicoke York Community Council approve the installation of speed bumps on Bronoco Avenue, the first public lane west of Gilbert Avenue, between Rogers Road and Summit Avenue of the type and design noted and at the locations shown on Drawing No. EY07-147 dated June 2007, be approved.

Financial Impact

Type of funding	Source of funds	Amount
Available within capital budget	Transportation Services Traffic Calming Account No. CTP-807-06	\$4,900.00

Summary

This staff report is about a matter which the community council has delegated authority from City Council to make a final decision.

Transportation Services has assessed the feasibility and is recommending the installation of speed bumps on Bronoco Avenue, which is the first public lane west of Gilbert Avenue, between Rogers Road and Summit Avenue.

Background Information

August 17, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5940.pdf>)

Attachment

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5941.pdf>)

EY9.31	ACTION		Delegated	Ward: 11
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Hickory Tree Road - Traffic Calming

(August 13, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that Etobicoke York Community Council:

1. Authorize the City Clerk to conduct a poll of eligible householders in English, Italian and Portuguese, on Hickory Tree Road, between Lawrence Avenue West and Bellevue Crescent, to determine resident support for the proposed speed hump plan, in accordance with the City of Toronto Traffic Calming Policy;
2. subject to favourable results of the poll;
 - a. The City Solicitor prepare a by-law to alter sections of the roadway on Hickory Tree Road, between Lawrence Avenue West and Bellevue Crescent, for traffic calming purposes, generally as shown on the attached print Drawing No. EY07-143, dated June 2007 and circulated to residents through the polling process;
 - b. Transportation Services take the necessary actions to reduce the speed limit from 40 km/h to 30 km/h on Hickory Tree Road, between Lawrence Avenue West and Bellevue Crescent when the speed humps are installed.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Capital Budget	\$12,000.00

Summary

This staff report is about a matter for which Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to outline the findings of an investigation to determine the need to install speed humps on Hickory Tree Road, between Lawrence Avenue West and Bellevue Crescent. A staff assessment has shown that the criteria for the installation of speed humps on Hickory Tree Road are met.

Background Information

August 13, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5840.pdf>

Attachment 1

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5841.pdf>

EY9.32	ACTION		Transactional	Ward: 7
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Finch Avenue West at Milady Drive and Driveway west of Milady Drive - Through and Left Turn Prohibitions

(August 13, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. City Council approve a “No Left Turn Anytime” prohibition for northbound and westbound traffic at the private driveway on Finch Avenue West located 70.0 metres west of Milady Drive; and
2. City Council approve a “No Through Movement” anytime prohibition for northbound and southbound traffic at Finch Avenue West and Milady Drive/driveway.

Financial Impact

There are no financial implications resulting from the adoption of this report. The cost of the work, estimated at \$1,600.00 will be paid for by the developer (Harmony Park Properties Inc.).

Summary

The purpose of this report is to propose the installation of a “No Through Movement Anytime” prohibition for northbound and southbound traffic at the intersection of Finch Avenue West and Milady Drive/private driveway. In addition, a “No Left Turn Anytime” prohibition is proposed at the driveway to the townhouse development 70.0 metres to the west of Milady Drive. This left turn prohibition is for northbound left turns from the driveway as well as westbound left turns into the driveway. This will supplement the physical curb alterations to create a right in/right out driveway configuration.

The proposed through and left-turn prohibitions are part of the conditions of the approved site plan for the residential development on the south side of Finch Avenue West. These proposed traffic control measures will address concerns of potential traffic infiltration on Milady Drive, and limit full movement access from the private drive to the immediate west of Milady Drive onto Finch Avenue West (major arterial road).

As the Toronto Transit Commission (TTC) operates a bus route on Finch Avenue West, City Council approval is required.

Background Information

August 13, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5830.pdf>)

Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5831.pdf>)

EY9.33	ACTION		Transactional	Ward: 12
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Keele Street - Turning Restriction Amendments

(August 15, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that City Council:

1. Approve the existing westbound right turn prohibition on North Park Drive at Keele Street operating from 4:00 p.m. to 6:00 p.m. Monday to Friday, be extended to operate from 3:30 p.m. to 6:30 p.m., Monday to Friday;
2. Approve the existing westbound right turn prohibition on Quinan Drive at Keele Street operating from 4:00 p.m. to 6:00 p.m. Monday to Friday, be extended to operate from 3:30 p.m. to 6:30 p.m., Monday to Friday;
3. Approve the existing southbound left turn prohibition on Keele Street at North Park Drive operating from 7:00 a.m. to 9:00 a.m. Monday to Friday, be extended to operate from 6:30 a.m. to 9:30 a.m., Monday to Friday; and
4. Approve the existing southbound left turn prohibition on Keele Street at Quinan Drive/Wyndale Drive operating from 7:00 a.m. to 9:00 a.m. Monday to Friday, be extended to operate from 6:30 a.m. to 9:30 a.m., Monday to Friday;

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$1,600.00

Summary

The purpose of this report is to respond to a request of extending the hours of operation of the existing turn prohibitions on Keele Street, north of Lawrence Avenue West at North Park Drive, Quinan Drive and Quinan Drive/Wyndale Drive.

As Keele Street is a transit route, this matter requires the approval of City Council. Toronto Transit Commission (TTC) staff have been advised of the issue and have not objected to the recommendations.

Background Information

August 15, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5926.pdf>)

Attachment

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5927.pdf>)

EY9.34	ACTION		Delegated	Ward: 3
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Crendon Drive - U-Turn Prohibition

(August 9, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. Etobicoke York Community Council approve a U-turn prohibition anytime for northbound and southbound traffic on Crendon Drive between Glos Road and Ulverston Road.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$400.00

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to propose the installation of a U-turn prohibition for both directions of traffic on Crendon Drive between Glos Road and Ulverston Road.

This proposed U-turn prohibition will help improve traffic management and safety in the area of Broadacres Junior School.

Background Information

August 9, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5850.pdf>)

Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5851.pdf>)

Communications

(September 7, 2007) e-mail from Cheryl Smith (EY.Main)

EY9.35	ACTION		Delegated	Ward: 17
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Morrison Avenue - Turn Restrictions

(August 9, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that

1. Etobicoke York Community Council approve a westbound right turn prohibition from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., Monday to Friday, from Morrison Avenue onto Sellers Avenue for a trial basis of six months.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$1,400.00

Summary

This staff report is about a matter for which Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to respond to a request to prohibit westbound right turns during the morning and afternoon peak periods from Morrison Avenue onto Sellers Avenue.

Background Information

August 9, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5938.pdf>)

Attachment

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5939.pdf>)

EY9.36	ACTION		Transactional	Ward: 17
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Oakwood Avenue - Turn Restrictions

(August 8, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. The City Clerk conduct a poll of residents on Earnscliffe Road, Conway Avenue and Glenholme Avenue to determine whether residents support southbound right turn prohibitions from Oakwood Avenue between 7:00 a.m. and 9:00 a.m., Monday to Friday, onto Earnscliffe Road and northbound left turns from Oakwood Avenue onto Earnscliffe Road between 3:00 p.m. and 5:00 p.m., Monday to Friday;
2. Subject to favourable results of the poll, the appropriate turn prohibitions be implemented.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$1,400.00

Summary

The purpose of this report is to respond to a request to prohibit southbound right turns from Oakwood Avenue onto Earnscliffe Road during the morning peak periods and northbound left turns from Oakwood Avenue onto Earnscliffe Road during the afternoon peak periods, Monday to Friday.

As Oakwood Avenue is a transit route, this matter requires the approval of City Council. Toronto Transit Commission (TTC) staff have been advised of the issue and have not objected to the recommendations.

Background Information

August 8, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5828.pdf>

Attachment 1

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5829.pdf>

EY9.37	ACTION		Transactional	Ward: 2
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Elmhurst Drive and Hinton Road - All-Way Stop Control

(August 9, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommend that City Council approve:

1. The installation of an all-way stop control at the intersection of Elmhurst Drive and Hinton Road.

Financial Impact

Type of Funding	Source of Funding	Amount
Available within current budget	Transportation Services Operating Budget	\$ 700.00

Summary

The purpose of this report is to recommend the installation of an all-way stop control at the intersection of Elmhurst Drive and Hinton Road. The stop signs will enhance traffic safety given the restricted sight lines created by the curve on Elmhurst Drive, north of this intersection.

Although delegation of authority for All-Way Stop Controls has been granted to Community Council, both Elmhurst Drive and Hinton Road are Toronto Transit Commission (TTC) routes, therefore this matter requires the approval of City Council.

Background Information

August 9, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5921.pdf>

Attachment

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5922.pdf>

EY9.38	ACTION		Delegated	Ward: 11
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Feltham Avenue at Spears Street - Stop Sign Installation

(August 22, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. Etobicoke York Community Council approve the installation of a westbound stop sign control on Feltham Avenue at Spears Street.

Financial Impact

Type of Funding	Source of Funding	Amount
Available within current budget	Transportation Services Operating Budget	\$600.00

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to recommend the installation of a westbound stop sign control on Feltham Avenue at Spears Street. The stop sign will enhance the operational and pedestrian safety conditions at this intersection.

Background Information

August 22, 2007

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5975.pdf>

Attachment

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5976.pdf>

EY9.39	ACTION		Transactional	Ward: 12
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Colville Road and Sheffield Street - All-Way Stop Control

(August 13, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommend that City Council approve:

1. The installation of Stop signs for eastbound and westbound traffic on Colville Road and Sheffield Street

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$500.00

Summary

The purpose of this report is to obtain approval for an all-way stop control at Colville Road and Sheffield Street. As the warrant requirements are met, an all-way “Stop” is recommended to enhance the operational safety of this intersection.

Although delegated authority has been granted for all-way stop controls, this matter requires the approval of City Council since Benton Road, Colville Road and Sheffield Street are transit routes. The Toronto Transit Commission (TTC) has been consulted and staff have not objected to the all-way stop.

Background Information

August 13, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5826.pdf>)

Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5827.pdf>)

EY9.40	ACTION		Delegated	Ward: 17
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Holmesdale Crescent and Ennerdale Road - All-Way Stop Controls

(August 23, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. Etobicoke York Community Council approve an all-way stop control be installed at the intersection of Holmesdale Crescent and Ennerdale Road.

Financial Impact

Type of Funding	Source of Funding	Amount
Available within current budget	Transportation Services Operating Budget	\$1,000.00

Summary

This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to recommend the installation of all-way stop at the intersection of Holmesdale Crescent and Ennerdale Road. The stop signs will enhance pedestrian safety given the unusual site conditions.

Background Information

August 23, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5996.pdf>)

Attachment

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5997.pdf>

(Deferred from June 26, 2007 (EY7.49), May 29 (EY6.18), May 1 (EY5.14), March 27 (EY4.22) and February 13, 2007 (EY3.20))

EY9.41	ACTION		Transactional	Ward: 13
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71 Jane Street - Amendments to Parking Regulations

(January 16, 2007) Report from Director, Transportation Services and Etobicoke York District

Recommendations

Transportation Services recommends that:

1. the existing parking prohibition from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., except Saturdays, Sundays and Public Holidays on the east side of Jane Street, between Annette Street and Bloor Street West, be rescinded;
2. the existing parking prohibition from 9:00 a.m. to 6:00 p.m., on the east side of Jane Street, between Rivercrest Road and Weatherell Street, be rescinded;
3. parking be prohibited from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., except Saturdays, Sundays and Public Holidays on the east side of Jane Street, between Annette Street and Weatherell Street and on the east side of Jane Street, between Bloor Street West and Rivercrest Road;
4. parking be prohibited at other times on the east side of Jane Street, between Rivercrest Road and Weatherell Street; and
5. parking be allowed for a maximum period of fifteen minutes, from 8:00 a.m. to 9:00 a.m., 11:00 a.m. to 1:30 p.m. and 3:00 p.m. to 4:00 p.m., Monday to Friday on the east side of Jane Street, from a point 17.4 metres north of Rivercrest Road to a point 98.6 metres further north.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$3,000.00

Summary

The purpose of this report is to propose an amendment to the existing parking regulations on Jane Street, between Rivercrest Road and Weatherell Street based on the results of Transportation Services staff investigation. The implementation of less restrictive parking regulations would allow pick-up and drop-off activities to occur at this location which are

required to service the school.

As Jane Street is a transit route, this matter requires the approval of City Council. Toronto Transit Commission (TTC) staff has been advised of the issue and have not objected to the recommendations.

Background Information

staff report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5588.pdf>)

Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5589.pdf>)

extract

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5590.pdf>)

EY9.42	ACTION		Transactional	Ward: 5
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Royal York Road and Coney Road - Pedestrian Crossover Relocation

(August 14, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that Toronto City Council approve:

1. The removal of the pedestrian crossover on Royal York Road at Coney Road; and
2. The installation of a pedestrian crossover on Royal York Road, at a point 45.0 metres north of Coney Road.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within the capital works budget	Project No. CTP707-01	\$30,000.00

Summary

The purpose of this report is to obtain approval for the relocation of the pedestrian crossover on Royal York Road at Coney Road to a point 45.0 metres north of Coney Road.

The proposed relocation is being done in conjunction with Phase 7 of the reconstruction of Royal York Road. The relocation will address current pedestrian crossing patterns in the area of Bishop Allan Academy.

As the Toronto Transit Commission (TTC) operates a transit service on Royal York Road, TTC

staff has been consulted and support the proposed pedestrian crossover relocation. City Council approval is required.

Background Information

August 14, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5836.pdf>)

Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5837.pdf>)

EY9.43	ACTION		Transactional	Ward: 6
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Lake Shore Boulevard West and Legion Road Traffic Control Signals

(August 9, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. Toronto City Council approve the installation of traffic control signals at the intersection of Lake Shore Boulevard West and Legion Road.

Financial Impact

An estimated \$221,000.00 for the installation of traffic control signals, including transit priority, is to be paid by the developer, Empire (Beyond the Sea) Limited.

Summary

The purpose of this report is to obtain approval for the installation of traffic control signals at the intersection of Lake Shore Boulevard West and Legion Road.

Two apartment condominium buildings are being proposed on the site located at the north-east corner of Lake Shore Boulevard West and Legion Road. The installation of traffic control signals at the intersection of Lake Shore Boulevard West and Legion Road is justified as the projected Traffic Control Signal warrant requirements are achieved. The installation of traffic control signals will provide safe and convenient access for vehicles and pedestrians, and will not compromise the integrity of the arterial road network.

As the Toronto Transit Commission (TTC) operates street car service on Lake Shore Boulevard West, TTC staff has been consulted and support the proposed signal installation. However, City Council approval is required.

Background Information

August 9, 2007

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5818.pdf>)

Attachment 1

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5819.pdf>

EY9.44	ACTION		Transactional	Ward: 7
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Signet Drive Parking Regulation Amendments

(July 24, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that City Council approve the following:

1. Enacting a “No Parking Anytime” prohibition on the east side of Signet Drive from Steeles Avenue West to a point 110.0 metres south of Steeles Avenue West.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$300.00

Summary

The purpose of this report is to propose the installation of a “No Parking Anytime” regulation on the east side of Signet Drive from Steeles Avenue West to a point 110.0 metres south of Steeles Avenue West.

It is appropriate to install “No Parking Anytime” signs in this area to prevent motorists, in particular drivers of large trucks, from parking in this area and limiting the sightline visibility for motorists exiting from area driveways.

As the Toronto Transit Commission (TTC) operates a bus route on Signet Drive, City Council approval is required.

Background Information

July 24, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5917.pdf>

Attachment 1

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5918.pdf>

EY9.45	ACTION		Transactional	Ward: 17
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Davenport Road between Lansdowne Avenue and Lightbourn Avenue - Introduction of On-Street Permit Parking

(August 9, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. City Council approve on-street parking permits on the south side of Davenport Road, between Lansdowne Avenue and Lightbourn Avenue, within permit parking area 3E, effective between the hours of 12:01 a.m. to 7:00 a.m., seven days a week.

Financial Impact

There are no financial implications resulting from adopting this report.

Summary

The purpose of this report is to inform Etobicoke York Community Council of a request for on-street parking permits on the south side of Davenport Road, between Lansdowne Avenue and Lightbourn Avenue and to recommend the implementation of same.

A survey of area residents shows that nearly two-thirds of survey respondents favour on-street parking permits on the south side of the street, effective between the hours of 12:01 a.m. and 7:00 a.m., seven days a week.

Introducing on-street parking permits on Davenport Road, between Lansdowne Avenue and Lightbourn Avenue provides an additional 32 on-street parking permit stalls within parking permit area 3E.

The Toronto Transit Commission (TTC) provides service on Davenport Road; therefore this request requires Toronto City Council approval. The TTC was notified of this proposal and does not object to the introduction of permit parking.

Background Information

August 9, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5838.pdf>

Attachment 1

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5839.pdf>

EY9.46	ACTION		Transactional	Ward: 13
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High Park Avenue - Amendments to Parking Regulations

(August 8, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that City Council approve:

1. Rescinding the existing parking prohibition from 7:00 a.m. to 9:00 a.m., Monday to Friday, except public holidays on the east side of High Park Avenue, between Bloor Street West and Glenlake Avenue;
2. Rescinding the existing parking prohibition from 7:00 a.m. to 9:00 a.m., Monday to Friday, except public holidays on the west side of High Park Avenue, between Bloor Street West and Humberside Avenue;
3. Allowing parking for a maximum period of fifteen minutes, from 7:00 a.m. to 6:00 p.m., Monday to Friday on the east side of High Park Avenue, from a point 51.0 metres north of Bloor Street West to a point 21.0 metres further north;
4. Prohibiting parking on the west side of High Park Avenue from Bloor Street West to a point 30.5 metres further north thereof; and
5. Prohibiting parking on the east side of High Park Avenue from Bloor Street West to a point 51.0 metres further north thereof.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$1,000.00

Summary

The purpose of this report is to propose an amendment to the existing parking regulations on High Park Avenue, between Bloor Street West and Glenlake Avenue based on the results of Transportation Services staff investigation. The implementation of less restrictive parking regulations will allow for pick-up and drop-off activities to occur at High Park Early Learning Centre, as well as additional parking for area residents along this section of High Park Avenue.

As High Park Avenue is a transit route, this matter requires the approval of City Council. Toronto Transit Commission (TTC) staff has been advised of the issue and have not objected to the recommendations.

Background Information

August 8, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5973.pdf>

Attachment

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5974.pdf>

(Deferred from February 13, 2007 - 2007.EY3.34)

EY9.47	ACTION		Delegated	Ward: 17
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267½ Glenholme Avenue - Application for Encroachment Agreement (Amended)

(February 8, 2007) Report from Manager, Municipal Licensing and Standards

Recommendations

Municipal Licensing and Standards recommend that the application for an Encroachment Agreement be approved and the City Solicitor authorized to prepare an Encroachment Agreement for the proposed encroachments subject to the following conditions:

- (1) the applicant to enter into an Encroachment Agreement with the City of Toronto;
- (2) the applicant to pay all fees associated with the preparation of this agreement, and an annual fee to the City of Toronto for use of the road allowance in the amount of \$25.00 plus \$5.50 per square metre, plus GST. All fees are subject to change;
- (3) the subject chain link fence to be kept in a state of good repair and maintenance, and, should the fence be replaced in future, it has to be realigned to allow a clearance of 800 mm – 1000 mm from the existing hydro pole on the Earlsdale Avenue road allowance, in compliance with the requirements of Toronto Hydro – Attachments 5 and 8;
- (4) the signed agreement to be returned to the City along with the required Certificate of Insurance, evidencing a third party bodily injury and property damage insurance in the amount of \$2,000,000.00 or such other coverage and greater amount as the City may require, and naming the City of Toronto as an additional insured party under the policy;
- (5) the said Certificate of insurance to be renewed and a copy thereof submitted to Municipal Licensing and Standards on an annual basis for the life of the encroachments;
- (6) the owner to obtain a construction/streets occupation permit prior to the commencement of any construction;
- (7) the dilapidated garage to be repaired in accordance with Chapter 629 of the Toronto Municipal Code, Property Standards, and, should the repairs involve any structural alteration, drawings for a Building Permit are to be submitted to Toronto Building for approval – Attachments 4 and 6;
- (8) to maintain a sight line clearance, the hedges behind the chain link fence to be constantly trimmed to a height of no more than 1 metre for a distance of 2.4 metres along the perimeter of the fence on the north and east side measured from the north east corner of the fence on Earlsdale Avenue road allowance, and the rest of the hedges to be maintained at a maximum height of 1.37 metres – Attachments 6, 7 and 8;

- (9) the tree/shrubs adjacent to the hydro pole to be constantly trimmed and maintained to avoid overgrowth and sight line obstruction to the traffic signs erected thereon – Attachment 8;
- (10) the area enclosed by the chain link fence to be kept free of debris and litter, and the grass constantly cut and maintained, in line with the requirements of Chapter 489 of Toronto Municipal Code, Grass and Weeds – Attachment 7;
- (11) the broken driveway to the east side of the driveway to be paved with asphalt or an acceptable hard surface, including crushed limestone or gravel, to avoid water ponding – Attachment 6;
- (12) a handrail in compliance with Ontario Building Code to be installed at the front steps on Glenholme Avenue road allowance; and
- (13) the owner to maintain the subject property in good repair and comply at all times with the regulations set out in the former Municipality of Metropolitan Toronto By-law 41-93, as amended, including the retaining wall on which the chain link fence is sitting – Attachment 7.

Financial Impact

There are not financial implications resulting from adoption of this report.

Summary

To report on an application for Encroachment Agreement submitted by the owner to maintain an existing chain link fence, part of which is sitting on a retaining wall, and the area enclosed therein (including an installed air conditioning unit and a hose reel) within the Earlsdale Avenue and Glenholme Avenue road allowance (for an area of approximately 101.14 square metres or 1,088.7 square feet), as well as part of an existing garage that is encroaching on the Earlsdale Avenue road allowance (for an area of approximately 3.74 square metres or 40.25 square feet) – see Attachments 2, 6 and 7.

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

Background Information

February 8, 2007 staff report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5738.pdf>

Extract

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6250.pdf>

(Deferred from June 26, 2007 - 2007.EY7.21)

EY9.48	ACTION		Delegated	Ward: 17
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Application for Encroachment Agreement - 1 Roseneath Gardens

(June 12, 2007) Report from Manager, Municipal Licensing and Standards

Recommendations

Municipal Licensing and Standards recommend that the Etobicoke York Community Council modify this application and adopt the following:

1. the City Solicitor be authorized to prepare an Encroachment Agreement for the existing and proposed encroachments as modified;
2. the owner to enter into an Encroachment Agreement with the City of Toronto and pay all fees associated with the preparation of the Agreement;
3. the owner to pay an annual fee to the City of Toronto for use of the road allowance in the amount of \$25.00 plus \$5.50 per square metre, plus GST (all fees are subject to change);
4. the signed agreement to be returned to the City along with the required Certificate of Insurance, evidencing a third party bodily injury and property damage insurance in the amount of \$2,000,000.00 or such other coverage and greater amount as the City may require, and naming the City of Toronto as an additional insured party under the policy;
5. the Certificate of Insurance to be renewed on an annual basis for the life of the encroachments;
6. the combined height of the existing fence and the wooden retaining wall on the Glenhurst Avenue road allowance to be reduced to a height of 1 metre (Attachment 2); and
7. the owner to maintain the subject property in good repair and comply at all times with the regulations set out in the former City of York Municipal Code, Chapter 1004, Street.

Financial Impact

There are not financial implications resulting from adoption of this report.

Summary

This staff report is about an application for an Encroachment Agreement to construct a retaining wall on Roseneath Gardens road allowance, and to maintain the existing encroachments on both Roseneath Gardens and Glenhurst Avenue road allowance, amounting

to a total area of 91.20 square metres encroaching on the City road allowance, for which the Etobicoke York Community Council has delegated authority from City Council to make a final decision (Attachment 2).

Background Information

June 12, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5580.pdf>)

Extract

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6251.pdf>)

EY9.49	ACTION		Delegated	Ward: 2
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Natural Garden Exemption Request - 153 Mercury Road

(July 20, 2007) Report from Manager, Municipal Licensing and Standards

Recommendations

Municipal Licensing and Standards recommends that:

The Etobicoke York Community Council approves the application and grants the Natural Garden Exemption and cancels the Notice of Violation.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

This staff report is about an application for exemption to the requirements under Chapter 489 of the Toronto Municipal Code, Grass and Weeds, for which the Etobicoke York Community Council has delegated authority from City Council to make a final decision.

A Notice of Violation has been issued which requires that the long grass and weeds be cut at 153 Mercury Road to comply with the said Chapter of the Toronto Municipal Code. This application is made on the basis that the growth is exempt as a Natural Garden.

Background Information

July 20, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5739.pdf>)

EY9.50	ACTION		Delegated	Ward: 6
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Application for Encroachment Agreement - 140 Islington Avenue

(August 21, 2007) Report from District Manager, Municipal Licensing and Standards

Recommendations

Municipal Licensing and Standards recommends that the Etobicoke York Community Council approve the application for the proposed encroachment on the Islington Avenue road allowance, subject to the following conditions:

1. the City Solicitor to be authorized to prepare an Encroachment Agreement for the existing and proposed encroachments, Attachments 2 and 3;
2. the owner to return the signed agreement to the City along with the required Certificate of Insurance, evidencing a third party bodily and property damage insurance in the amount of \$2,000,000.00 or such other coverage and greater amount as the City may require, and naming the City of Toronto as an additional insured party under the policy;
3. to renew the said Certificate of Insurance on an annual basis for the life of the encroachments;
4. pay an annual fee to the City of Toronto for the use of the road allowance in the amount of \$11.00 per square metre, plus GST. All fees are subject to change;
5. to repair and maintain in good condition, at all times, the concrete walkway ramp and railing encroachment, on the Islington Avenue road allowance, Attachments 2 and 3;
6. the guard and handrail shall comply with the Ontario Building Code, as amended;
7. the applicant shall obtain a construction/streets occupation permit prior to the commencement of any construction; and
8. to comply at all times with the regulations set out in the former Municipality of Metropolitan Toronto By-law 41-93, as amended.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

To report on an encroachment application submitted by Elevation Architects Inc. for a proposed concrete ramp, approximately 9.29 square metres to be constructed within the Islington Avenue road allowance, to permit barrier free access to this property.

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

Background Information

August 21, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6085.pdf>)

EY9.51	ACTION		Delegated	Ward: 13
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Application for Encroachment Agreement - 10 Yule Avenue

(August 23, 2007) Report from Manager, Municipal Licensing and Standards

Recommendations

Municipal Licensing and Standards recommends the Etobicoke York Community Council approve the application and the City Solicitor be authorized to prepare an Encroachment Agreement for the existing garage and retaining walls, and installation of a wrought iron fence on Yule Avenue road allowance, subject to the following conditions, for which the property owner is responsible:

1. to pay the City of Toronto all fees associated with the preparation of this agreement, and, an annual fee for the use of the road allowance, should that be imposed in future;
2. to return the signed agreement to the City along with the required Certificate of Insurance, evidencing a third party bodily and property damage insurance in the amount of \$2,000,000.00 or such other coverage and greater amount as the City may require, and naming the City of Toronto as an additional insured party under the policy;
3. to renew the said Certificate of Insurance on an annual basis for the life of the encroachments;
4. to carry out all construction work and obtain the necessary building permits, including installation of the required guardrails and handrails on both private property and Yule Avenue road allowance in front of the property, in accordance with the Ontario Building Code (the guardrails and fence shall comply with the requirements of Transportation Services and be of open construction not to create any sight line obstruction to pedestrian or vehicular traffic);
5. to rebuild and/or repair and maintain in good condition at all times the retaining walls, garage, fence, guardrails and handrails on Yule Avenue road allowance;
6. to comply with the conditions under the Ravine Permit issued on June 22, 2007 and the all requirements of Urban Forestry Services for the funding, protection, removal and replacement of private trees on the property as well as City trees in front of the property; and

7. to obtain streets permit and comply with regulations set out in Chapter 313 of the former City of Toronto Municipal Code, Streets and Sidewalks.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

This report is in response to an application for Encroachment Agreement for an existing garage and retaining walls, and installation of a wrought iron fence within the Yule Avenue road allowance, for which the Etobicoke York Community Council has delegated authority from City Council to make a final decision. The total area of encroachments is approximately 34.69 square metres.

Background Information

August 23, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6097.pdf>)

EY9.52	ACTION		Delegated	Ward: 13
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Application for Encroachment Agreement - 6 Windermere Avenue, Unit 40

(August 23, 2007) Report from District Manager, Municipal Licensing and Standards

Recommendations

Municipal Licensing and Standards recommends that the Etobicoke York Community Council approve the application for the existing encroachment within The Queensway road allowance, subject to the owner fulfilling the following conditions:

1. the City Solicitor to be authorized to prepare an Encroachment Agreement for the existing and proposed encroachments;
2. the owner to return the signed agreement to the City of Toronto. A Certificate of Insurance, evidencing a third party bodily and property damage insurance in the amount of \$2,000,000.00, and naming the City of Toronto as an additional insured party under the policy, has been provided;
3. to renew the said Certificate of Insurance and submit a copy thereof to Municipal Licensing and Standards on an annual basis for the life of the encroachments;
4. to repair and maintain the concrete stair and handrail encroachment in good condition, at all times, Attachments 2, 3, 4, 6 and 7; and
5. to comply at all times with the regulations set out in the former Chapter 313 of the

Former City of Toronto Municipal Code, Streets and Sidewalks, as amended.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

To report on an encroachment application, submitted by the applicant to maintain an existing encroachment.

The encroachment involves an existing concrete stair and handrail, leading to the building entrance, projecting into The Queensway road allowance.

The Etobicoke York Community Council has delegated authority from City Council to make a final decision in the matter.

Background Information

August 23, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6086.pdf>

EY9.53	ACTION		Delegated	Ward: 13
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Application for Encroachment Agreement - 6 Windermere Avenue, Unit 41

(August 23, 2007) Report from District Manager, Municipal Licensing and Standards

Recommendations

Municipal Licensing and Standards recommends that the Etobicoke York Community Council approve the application for the existing encroachment on The Queensway boulevard road allowance, subject to the owner fulfilling the following conditions:

1. the City Solicitor to be authorized to prepare an Encroachment Agreement for the existing and proposed encroachments;
2. the owner to return the signed agreement to the City of Toronto. A Certificate of Insurance, evidencing a third party bodily and property damage insurance in the amount of \$2,000,000.00, and naming the City of Toronto as an additional insured party under the policy, has been provided;
3. to renew the said Certificate of Insurance and submit a copy thereof to Municipal Licensing and Standards on an annual basis for the life of the encroachments;
4. to repair and maintain the concrete stair and handrail encroachment, in good condition, at all times, Attachments 2, 3, 4, 6 and 7; and;

5. to comply at all times with the regulations set out in the former Chapter 313 of the Former City of Toronto Municipal Code, Streets and Sidewalks, as amended.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

To report on an encroachment application, submitted by the applicant to maintain an existing encroachment.

The encroachment involves an existing concrete stair and handrail, leading to the building entrance, projecting into The Queensway road allowance.

The Etobicoke York Community Council has delegated authority from City Council to make a final decision in the matter.

Background Information

August 23, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6089.pdf>

EY9.54	ACTION		Delegated	Ward: 13
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Application for Encroachment Agreement - 36 Morningside Avenue

(August 24, 2007) Report from District Manager, Municipal Licensing and Standards

Recommendations

The Municipal Licensing and Standards recommends that the Etobicoke York Community Council approves the application, and the City Solicitor be authorized to prepare an Encroachment Agreement for the proposed encroachments, including the interlocking stone driveway and retaining walls within the Morningside Avenue road allowance, subject to the following conditions, for which the property owner is held responsible:

1. to pay the City of Toronto all fees associated with the preparation of this agreement, and an annual fee should such fee be imposed in the future, for the use of the road allowance;
2. the owner to return the signed agreement to the City along with the required Certificate of Insurance, evidencing a third party bodily and property damage insurance in the amount of \$2,000,000.00 or such other coverage and greater amount as the City may require, and naming the City of Toronto as an additional insured party under the policy;

3. to renew the said Certificate of Insurance and submit a copy thereof to Municipal Licensing and Standards on an annual basis for the life of the encroachments;
4. to maintain the encroaching driveway, planters and retaining walls in a state of good repair to avoid any loss, damage and injury arising from the use thereof;
5. to comply with all regulations set out in Chapter 313 of the Toronto Municipal Code, Streets and Sidewalks; and
6. the owner to obtain all necessary construction/streets occupation permit(s) for any work on the road allowance.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

This Staff Report is in response to an application submitted by the property owner(s), to maintain a walkway, retaining walls and planters all within the Morningside Avenue municipal road allowance, for which the Etobicoke York Community Council has delegated authority from City Council to make a final decision.

Background Information

August 24, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6090.pdf>)

EY9.55	ACTION		Delegated	Ward: 13
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Application for Encroachment Agreement - 38 Morningside Avenue

(August 24, 2007) Report from District Manager, Municipal Licensing and Standards

Recommendations

The Municipal Licensing and Standards recommends that the Etobicoke York Community Council approves the application, and the City Solicitor be authorized to prepare an Encroachment Agreement for the proposed encroachments, including the interlocking stone driveway and retaining walls within the Morningside Avenue road allowance, subject to the following conditions, for which the property owner is held responsible:

1. to pay the City of Toronto all fees associated with the preparation of this agreement, and an annual fee should such fee be imposed in future for the use of the road allowance;
2. the owner to return the signed agreement to the City along with the required Certificate of Insurance, evidencing a third party bodily and property damage

insurance in the amount of \$2,000,000.00 or such other coverage and greater amount as the City may require, and naming the City of Toronto as an additional insured party under the policy;

3. to renew the said Certificate of Insurance and submit a copy thereof to Municipal Licensing and Standards on an annual basis for the life of the encroachments;
4. to maintain the encroaching driveway, planters and retaining walls in a state of good repair to avoid any loss, damage and injury arising from the use thereof;
5. to comply with all regulations set out in Chapter 313 of the Toronto Municipal Code, Streets and Sidewalks; and
6. the owner to obtain all necessary construction/streets occupation permit(s) for any work on the road allowance.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

This Staff Report is in response to an application submitted by the property owner(s), to maintain a walkway, retaining walls and planters all within the Morningside Avenue municipal road allowance, for which the Etobicoke York Community Council has delegated authority from City Council to make a final decision.

Background Information

August 24, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6091.pdf>)

EY9.56	ACTION		Delegated	Ward: 13
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Application for Encroachment Agreement - 94 Morningside Avenue - Retaining Wall and Parking Pad

(August 22, 2007) Report from District Manager, Municipal Licensing and Standards

Recommendations

The Municipal Licensing and Standards recommends the Etobicoke York Community Council approve the application and the City Solicitor be authorized to prepare an Encroachment Agreement for the parking pad, retaining walls and the concrete steps on the Morningside Avenue road allowance, subject to the following conditions, for which the property owner is responsible:

1. to pay the City of Toronto all fees associated with the preparation of this agreement,

and, should there be a requirement in future for the City of Toronto to charge an annual fee for the use of the road allowance, be responsible for such payment;

2. to return the signed agreement to the City along with the required Certificate of Insurance, evidencing a third party bodily and property damage insurance in the amount of \$2,000,000.00 or such other coverage and greater amount as the City may require, and naming the City of Toronto as an additional insured party under the policy;
3. to renew the said Certificate of Insurance on an annual basis for the life of the encroachments;
4. to carry out all construction work and obtain the necessary building permits, including installation of the necessary guardrails and handrails which shall not create any sight line obstruction to pedestrian and vehicular traffic, in accordance with the Ontario Building Code;
5. to repair and maintain the retaining walls, guardrails and handrails, parking pad and concrete steps on the road allowance, including all necessary work including snow and ice removal, and cutting of grass;
6. to ensure that the retaining wall or curb must be flush with the height of the sidewalk for a distance of 150 millimetres from the back of the sidewalk and no water channelling devices shall direct storm water onto the City road allowance;
7. to comply with the requirements of Urban Forestry Services for the funding, protection, removal and replacement of the 30 centimetres diameter European Little-Leaf Linden City tree located at the front of the property; and
8. to obtain streets permit and comply with regulations set out in Chapter 313 of the former City of Toronto Municipal Code, Streets and Sidewalks.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

This Staff Report is in response to an encroachment application to create a front yard parking pad on the Morningside road allowance, which also involves reconstruction of the retaining walls and maintenance of the existing concrete steps on the road allowance. The area of encroachment is approximately 14.21 square metres. The Etobicoke York Community Council has delegated authority from City Council to make a final decision for this application.

Background Information

August 22, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6104.pdf>

EY9.57	ACTION		Delegated	Ward: 17
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Application for Encroachment Agreement - 2 Oakwood Avenue

(August 23, 2007) Report from District Manager, Municipal Licensing and Standards

Recommendations

Municipal Licensing and Standards recommends that the Etobicoke York Community Council approve the application for the existing and the proposed encroachments on the Oakwood Avenue road allowance, subject to the following conditions:

1. the City Solicitor to be authorized to prepare an Encroachment Agreement for the existing and proposed encroachments, Attachments 2, 3 and 4;
2. the owner to return the signed agreement to the City along with the required Certificate of Insurance, evidencing a third party bodily and property damage insurance in the amount of \$2,000,000.00 or such other coverage and greater amount as the City may require, and naming the City of Toronto as an additional insured party under the policy, and should an annual fee be required in the future the applicant shall be subject to said fee;
3. to renew the said Certificate of Insurance and submit a copy thereof to Municipal Licensing and Standards on an annual basis for the life of the encroachments;
4. to repair and maintain in good condition, at all times, the encroaching elements including the bay window, foundation wall, concrete landing and stairs leading to the entrance, as well as the roof components of the eaves overhang, and carry out all necessary precautionary measures to avoid roof drainage from being discharged on the sidewalk, causing loss, damage or injury , Attachments 2, 3, 4, 6 and 7; and
5. to comply at all times with the regulations set out in the former Chapter 313 of the Former City of Toronto Municipal Code, Streets and Sidewalks, as amended.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

To report on an encroachment application, submitted by the owner's agent, Daniels Parkside Corporation to maintain existing and proposed encroachments.

The encroachments involve the existing bay window and foundation wall and the proposed roof re-construction, involving an eaves overhang, and the proposed construction of a concrete landing and stairs leading to the building entrance, all projecting into the Oakwood Avenue Road Allowance.

The Etobicoke York Community Council has delegated authority from City Council to make a

final decision for this matter.

Background Information

August 23, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6093.pdf>)

EY9.58	ACTION		Delegated	Ward: 17
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Application for Encroachment Agreement - 40 Lightbourn Avenue

(August 23, 2007) Report from Manager, Municipal Licensing and Standards

Recommendations

Municipal Licensing and Standards recommends that the Etobicoke York Community Council approve the application for the existing encroachment within the road allowance subject to the following conditions:

1. the City Solicitor be authorized to prepare an Encroachment Agreement for the fence encroachment on the Brandon Avenue road allowance;
2. the owner to enter into an Encroachment Agreement with the City of Toronto and pay all fees associated with the preparation of the Agreement;
3. the owner to pay an annual fee to the City of Toronto for use of the road allowance should the City of Toronto enact a fee structure for such encroachments in the future;
4. the signed agreement to be returned to the City along with the required Certificate of Insurance, evidencing a third party bodily injury and property damage insurance in the amount of Two Million Dollars (\$2,000,000.00) or such other coverage and greater amount as the City may require, and naming the City of Toronto as an additional insured party under the policy;
5. the Certificate of Insurance to be renewed on an annual basis for the life of the encroachment;
6. the owner is to provide a 2.5 metres angle set back at the south east corner of the fence adjacent to the public and dwelling walkways which shall be completed by September 30, 2007 and approved by Transportation Services Right of Way Management prior to entering into the Encroachment Agreement, Attachments 3, 6 and 7;
7. the owner to ensure that no portion of the top of the wooden fence is less than 3.0 metres from an overhead primary hydro cable;

8. the owner to maintain the subject property in good repair and comply at all times with the regulations set out in the former Chapter 313 of the former City of Toronto Municipal Code, Streets and Sidewalks, as amended; and
9. the owner to obtain all necessary construction/streets occupation permit(s) for any work on road allowance.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

To report on an application for an Encroachment Agreement to maintain an existing wood board fence within the Brandon Avenue road allowance with a total encroachment area of approximately 36.99 square metres, for which the Etobicoke York Community Council has delegated authority from City Council to make a final decision.

Background Information

August 23, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6107.pdf>

EY9.59	ACTION		Delegated	Ward: 17
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Application for Encroachment Agreement - 97 Lightbourn Avenue

(July 27, 2007) Report from Manager, Municipal Licensing and Standards

Recommendations

Municipal Licensing and Standards recommend that the Etobioke York Community Council approve the Encroachment Agreement request with the following conditions:

1. the City Solicitor be authorized to prepare an Encroachment Agreement for the existing encroachments on Lightbourn Avenue and the Beaver Avenue flankage;
2. the applicant/property owner pays the City of Toronto all fees associated with the preparation of this agreement, and an annual encroachment fee should that be charged in the future upon harmonization of the Streets By-law;
3. the existing constructed wood fence fronting Lightbourn Avenue and flanking Beaver Avenue respectively, within the municipal road allowance at the front yard (beyond the front wall of the property), be reduced to a maximum height of 0.90 metres above the sidewalk grade;
4. the applicant/property owner be responsible for any costs, claims, or damages that may arise due to the retaining wall not being setback the required 0.46 metres from

the rear edges of the City sidewalk within the municipal road allowance at Lightbourn Avenue and Beaver Avenue respectively;

5. the signed agreement is returned to the City along with the required Certificate of Insurance, evidencing a third party bodily and property damage insurance in the amount of \$2,000,000.00, or such other coverage and greater amount as the City may require, and naming the City of Toronto as an additional insured party under the policy;
6. the Certificate of Insurance shall be renewed on an annual basis for the life of the encroachments; and
7. the applicant/property owner be responsible to maintain the subject property in good repair and comply at all times with the regulations set out in the former City of Toronto Municipal Code, Chapter 313, as amended, Streets and Sidewalks.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

To report on an application for Encroachment Agreement submitted by the owner of the property at 97 Lightbourn Avenue to maintain an encroachment of an existing close board fence within the road allowance at the north east corner of Lightbourn Avenue and Beaver Avenue, measuring approximately 129.67 square metres in area, for which the Etobicoke York Community Council has delegated authority from City Council to make a final decision.

Background Information

July 27, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5886.pdf>)

EY9.60	ACTION		Delegated	Ward: 17
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Application for Encroachment Agreement - 314 Oakwood Avenue

(August 20, 2007) Report from Manager, Municipal Licensing and Standards

Recommendations

Municipal Licensing and Standards recommend that The Etobicoke York Community Council approve the application for the existing encroachments within the road allowance subject to the following conditions:

1. the City Solicitor be authorized to prepare an Encroachment Agreement for the encroachments on the Earlsdale Avenue road allowance;

2. the applicant to pay all fees associated with the preparation of all agreements, and an annual fee to the City of Toronto for use of the road allowance in the amount of \$25 annual permit fee plus \$5.50 per square metre, plus GST (all fees are subject to change);
3. comply at all times with regulations set out in the former City of York Streets By-law 3343-79, as amended;
4. the signed agreement to be returned to the City along with the required Certificate of Insurance, evidencing a third party bodily injury and property damage insurance in the amount of Two Million Dollars (\$2,000,000.00) or such other coverage and greater amount as the City may require, and naming the City of Toronto as an additional insured party under the policy; and
5. the applicant to receive all necessary clearances from the Right-of-Way Management Section of Transportation Services and comply with any conditions identified including construction/street occupation permits as needed.

Financial Impact

There are no financial implications resulting from adoption of this report.

Summary

To report on an application for an Encroachment Agreement to maintain existing encroachments consisting of an area of approximately 2.6 square metres of the municipal boulevard, for which the Etobicoke York Community Council has delegated authority from City Council to make a final decision. The existing encroachments include the apartment entrance side steps, gas meters, swing of laundromat door and laundromat exhaust vents which are located within the Earlsdale Avenue road allowance.

Background Information

August 20, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5885.pdf>

EY9.61	ACTION		Delegated	Ward: 17
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Application for Encroachment Agreement - 21 Rochdale Avenue

(July 20, 2007) Report from District Manager, Municipal Licensing and Standards

Recommendations

The Municipal Licensing and Standards recommends that the Etobicoke York Community Council approves the application, and the City Solicitor be authorized to prepare an Encroachment Agreement for the proposed encroachments, including the interlocking stone walkway and retaining walls within the Rochdale Avenue road allowance, subject to the

following conditions, for which the property owner is held responsible:

1. to pay the City of Toronto all fees associated with the preparation of this agreement;
2. to return the signed agreement to the City along with the required Certificate of Insurance, evidencing a third party bodily and property damage insurance in the amount of \$2,000,000.00 or such other coverage and greater amount as the City may require, and naming the City of Toronto as an additional insured party under the policy;
3. to renew the said Certificate of Insurance and submit a copy thereof to Municipal Licensing and Standards on an annual basis for the life of the encroachments;
4. to maintain the encroaching walkways and retaining walls in a state of good repair to avoid damage and injury arising from the use thereof;
5. to comply with all regulations set out in Chapter 1004, of the Former City of York Municipal Code, Streets;
6. the owner to obtain all necessary construction/streets occupation permit(s) for any work on the road allowance; and
7. the owner to pay an annual fee to the City of Toronto for use of the road allowance in the amount of \$25.00 plus \$5.50 per square metre, plus GST (all fees are subject to change).

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

This Staff Report is in response to an application submitted by Marco Vieira acting on behalf of the property owner, to permit the existing concrete stairs and proposed alterations in the front-yard, including a walkway and retaining walls, both on the municipal road allowance, for which the Etobicoke York Community Council has delegated authority from City Council to make a final decision.

Background Information

July 20, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5740.pdf>

(Deferred from March 27, 2007 - 2007.EY4.57) (Deferred from June 26, 2007 - 2007.EY7.7)

EY9.62	ACTION	10:00 AM	Transactional	Ward: 13
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1844, 1846, 1848, 1850, 1852 and 1854 Bloor Street West; 6, 8, 10, 12 and 14 Oakmount Road; 35 and 37 Pacific Avenue - Demolition Control Applications

(March 13, 2007) Report from Director, Community Planning, Etobicoke York District

Recommendations

The City Planning Division recommends that:

1. City Council refuse the applications to demolish the residential buildings; and
2. In the event of an appeal, the City Solicitor and appropriate City staff be authorized to attend the Ontario Municipal Board in support of this recommendation.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

On March 2, 2006, Toronto Building received demolition control permit applications to demolish thirteen houses at 1844, 1846, 1848, 1852 and 1854 Bloor Street West; 6, 8, 10, 12 and 14 Oakmount Road; 35 and 37 Pacific Avenue. No building permit application to replace the buildings to be demolished has been received by Toronto Building.

In accordance with By-law No.1009-2006 (former City of Toronto Municipal Code, Chapter 14, Article 1, Demolition Control), the demolition permit applications are submitted to Community Council for consideration and recommendation to City Council. Council may refuse the demolition permit applications, or grant permission to demolish the buildings and include conditions attached to the permits.

City Planning Division staff have identified concerns related to the replacement of rental units within the buildings to be demolished in accordance with the Official Plan. Urban Forestry staff have advised that there are numerous significant trees located on or in close proximity to this site that qualify for protection under either the City's Street Tree or Private Tree by-laws. Staff recommend refusal of the applications as no redevelopment plan including a rental housing replacement strategy has been filed with the City. In the event that Council decides to approve the demolition, staff should be directed to report further on appropriate conditions.

Background Information

March 13, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5579.pdf>

Communications

(March 26, 2007) e-mail from Eda Sepp (EY.Main)

(March 26, 2007) e-mail from Linda Sepp (EY.Main)

62a Demolition Control Applications - 1844, 1846, 1848, 1850, 1852 and 1854 Bloor Street West; 6, 8, 10, 12 and 14 Oakmount Road; 35 and 37 Pacific Avenue - Status Report

(June 12, 2007) Report from Director, Community Planning, Etobicoke York District

Financial Impact

There are no financial implications.

Summary

This report provides a status update on the demolition applications related to this site. A staff report recommending refusal of the request to demolish the houses on these properties was deferred to the June 26th meeting of Etobicoke York Community Council at its meeting of March 27, 2007.

Background Information

June 12, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5578.pdf>)

Extract

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6259.pdf>)

EY9.63	Information		Delegated	Ward: 5
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2982 Bloor Street West and other approved Encroachments within the Boundary of the Kingsway BIA - Status Report

(August 20, 2007) Report from Municipal Licensing and Standards, Etobicoke York District

Financial Impact

There are no financial implications.

Summary

This report provides a status update on the outdoor café at 2982 Bloor Street West and other approved encroachments on the City boulevard within the Kingsway BIA.

Background Information

August 20, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5888.pdf>)

Clause

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6255.pdf>)

Communications

(April 30, 2007) letter from Agnes Faraci (EY.Main)

(September 5, 2007) letter from Agnes Faraci (EY.Main)

EY9.64	ACTION		Transactional	Ward: 2, 5, 11, 12, 13
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Designation of Fire Routes and amendment to Chapter 880 - Fire Routes

(August 24, 2007) Report from District Chief, West Command

Recommendations

Toronto Fire Services recommends that:

1. part or those parts of the private road or roads shown on the site plan filed with the Fire Chief in respect of the municipal addresses set out below be designated as fire routes pursuant to Municipal Code Chapter 880- Fire Routes – 2088 Lawrence Avenue West, 335 & 355 Carlingview Drive, 10 Turntable Crescent, 2464 Weston Road and 6 Windermere Avenue; and
2. City Council authorize the Fire Chief and City Solicitor to take the appropriate action to make a designated Fire Route.

Financial Impact

There are no financial implications associated with this report.

Summary

To obtain Council approval for the amendment of the Fire Route By-law to designate certain locations as fire routes within the meaning of City of Toronto Municipal Code Chapter 880, as amended.

Fire Services uses designated fire routes as a key mechanism in regulating fire prevention, including the prevention of spreading of fires and the delivery of fire protection services.

Background Information

August 24, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5956.pdf>)

By-law

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5957.pdf>)

EY9.65	ACTION		Delegated	Ward: 17
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St. Clair West Business Improvement Area (BIA) Board of Management Additions and Deletions

(August 23, 2007) Report from Acting Director, Small Business & Local Partnerships

Recommendations

The Acting Director of Small Business & Local Partnerships recommends that:

1. Etobicoke York Community Council approve the addition to the St. Clair West BIA Board of Management as set out in Attachment No. 1.
2. Schedule A of the Municipal Code Chapter 19, Business Improvement Areas, be amended to reflect the changes to this BIA Board of Management.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

The purpose of this report is to recommend Etobicoke York Community Council approve an addition to St. Clair West BIA Board of Management.

Background Information

August 23, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6084.pdf>

EY9.66	ACTION		Delegated	Ward: 17
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Installation of Sidewalk on West Side of Alentejo Street

(August 21, 2007) Report from Acting Director, Development Engineering

Recommendations

It is recommended that:

1. A sidewalk be constructed on the west side of Alentejo Street, between Turnberry Avenue and Estoril Terrace to improve pedestrian traffic safety;

2. The funding required for the construction of the sidewalk be deferred for consideration with Transportation 2008 Capital Budget;
3. That District Engineering Services in the Technical Services Division undertake the detailed design of the sidewalk and tender the works in 2008; and,
4. the appropriate City officials be authorized and directed to take the necessary actions to give effect thereto.

Financial Impact

It is estimated that the construction of a sidewalk on Alentejo Street will cost \$50,000.00. The construction of the sidewalk will be debt funded and will be prioritized against other projects resulting in no net change in debt financing in 2008. A funding request for the construction of the sidewalk will be included in the 2008 Capital Budget submission.

The Deputy City Manager and Chief Financial Officer have reviewed this report and agree with the financial impact information.

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

Alentejo Street is a primary local street that leads into a residential subdivision bounded by Turnberry Avenue to the north, existing residential and commercial developments to the east and west, and the Hydro Lands to the south. The original design of Alentejo Street only included a sidewalk on the east side of Alentejo Street, between Turnberry Avenue and Estoril Terrace. Residents who have since moved into this subdivision have requested that a sidewalk be constructed on the west side of Alentejo Street, between Turnberry Avenue and Estoril Terrace to improve pedestrian traffic safety.

Background Information

August 21, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5899.pdf>

Turnberry Extract

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5900.pdf>

EY9.67	ACTION	10:00 AM	Delegated	Ward: 7
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Naming of Proposed Public Streets at 115 Torbarrie Road Re - Judy Sgro Street Naming

(June 8, 2007) Letter from City Clerk

Recommendations

1. That consideration be given to re-naming Judy Sgro Avenue one of the following names:

Re-elect Judy Sgro Avenue
 Brack Avenue
 Kurtz Avenue
 Speight Avenue
 Wreggitt Avenue

Summary

City Council on May 23, 24 and 25, 2007, adopted Motion M51 from Councillor Moscoe regarding the re-naming of Judy Sgro Avenue, and directed that this matter be referred to the Etobicoke York Community Council for its consideration.

Background Information

May 23, 2007 motion from Councillor Howard Moscoe

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5585.pdf>)

Clause 44 or Report 7, 2006

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5586.pdf>)

June 8, 2007 transmittal

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5584.pdf>)

Communications

(June 21, 2007) e-mail from Larry Perlman (EY.Main)

Deferred from June 26, 2007

67a Naming of Proposed Public Streets at 115 Torbarrie Road

(June 11, 2007) Member Motion from Councillor Doug Holyday

Recommendations

1. Etobicoke York Community Council recommend to City Council that this decision be reversed, in order to avoid greater cost and undue anxiety in the future, and that a public meeting be held at the next meeting of the Etobicoke York Community Council to allow for public deputation on the matter.

Summary

At the Council meeting before the November 2006 election, Council passed without debate Clause 44 of Etobicoke York Community Council Report 7, which recommended the following:

(1) a street be named Fred Young Drive in the Torbarrie Road subdivision

(2) subject to the granting of an exception to the policy of avoiding the naming of streets after living persons, the remaining streets in the Torbarrie Road subdivision be named Jorma Palomaki Terrace, Sergio Marchi Street, Leila Jackson Terrace and Judy Sgro Avenue.

This action was taken even though Council's street naming policies were violated in two ways and even though two of the streets were recommended against by Emergency Services staff because these names could result in increased response times in the event of an emergency.

Furthermore, local residents, particularly those purchasing the new homes, have indicated their displeasure with these names and have indicated that as more properties are purchased they will be enlisting the support of all purchasers to have these street names changed.

Background Information

Motion from Councillor Doug Holyday

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5587.pdf>

EY9.68	ACTION		Delegated	Ward: 7
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Naming of Private Lanes at 115 Torbarrie Road

(August 24, 2007) Report from City Surveyor

Recommendations

The City Surveyor recommends that, subject to City Council authorizing an exception to its policy of avoiding similar sounding street names:

1. the proposed private lanes at 115 Torbarrie Road, be named "Joseph Griffith Lane" and "Jim Baird Mews";
2. EGF Associates pays the cost, estimated to be in the amount of \$1,800.00, for the fabrication and installation of street name signs; and
3. the appropriate City Officials be authorized and directed to take the necessary action to give effect thereto, including the introduction of a naming by-law.

Financial Impact

There are no financial implications resulting from the adoption of this report. The estimated costs of \$1,800.00 for the street name signs are to be paid by the applicant.

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision, provided that the staff recommendation is not

amended so that it varies with City Policy or by-laws.

This report recommends that the proposed private lanes at the residential development at 115 Torbarrie Road, be named “Joseph Griffith Lane” and “Jim Baird Mews”. Naming the lanes will facilitate the identification of the proposed units fronting thereon.

Background Information

August 24, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6082.pdf>

EY9.69	ACTION		Delegated	Ward: 6
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Naming and Dedication of Proposed Public Lane System at 347 Royal York Road

(August 23, 2007) Report from City Surveyor

Recommendations

The City Surveyor recommends that:

1. the proposed public lane system at 347 Royal York Road, be dedicated as public highway and named “Peelar Mews”;
2. the Goldman Group pays the cost, estimated to be in the amount of \$600.00, for the fabrication and installation of street name signs; and
3. the appropriate City Officials be authorized and directed to take the necessary action to give effect thereto, including the introduction of a naming by-law.

Financial Impact

There are no financial implications resulting from the adoption of this report. The estimated costs of \$600.00 for the street name signs are to be paid by the applicant.

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

This report recommends that the proposed public lane system at the residential development at 347 Royal York Road, be dedicated as public highway and named “Peelar Mews”. Naming the lane system will facilitate the identification of the proposed units fronting thereon.

Background Information

August 23, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6083.pdf>

EY9.70	ACTION		Delegated	Ward: 5
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Naming of Private Lane at 82 Daniels Street

(August 15, 2007) Report from City Surveyor

Recommendations

The City Surveyor recommends that:

1. The proposed private lane at 82 Daniels Street, be named “Alex Fisher Terrace”;
2. Somerset Homes pay the costs, estimated to be in the amount of \$300.00, for the fabrication and installation of a street name sign; and
3. the appropriate City Officials be authorized and directed to take the necessary action to give effect thereto, including the introduction of a naming by-law.

Financial Impact

There are no financial implications resulting from the adoption of this report. The estimated costs of \$300.00 for the street name sign are to be paid by the applicant.

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

This report recommends that the proposed residential lane at 82 Daniels Street, be named “Alex Fisher Terrace”. Naming the lane will facilitate the identification of the proposed units fronting thereon.

Background Information

August 15, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5964.pdf>

EY9.71	ACTION		Transactional	Ward: 11
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6 Lloyd Avenue - Official Plan Amendment and Rezoning Application - Status and Directions Report

(August 24, 2007) Report from Director, Community Planning, Etobicoke York District

Recommendations

The City Planning Division recommends that:

1. City Council direct the City Solicitor, City staff and any necessary consultants to attend at a future Ontario Municipal Board hearing to oppose the application as represented by the revised proposal outlined in this report.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

The purpose of this report is to provide an update on the Ontario Municipal Board (OMB) proceedings related to the appeal of the Official Plan Amendment and rezoning application to permit the conversion of an employment area at 6 Lloyd Avenue for a residential development. The report also reviews and recommends refusal of a revised development proposal that was submitted to the City on March 15, 2007 and is to be considered at a future OMB hearing scheduled to begin on November 20, 2007.

The current proposal has been revised from the previous residential development that was discussed in the August 2006 staff report. The revised application proposes to convert an employment area to a mixed use area to permit a high density residential development with an employment use building. It includes three building components: a 2, 8 and 18-storey tiered residential building along St. Clair Avenue West, a 2, 8 and 21-storey tiered residential building in the interior of the site along Mulock Avenue and a 2-storey employment use building along Lloyd Avenue. The development site has also been enlarged to include all the properties east of Mulock Avenue.

The issues and comments discussed in the August 2006 report continue to apply to the revised proposal as it relates to its consistency with the Provincial Policy Statement (PPS), the Official Plan Employment Areas, Avenue and Built Form polices, as well as land use compatibility issues. Staff is recommending refusal of the revised application for the following reasons:

1. The proposed development is not consistent with the employment policies of the Provincial Policy Statement. The material submitted in support of this revised application was unable to demonstrate that the site was not required for continued employment purposes or that there was a need for the conversion to residential.
2. The proposed development is not consistent with the Employment Area policies of the Official Plan. The property is designated Employment Areas and conversion to a non-employment use would destabilize an existing stable employment area.
3. The proposed development is not consistent with the Built Form policies of the Official Plan. The proposal does not have appropriate regard for the established pattern of the existing low density area and would be introducing a new building form (high rise residential) into the area that does not exist in terms of height, scale and massing. As a result it does not fit harmoniously

into the existing planned context in order to limit adverse impacts on neighbouring uses.

4. The proposed development is not consistent with the Avenue policies of the Official is premature as it is preceding the completion of an Avenue Study. If the application is approved, it has the potential to set a precedent for the remainder of the Avenue which may not be in keeping with the vision that is being created.

5. The proposed development is not compatible with existing employment uses in the area and would be adversely impacted by odour and noise. Conversely, the proposed development has the potential to adversely impact existing employment uses, by creating growth and expansion hardship to a greater extent than exist today. Other adverse impacts may arise such as conflict or safety concerns between industrial truck and increased vehicular and pedestrian traffic generated by the development. The proposal will not contribute to creating a strong, liveable and healthy community that protects for public health and facilitates economic growth as set out in the Planning Act, PPS and the City of Toronto Official Plan.

Background Information

August 24, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6074.pdf>

EY9.72	ACTION		Transactional	Ward: 11
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19 Maple Bush Avenue, Lot 113 to 114, Plan 1945 - Request for Attendance at an Ontario Municipal Board Hearing Appeal of Committee of Adjustment Decision

(August 24, 2007) Member Motion from Councillor Frances Nunziata

Recommendations

1. That City Council authorize the City Solicitor to retain an outside planning consultant and to attend the Ontario Municipal Board hearing to seek refusal of Consent application B74/06EYK) and Minor Variance applications (file nos. A599/06EYK and A600/06EYK) if they are considered by the Board relating to 19 Maple Bush Avenue

Summary

On June 28, 2007, the Committee of Adjustment refused a Consent application (file no. B74/06EYK) and two Minor Variance applications (file nos. A599/06EYK and A600/06EYK) for lot 113 to 114, Plan 1945 at 19 Maple Bush Avenue. The applications sought approval of consent to sever the two residential lots (deemed not to be lots on a plan of subdivision by By-law 32717 passed on February 21, 1996) and minor variances to lot frontage and area, side yard setback, lot coverage, permitted dwelling depth and the first floor elevation, all to permit construction of a two storey detached dwelling with an integral, single car garage on each lot.

City Planning Staff did not comment on the proposal but provided an information report and a lot frontage analysis map to the Committee for consideration.

The agent for the owner appealed the Committee of Adjustment consent refusal decision to the Ontario Municipal Board but did not appeal the minor variance refusal decision. An Ontario Municipal Board hearing has not yet been scheduled.

In view of the refusal decisions of the Committee of Adjustment, this motion is brought forward to authorize the City Solicitor to retain an outside planning consultant and to attend the OMB hearing to oppose the application.

Background Information

August 24, 2007 motion

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6005.pdf>

Attachment

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6006.pdf>

EY9.73	ACTION		Delegated	Ward: 11
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Park Re-naming after the Late Senator Peter Bosa

(September 10, 2007) Member Motion from Councillor Frances Nunziata

Recommendations

1. That Parks, Forestry, and Recreation identify a park in the former City of York that would be appropriate to have renamed after the Honorable Senator Peter Bosa.

Summary

I have been contacted by the spouse of the late Honorable Senator Peter Bosa asking that a park be named after him in recognition of his many years of service as alderman in the former Borough of York, Senator of Canada, and for the many years he spent serving on a wide range of committees.

Among his accomplishments, Senator Peter Bosa was a voice for the Italian-Canadian community, and co-founded the Chair in Canadian-Italian Studies at York University. In addition, Senator Bosa was Chairman of the Canadian Consultative Council on Multiculturalism, and served as President of the Inter-Parliamentary Union, a position for which he was honored by Juan Carlos, King of Spain.

I am requesting that staff report back on a park in the former City of York that would be appropriate to have renamed after the late Honorable Senator Peter Bosa.

Background Information

September 10, 2007 motion

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6004.pdf>

EY9.74	ACTION		Transactional	Ward: 6
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Avenue Study Request - Lake Shore Boulevard West between Kipling Avenue and Royal York Road

(September 10, 2007) Member Motion from Councillor Mark Grimes

Recommendations

1. That City Council request the Chief Planner and the Executive Director, City Planning Division, to include consideration of a New Toronto Avenue Study on Lake Shore Boulevard between Kipling Avenue in the west and Royal York Road in the east 2008 City Planning Division Work Program.

Summary

The previous Avenue study Ward 6 --- Etobicoke-Lakeshore was completed in the Fall of 2005. The study spanned the Long Branch area on Lake Shore Boulevard West between Etobicoke Creek and Kipling Avenue.

Toronto's Official Plan identifies selected corridors along major streets as 'Avenues' where reurbanization, supported by public transit, would create jobs and housing while improving local streetscapes, infrastructure and amenities. Lake Shore Boulevard offers a great deal of potential as a vital well-planned avenue.

The dynamics of the Lake Shore has further changed and my office has received several development applications for the New Toronto segment of the Lake Shore. This area spans from Kipling Avenue (in the West) to Royal York Road (in the East).

This Avenue study will further enhance the work done by the previous study in the Long Branch area as it resumes from the point of completion of the last study.

Furthermore, preliminary work has already been done on the New Toronto segment as part of a university project by students of Ryerson University in 2006. This can form a base for the formal Avenue study in the neighbourhood.

Background Information

September 10, 2007 motion

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-5916.pdf>

EY9.75	ACTION	7:00 PM	Transactional	Ward: 2
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558 Scarlett Road and 13 Chapman Road - Rezoning Application - Final Report

Statutory - Planning Act, RSO 1990

(August 24, 2007) Report from Director, Community Planning, Etobicoke York District

Recommendations

The City Planning Division recommends that City Council:

1. refuse rezoning application 06 193639 WET 02 OZ; and
2. direct the City Solicitor and appropriate staff to attend, if necessary, the Ontario Municipal Board, to support City Council's decision to refuse this application as represented by the proposal outlined in this report.

Financial Impact

The recommendations in this report have no financial impact.

Summary

This application proposes a total of nine 3-storey single family detached dwellings at 558 Scarlett Road and 13 Chapman Road.

The development proposed does not maintain the intent and purpose of the Official Plan as it does not respect and reinforce the existing physical character of the neighbourhood.

This report reviews and recommends refusal of the application to amend the Zoning By-law.

Background Information

August 24, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6071.pdf>

Notice

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6072.pdf>

EY9.Bills	ACTION		Delegated	
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General Bills

Confirmatory Bills