

Public Works and Infrastructure Committee

Meeting No.	10	Contact	Rosalind Dyers, Committee Administrator
Meeting Date	Wednesday, October 31, 2007	Phone	416-392-8018
Start Time	9:30 AM	E-mail	pwic@toronto.ca
Location	Committee Room 1, City Hall		

The Decision Document is for preliminary reference purposes only. Please refer to the Committee's Report to City Council or to the Minutes for the official record.

How to Read the Decision Document:

- *Recommendations of the Committee to City Council appear after the item heading.*
- *Any amendments by Committee to recommendations appearing in a staff report are italicized.*
- *Other action taken by the Committee on its own authority, which does not require Council's approval, is listed in the decision document under the heading "Decision Advice and Other Information".*
- *Declarations of Interest, if any, appear at the end of an item.*

Minutes Confirmed – Meeting of October 3, 2007

PW10.1	Information	Deferred		Ward: 42
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Kirkhams Road Bridge over the Rouge River Class Environmental Assessment Study

(August 14, 2007) Report from the General Manager, Transportation Services.

Decision Advice and Other Information

The Public Works and Infrastructure Committee:

1. again deferred consideration of the report from the General Manager, Transportation Services until its meeting to be held on January 9, 2008; and

2. requested the General Manager, Transportation Services to work with the local Councillor and residents on viable solutions with respect to the Kirkhams Road Bridge, and report on the outcome of these discussions to the January 9, 2008 meeting of the Public Works and Infrastructure Committee.

Financial Impact

There is no immediate financial impact resulting from the recommendations contained in this report. A more detailed financial estimate will be presented upon the award of a contract to perform the works.

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

Summary

A Class Environmental Assessment study was undertaken to address the deteriorated condition of the Kirkhams Road bridge over the Rouge River. The evaluation of a reasonable range of alternative solutions, which included consultation with the public and review agencies, resulted in the following Recommended Design:

- removal of the existing Kirkhams Road bridge, including the removal of the deck, pier, and abutments to the level of the footings;
- regrading of the approaches of the bridge to match the adjacent Rouge River valley topography;
- replacement of the existing 400 mm watermain suspended from the Kirkhams Road bridge with two 300 mm watermains under the Rouge River using trenchless technology;
- provision of culs-de-sac on the north and south sides of the Rouge River to facilitate the turning of vehicles; and
- provision of a gate on Kirkhams Road at Meadowvale Road to restrict access to the portion of Kirkhams Road south of the Rouge River for maintenance vehicles only.

A Notice of Study Completion must now be issued and the Environmental Study Report filed in the public record for a 30-day review period in accordance with the requirements of the Municipal Class Environmental Assessment.

Background Information

2007-10-31-pw10.1

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-6703.pdf>)

PW10.2	ACTION	Amended		Ward: 39, 41
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Redlea Avenue and Silver Star Boulevard Class Environmental Assessment Study

(October 17, 2007) Report from the General Manager, Transportation Services.

Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. authority be granted to the General Manager, Transportation Services to issue a Notice of Completion and to file the Environmental Study Report for the Redlea Avenue and Silver Star Boulevard Class Environmental Assessment Study in the public record for a minimum of 30 days in accordance with the requirements of the Municipal Class Environmental Assessment;
2. *the planned extension of Redlea Avenue from Passmore Avenue to McNicoll Avenue be listed in the plans as Phase 2 instead of Phase 3;*
3. *should short-term funding from developers be available to construct Redlea Avenue, the General Manager, Transportation Services, report to the appropriate Committees outlining total project costs, required cash flows and any other associated financial implications; and*
4. *if funds are available, Phase 1 and 2 of the construction of Redlea Avenue be done concurrently.*

Decision Advice and Other Information

The Public Works and Infrastructure Committee requested the General Manager, Transportation Services to report to the appropriate Committee on:

- a. an advance left turn at Passmore Avenue and Kennedy Road and traffic signals along McNicoll Avenue within 1 kilometre of the study area; and
- b. the submission from The Heathwood Ratepayers Association.

Financial Impact

There is no immediate financial impact resulting from the recommendations contained in this report. However, the funds required for the land acquisition, construction costs and any other costs related to the Redlea Avenue and Silver Star Boulevard extensions are not currently available and have not been included in the Transportation Services 2008 Capital Budget submission or in the 2009 to 2012 Capital Plan.

Should the construction of the Redlea Avenue and/or Silver Star Boulevard extensions be required in the short term, funds would have to be provided through Development Charges or contributions by developers specifically for this facility. The General Manager, Transportation

Services would be required to report to the appropriate Committee(s) to outline total project costs, required cash flows and any other associated financial implications.

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

Summary

A Municipal Class Environmental Assessment Study was undertaken to develop, assess and recommend transportation improvements to support planned development in the former Milliken Employment District. The evaluation of a reasonable number of alternative solutions, which included consultation with the public and review agencies, resulted in the following Recommended Design:

Redlea Avenue Extension:

- The extension of Redlea Avenue from its current terminus south of Steeles Avenue East to connect with Milliken Boulevard, which is a north-south dead end street extending north from Finch Avenue East, resulting in a continuous north-south street between Finch Avenue East and Steeles Avenue East.
- A right-of-way width of 23 metres for the Redlea Avenue extension, in keeping with property previously protected by the former City of Scarborough for this facility.
- A 12-metre wide pavement, consisting of a 4.0-metre through lane in each direction and a 4.0-metre wide continuous centre left-turn lane.
- A northbound approach to the Steeles Avenue East/Redlea Avenue intersection to include two left-turn lanes, one through lane and one shared through/right-turn lane.

Silver Star Boulevard Extensions:

- The completion of two missing sections of Silver Star Boulevard, from Passmore Avenue to a point 335 metres south thereof, and from McNicoll Avenue to a point 200 metres south thereof, resulting in a continuous Silver Star Boulevard extending westerly from Midland Avenue, north of Finch Avenue East, thence northerly to connect with Steeles Avenue East.
- A right-of-way width of 23 metres for the Silver Star Boulevard extensions, in keeping with property previously protected by the former City of Scarborough.
- A 12-metre wide pavement, including a 4.0 metre through lane in each direction and a 4.0 metre continuous centre left-turn lane.

A Notice of Completion must now be issued and the Environmental Study Report filed in the public record for a 30-day review period in accordance with the requirements of the Municipal Class Environmental Assessment.

Background Information

2007-10-31-pw10.2

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7839.pdf>)

2007-10-31-pw10.2.attach.1

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7840.pdf>)

Communications

(October 29, 2007) letter from Dawn Tattle, P.Eng., President, Anchor Shoring & Caissons Ltd. (PW.New.PW10.2.1)

(October 30, 2007) letter from Signe Leisk, Cassels Brock & Blackwell LLP (PW.Main.PW10.2.2)

(October 31, 2007) Submission from Denis Lanoue, President, Heathwood Ratepayers Association (PW.New.PW10.2.3)

2a Redlea Avenue and Silver Star Boulevard Class Environmental Assessment Study

(October 26, 2007) Letter from Councillor Mike Del Grande, Ward 39, Scarborough-Agincourt.

Summary

Requesting that Transportation staff address the following three concerns with the findings and conclusions of the Class Environmental Assessment:

1. That the planned extension of Redlea Avenue from Passmore Avenue to McNicoll Avenue be listed in the plans as Phase 2 instead of Phase 3.
2. Should short term funding be available to construct Redlea Avenue by developers specifically, that the General Manager, Transportation Services, report to the appropriate Committees to outline total project costs, required cash flows and any other associated financial implications.
3. That Phase 1 and 2 of the construction of Redlea Avenue is done concurrently.

Background Information

2007-10-31-pw10.2a

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7920.pdf>)

PW10.3	Information	Amended		Ward: All
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Feasibility and Benefits of Roundabouts in Toronto

(October 2, 2007) Letter from the City Clerk.

Decision Advice and Other Information

The Public Works and Infrastructure Committee:

- a. referred the following recommendations in the member motion M135 from Councillor Ootes, seconded by Councillor Parker, to the General Manager, Transportation Services with a request that he report on this matter to the Public Works and Infrastructure Committee:
 - “1. That the General Manager, Transportation Services report to the Public Works and Infrastructure Committee meeting in January 2008, regarding the potential benefits of traffic roundabouts for the City of Toronto (including the safety and environmental benefits) to replace traditional, signalized intersections.
 2. That the General Manager, Transportation Services report to the Public Works and Infrastructure Committee, regarding the criteria that must be met for a signalized intersection to be considered an appropriate candidate for conversion to a roundabout.
 3. That the General Manager, Transportation Services report to the Public Works and Infrastructure Committee, regarding how all road users would utilize roundabouts, including: pedestrians, cyclists, motorcycle operators, personal vehicles, public transit buses and trucks.
 4. That the General Manager, Transportation Services, in consultation with local Councillors, report to the Public Works and Infrastructure Committee on potential locations for a limited number of roundabouts, which would be assessed as part of a pilot project, prior to any larger roll-out.
 5. That the General Manager, Transportation Services report to the Public Works and Infrastructure Committee on the financial costs associated with the design and implementation of the roundabouts listed in Recommendation 4.”; and
- b. requested the General Manager, Transportation Services to include in his report back to the Public Works and Infrastructure Committee comments on traffic circles, including the differences between roundabouts and traffic circles.

Summary

City Council on September 26 and 27, 2007, referred the following Motion M135 by Councillor Ootes, seconded by Councillor Parker, to the Public Works and Infrastructure Committee.

"To investigate the feasibility and benefits of installing roundabouts in Toronto

A roundabout is an intersection at which all traffic circulates counter clockwise, to the right of a central island. Entering vehicles must yield to all traffic already in the roundabout. Roundabouts may be single or multi lane.

Toronto would benefit from the introduction of roundabouts in many ways, including:

- Reduced Speeds:

Speeds through multi-lane roundabouts range from 25 km/h to 40 km/h, depending on the vehicle movement.

- Reduced Vehicle Emissions:

Many vehicles do not stop at a roundabout, do not idle, waiting to enter the intersection, and do not accelerate from a stop. A study from Vermont stated that replacing 25 regular intersections with roundabouts instantly gets that City 20 percent closer to its greenhouse gas emissions goal.

- Reduced Number of Collisions:

As a result of lower speeds, the number of crashes at roundabouts is lower than at conventional intersections.

- Reduced Severity of Crashes:

In general, most crashes which occur at roundabouts are low-speed crashes involving property damage only. As well, low speed collisions with pedestrians are far less likely to result in serious injury or death – in a collision at 30 km/h, there is a 5 percent chance that the pedestrian will be killed, whereas at 55 km/h the chance of a pedestrian being killed is 50 percent.

- Pedestrian and Cyclist Safety:

Roundabouts are safer for pedestrians and cyclists. Experience at roundabouts in the U.S. and Europe show reduction in pedestrian-motor vehicle crashes of 33 percent–100 percent.

- Other Benefits Include:

Reduced delays to pedestrians, reduced delays for traffic, reduced queue lengths, increased capacity, reduced traffic noise, and enhanced appearance.

RECOMMENDATIONS:

1. That the General Manager, Transportation Services report to the Public Works and Infrastructure Committee meeting in January 2008, regarding the potential benefits of traffic roundabouts for the City of Toronto (including the safety and environmental benefits) to replace traditional, signalized intersections.

2. That the General Manager, Transportation Services report to the Public Works and Infrastructure Committee, regarding the criteria that must be met for a signalized intersection to be considered an appropriate candidate for conversion to a roundabout.
3. That the General Manager, Transportation Services report to the Public Works and Infrastructure Committee, regarding how all road users would utilize roundabouts, including: pedestrians, cyclists, motorcycle operators, personal vehicles, public transit buses and trucks.
4. That the General Manager, Transportation Services, in consultation with local Councillors, report to the Public Works and Infrastructure Committee on potential locations for a limited number of roundabouts, which would be assessed as part of a pilot project, prior to any larger roll-out.:
5. That the General Manager, Transportation Services report to the Public Works and Infrastructure Committee on the financial costs associated with the design and implementation of the roundabouts listed in Recommendation 4."

Background Information

2007-10-31-pw10.3

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7841.pdf>)

PW10.4	Information	Received		Ward: All
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Request to Amend the Municipal Road Damage Deposit Policy

(October 16, 2007) Letter from Councillor Howard Moscoe, Ward 15, Eglinton-Lawrence.

Decision Advice and Other Information

The Public Works and Infrastructure Committee received for information the letter from Councillor Howard Moscoe.

Summary

Advising of complaints received with respect to the Municipal Road Damage Deposit Policy, and the need to amend the policy to make it fair to all.

Background Information

2007-10-31-pw10.4

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7853.pdf>)

2007-10-31-pw10.4.attach

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7854.pdf>)

PW10.5	ACTION	Amended		Ward: All
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Implementing a Mandatory Downspout Disconnection Program

(October 17, 2007) Report from the General Manager, Toronto Water.

Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. Municipal Code Chapter 681, Sewers be amended such that:
 - a. the connection of downspouts to combined or storm sewers in the combined sewer area of the City, as identified on the map attached as Attachment 1 of this report, is prohibited;
 - b. the General Manager be authorized to exempt properties from the prohibition set out in Recommendation 1.a. where the General Manager, in the General Manager's sole discretion, determines that the property meets the criteria set out in Attachment 2 of this report ; and
 - c. the amendments in Recommendations 1 and 2 shall come into force three years from the date of their enactment;
2. authority be granted to the City Solicitor to submit any Bills required to enact the amendments to Municipal Code Chapter 681, Sewers, proposed in Recommendation 1 of this report, subject to any necessary refinements, including stylistic, format and organization, as may be identified by the City Solicitor and General Manager, Toronto Water;
3. low-income property owners be given financial assistance equivalent to participation in the current Downspout Disconnection Program, provided they comply with the eligibility and administrative details as outlined in Attachment 3;
4. the General Manager shall be authorized to prescribe any form of agreement, in consultation with the City Solicitor, and prescribe any City form required to implement the financial assistance provisions of Recommendation 3 and to amend or revise those forms from time to time;
5. no further applications be accepted for the existing voluntary Downspout Disconnection Program after *November 20, 2007, or the date that the report is approved by City Council, whichever comes first*;
6. those currently on the waiting list of the existing Downspout Disconnection Program as of *November 20, 2007, or the date that the report is approved by City Council, whichever comes first*, continue to be processed under that program, provided that: the property owner accepts and executes the Downspout Disconnection Permission/Release Agreement document and the General Manager of Toronto Water receives the executed

document within three weeks of its delivery to the property owner, failing which the Downspout Disconnection Permission/Release Agreement document and the terms contained therein shall be revoked and withdrawn;

7. all Downspout Disconnection Permission/Release Agreement documents, and the terms contained therein, delivered to property owners by the City prior to October 31, 2006, which have not been accepted and executed by the respective property owners and returned to and received by the General Manager of Toronto Water prior to October 1, 2007, be hereby revoked and withdrawn by the City effective immediately and the affected property owners be notified by the City in writing;
8. all property owners delivered a Downspout Disconnection Permission/Release Agreement document by the City on or after October 31, 2006, be notified that the Downspout Disconnection Permission/Release Agreement document and the terms contained therein shall be revoked and withdrawn by the City if the Downspout Disconnection Permission/Release Agreement document is not accepted and executed by the respective property owner and returned to and received by the General Manager of Toronto Water within 30 days of the notification date;
9. the General Manager of Toronto Water report back on the status of the mandatory disconnection program within three years; and
10. the appropriate City officials be authorized and directed to take the necessary actions to give effect thereto.

Financial Impact

Toronto Water's 2007 Operating Budget and Toronto Water's 2008 Operating Budget submission contain sufficient funding to service the applications currently on the Voluntary Downspout Disconnection Program list, as recommended in this report.

Toronto Water's 2007 Capital Budget and Toronto Water's 2008-2012 Capital Budget request contains funding in WBS Element CWW438-01 - Downspout Disconnection Program, sufficient to fund the downspout disconnections for applications currently on the Voluntary Downspout Disconnection Program list; to provide financial subsidies for low income property owners for the disconnection of roof downspouts in accordance with the criteria contained in this report; and to implement the supporting Communications and Public Education Campaign proposed in this report.

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

Summary

The purpose of this report is to provide an overview of the operational issues associated with implementing a Mandatory Disconnection Program and recommend a phased implementation approach within the City of Toronto, with an initial focus on those properties located within the combined sewer service area.

Background Information

2007-10-31-pw10.5

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7842.pdf>)

Communications

(October 30, 2007) letter from Irene Jones, Vice-Chair, Etobicoke-Mimico Watershed Coalition (On behalf of the Humber Watershed Alliance and the Don Watershed Regeneration Council) (PW.New.PW10.5.1)

(October 30, 2007) letter from Karey Shinn, Chair, The Safe Sewage Committee (PW.New.PW10.5.2)

PW10.6	ACTION	Adopted		Ward: All
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Implementation of a Revolving Loan Program to Support the City's Water Efficiency Plan

(October 17, 2007) Report from the General Manager, Toronto Water.

Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. the pilot Revolving Loan Program be extended for a period of one year to accommodate the review and possible approval of a \$2 million loan proposal from the Toronto Community Housing Corporation received in early October 2007;
2. should the existing Water Efficiency Loan Reserve Fund be exhausted, it is recommended the fund be replenished to maintain a \$2 million available balance with funds to be provided from the Water Capital Reserve Fund to continue the pilot Revolving Loan Program and allow for expansion to other public sector organizations; and
3. the pilot Revolving Loan Program be expanded to offer loans to other public sector organizations such as universities, hospitals and non-profit organizations on similar terms and conditions as internal agencies, boards and commissions.

Financial Impact

Funding in the amount of \$2 million has been made available from the Water Capital Reserve Fund to set up the Water Efficiency Loan Reserve Fund. Should the existing Water Efficiency Loan Reserve Fund be exhausted, it is recommended that the fund be replenished to maintain a \$2 million available balance. The additional funding to maintain the \$2 million balance would be required from the Water Capital Reserve Fund to continue the program for internal clients and expand the pilot Revolving Loan Program to offer loans to other public sector organizations.

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

Summary

The Water Efficiency Loan Reserve Fund was established in 2006 to provide repayable loans to the City's agencies, boards, commissions, divisions, the Toronto School Boards and the Toronto Community Housing Corporation (TCHC). The purpose of the Fund was for the implementation of water efficiency projects to help achieve targets identified in the City's Water Efficiency Plan. Staff was directed to report back to the Public Works and Infrastructure Committee on the results of the pilot Revolving Loan Program and the feasibility of expanding it to other public sector organizations such as universities, hospitals, non-profits and the private sector where permissible.

In October, 2007 the TCHC submitted a \$2 million proposal to fund the retrofit of 5,000 toilets and other fixtures in their buildings. This is the only proposal received to date and is currently under review.

This report recommends the pilot Revolving Loan Program be extended for one year to accommodate the possible approval of the TCHC proposal. In addition, if the existing Water Efficiency Loan Reserve Fund is exhausted it is recommended that additional funding, in the amount of \$2 million, be provided from the Water Capital Reserve Fund to continue the pilot Revolving Loan Program.

Background Information

2007-10-31-pw10.6

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7843.pdf>)

PW10.7	Information	Deferred		Ward: All
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Review of City Policies Regarding Water and Sewer Service Connections for Infill New Development

(June 13, 2007) Report from the General Manager, Toronto Water.

Decision Advice and Other Information

The Public Works and Infrastructure Committee again deferred consideration of the report from the General Manager, Toronto Water until its meeting to be held on November 28, 2007, for public presentation and debate and for consideration with the forthcoming report from staff.

Financial Impact

There is no financial impact arising from this report.

Summary

This report reviews the City-wide protocol for the installation of municipal service connections in new developments, including infill developments.

Background Information

2007-10-31-pw10.7

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-6704.pdf>)

PW10.8	Information	Deferred		Ward: All
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Wet Weather Flow Master Plan (WWFMP) Implementation Update Report

(October 17, 2007) Report from the General Manager, Toronto Water.

Decision Advice and Other Information

The Public Works and Infrastructure Committee deferred consideration of the report from the General Manager, Toronto Water until its meeting to be held on November 28, 2007, for public presentation and debate.

Financial Impact

There are no financial implications arising from this report.

Summary

This report provides an overview of the status of the implementation of the City's Wet Weather Flow Master Plan, documented in more detail in an accompanying report titled "Wet Weather Flow Master Plan – Implementation Report 2006". A summary of the work undertaken in 2006 and underway in 2007, for each of the major components identified in the WWFMP is provided.

Background Information

2007-10-31-pw10.8

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7844.pdf>)

Communications

(October 31, 2007) memo from Karen Buck (PW.New.PW10.8.1)

PW10.9	ACTION	Adopted		Ward: 4
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Encroachment Agreement with Islington Golf Club Limited

(October 15, 2007) Report from the Executive Director, Technical Services.

Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. the Executive Director of Technical Services be authorized to negotiate and enter into an encroachment agreement with Islington Golf Club Limited on terms and conditions that are satisfactory to the General Manager of Toronto Water and the City Solicitor, and
2. the appropriate City staff be directed to take necessary actions in that connection.

Financial Impact

There are no financial implications.

Summary

This report is to seek City Council's authority to negotiate and enter into an encroachment agreement with Islington Golf Club Limited ("Islington Golf") respecting bridge encroachments within the City's sewer easements in Islington Golf's property.

Islington Golf is replacing an old wooden bridge with a prefabricated steel bridge in the golf course. Besides the wooden bridge, there are three other bridges in the vicinity. These bridges were built many years ago and they are partially located within the City's sanitary sewer easement.

Islington Golf has requested permission from the City to allow the installation of the new prefabricated steel bridge and to allow other existing bridges to stay. Staff have reviewed the information submitted by Islington Golf and are satisfied that the proposed installation of the prefabricated steel bridge and the other existing bridges can be accommodated as they exist within the easement without damaging the sewers. Council's authority is required for staff to negotiate and enter into an encroachment agreement.

Background Information

2007-10-31-pw10.9

<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7845.pdf>

PW10.10	ACTION	Adopted		Ward: 2
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Encroachment Agreement with The Weston Golf and Country Club, Limited

(October 15, 2007) Report from the Executive Director, Technical Services.

Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. the Executive Director of Technical Services be authorized to negotiate and enter into an encroachment agreement with The Weston Golf and Country Club, Limited on terms and conditions that are satisfactory to the General Manager of Toronto Water and the City Solicitor; and

2. the appropriate City staff be directed to take necessary actions in that connection.

Financial Impact

There are no financial implications.

Summary

To seek City Council's authority to negotiate and enter into an encroachment agreement with The Weston Golf and Country Club, Limited ("Weston Golf") in connection with their proposed irrigation system.

The Weston Golf and Country Club, Limited ("Weston Golf") proposes to install an irrigation system for the golf course. The system includes piping, electrical wiring, hydro ducts, a pump house and two water storage ponds.

The top part of one of the ponds, some of the piping, electrical wiring and hydro ducts will encroach into or cross the City's sanitary sewer easements. Weston Golf has requested permission from the City to allow the encroachments. Council's authority is required for staff to negotiate and enter into an encroachment agreement.

Background Information

2007-10-31-pw10.10

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7846.pdf>)

PW10.11	ACTION	Amended		Ward: All
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Transition from the Community Environmental Assessment Team (CEAT) to the 3Rs Working Group and Residual Waste Working Group

(October 17, 2007) Report from the General Manager, Solid Waste Management Services.

Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. the Community Environmental Assessment Team (CEAT) be dissolved as of December 31, 2007, and that CEAT members be redistributed to the 3Rs Working Group and the Residual Waste Working Group as set out in Attachments A and B of this report;
2. the 3Rs Working Group consisting of up to 15 community representatives be established effective January 1, 2008, with terms of reference and initial membership as set out in Attachment A of this report;

3. the Residual Waste Working Group consisting of up to 8 community representatives be established effective January 1, 2008, with terms of reference and initial membership as set out in Attachment B of this report; and
4. the appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

Decision Advice and Other Information

The Public Works and Infrastructure Committee requested the appropriate staff to forward a copy of the suggestions included in the submission from Tony O'Donohue to all Members of Council and to the Working Groups being created.

Financial Impact

The 2008 Capital Budget submission of Solid Waste Management Services as recommended by the City Manager and Deputy City Manager/Chief Financial Officer includes funding for the honoraria for the two Working Groups as set out in Attachments A and B totalling \$67,500.00 per year under the Waste Diversion Facilities project (Account Number CSW-004-16), which is equal to the current CEAT honoraria.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the Financial Impact information.

Summary

In July 2007, Council approved the creation of a 3Rs Working Group and a Residual Waste Working Group and directed the General Manager of Solid Waste Management Services to develop, in consultation with the Community Environmental Assessment Team (CEAT), a transition plan to split CEAT into the 3Rs Working Group and the Residual Waste Working Group and to report back on the details of the transition plan in the fall.

This report recommends that CEAT be split into the two new working groups effective January 1, 2008. It also recommends terms of reference and initial membership for the two new working groups.

Background Information

2007-10-31-pw10.11

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7848.pdf>)

2007-10-31-pw10.11.attach.A

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7855.pdf>)

2007-10-31-pw10.11.attach.B

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7849.pdf>)

Communications

(October 31, 2007) Submission from Tony O'Donohue, P.Eng. (PW.New.PW10.11.1)

PW10.12	Information	Referred		Ward: All
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Recycling of Hot Drink Paper Cups

(October 18, 2007) Report from the General Manager, Solid Waste Management Services.

Decision Advice and Other Information

The Public Works and Infrastructure Committee:

1. referred back the report to the General Manager, Solid Waste Management Services, with a request that staff work with Tim Hortons to develop a phased pilot program, replicating full-scale operating conditions, to examine the feasibility of adding hot drink cups to the City's recycling systems, including small commercial Yellow Bag customers, public space and public event recycling containers, Agencies, Boards, Commissions and Divisions, and residential single and multi-family homes; and that the General Manager, Solid Waste Management Services report back to the Public Works and Infrastructure Committee on this program as part of the report of the In-Store Packaging Waste Diversion Working Group in 2008; and
2. extended its congratulations to Tim Hortons on their initiative.

Financial Impact

There are no financial implications arising from this report.

Summary

The purpose of this report is to provide information on the recyclability of hot drink paper cups.

The City's In-Store Packaging Waste Diversion Working Group is currently examining in-store retail and food service packaging, including hot drink paper cups, and staff will be submitting a report to the Public Works and Infrastructure Committee in January 2008 on a recommended strategy for this material.

Background Information

2007-10-31-pw10.12

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7847.pdf>)

Communications

(October 19, 2007) letter from N.S. Javor, Senior Vice President, Corporate Affairs, Tim Hortons (PW.New.PW10.12.1)

PW10.13	Information	Received		
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Recycling Council of Ontario - Waste Minimization Awards

Decision Advice and Other Information

On behalf of the Recycling Council of Ontario, Jo-Anne St. Godard, Executive Director, presented to the General Manager, Solid Waste Management Services, a Gold Award for Waste Diversion.

The Public Works and Infrastructure Committee extended its congratulations to the Solid Waste Management Services Division on receiving the Recycling Council of Ontario Gold Award for Waste Diversion; and expressed appreciation to Jo-Anne St. Godard for her presentation of this Award.

Summary

The City of Toronto was the sole Municipality in Ontario to be awarded the Gold Program Award in the Environmentally Sustainable Municipal category for its Solid Waste Management Services Division's 70% Waste Diversion Plan at the Recycling Council of Ontario Waste Minimization Awards Ceremony held on October 18, 2007. This award recognizes Toronto as a leader in waste reduction and diversion programs in Ontario.

Meeting Sessions

Session Date	Session Type	Start Time	End Time	Public or Closed Session
2007-10-31	Morning	9:45 AM	1:35 PM	Public