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## Scarborough Community Council

<b>Meeting No.</b>	<b>2</b>	<b>Contact</b>	Betty Henderson
<b>Meeting Date</b>	Tuesday, January 16, 2007	<b>Phone</b>	416-396-7288
<b>Start Time</b>	9:30 AM	<b>E-mail</b>	<a href="mailto:scc@toronto.ca">scc@toronto.ca</a>
<b>Location</b>	Council Chamber, Scarborough Civic Centre		

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SC2.1	NO AMENDMENT		Transactional	Wards: 43
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### **Naming of Proposed Private Lane Located at 4314 Kingston Road as "Ignatius Lane"**

#### **City Council Decision**

City Council on February 5, 6, 7 and 8, 2007, adopted the following motion:

1. City Council enact a by-law to name the proposed private lane at 4314 Kingston Road "Ignatius Lane".

Statutory - City of Toronto Act, 2006

#### **Committee Recommendations**

The Scarborough Community Council recommends that City Council enact a by-law to name the proposed private lane at 4314 Kingston Road "Ignatius Lane".

#### **Summary**

No written material.

#### **Background Information**

2007-sc2-1-2

2007-sc2-1-1

(<http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-358.pdf>)

#### **Decision Advice and Other Information**

The Scarborough Community Council held a public meeting and notice, in accordance with the City of Toronto Act, 2006, of the proposed enactment of the draft by-law was posted on the

City's web site. No one appeared before the Community Council.

SC2.2	NO AMENDMENT		Transactional	Wards: 43
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### **Naming of Proposed Private Lane at 4177 Lawrence Avenue East**

#### **City Council Decision**

City Council on February 5, 6, 7 and 8, 2007, adopted the following motions:

1. The proposed private lane located at 4177 Lawrence Avenue East, be named "Florist Lane".
2. Inaugural Source Inc. pay the costs, estimated to be in the amount of \$250.00, for the fabrication and installation of a street name sign.
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.

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(December 18, 2006) report from City Surveyor

#### **Committee Recommendations**

The Scarborough Community Council recommends that:

1. the proposed private lane located at 4177 Lawrence Avenue East, be named "Florist Lane";
2. Inaugural Source Inc. pay the costs, estimated to be in the amount of \$250.00, 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 cost of \$250.00 for the street name sign are to be paid by the applicant.

#### **Summary**

This report recommends that the proposed private lane at the residential development at 4177 Lawrence Avenue East be named "Florist Lane". Naming the lane will facilitate the identification of the proposed units. The proposed name "Florist Lane" is consistent with the City of Toronto Street Naming Policy approved by City Council at its meeting held on August

1, 2, 3 and 4, 2000 (Clause 9, Report 15 of the Works Committee) and should therefore be approved for identifying the private lane.

### Background Information

Naming of Proposed Private Lane at 4177 Lawrence Avenue East  
<http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-1006.pdf>

SC2.3	NO AMENDMENT		Transactional	Wards: 44
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### Naming of Proposed Private Lane at 18 Tideswell Boulevard

#### City Council Decision

City Council on February 5, 6, 7 and 8, 2007, adopted the following motions:

1. The proposed private lane located at 18 Tideswell Boulevard, be named "Huxtable Lane".
2. Sundance Development Corporation pay the costs, estimated to be in the amount of \$500.00, for the fabrication and installation of street name signs.
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.

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(December 18, 2006) report from City Surveyor

#### Committee Recommendations

The Scarborough Community Council recommends:

1. the proposed private lane located at 18 Tideswell Boulevard, be named "Huxtable Lane";
2. Sundance Development Corporation pay the costs, estimated to be in the amount of \$500.00, 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 from the adoption of this report. The estimated cost of \$500.00 for the street name signs are to be paid by the applicant.

**Summary**

This report recommends that the proposed private lane at the residential development at 18 Tideswell Boulevard, be named “Huxtable Lane”. Naming the lane will facilitate the identification of the proposed units fronting thereon. The proposed name “Huxtable Lane” is consistent with the City of Toronto Street Naming Policy approved by City Council at its meeting held on August 1, 2, 3 and 4, 2000 (Clause 9, Report 15 of the Works Committee) and should therefore be approved for identifying the private lane.

**Background Information**

2007-sc2-3

(<http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-360.pdf>)

SC2.4	NO AMENDMENT		Transactional	Wards: 35, 37, 40, 41, 42
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**Business Improvement Area List of Nominees for the 2007-2010 Boards of Management****City Council Decision**

City Council on February 5, 6, 7 and 8, 2007, adopted the following motions:

1. Council appoint the nominees listed in Attachment 1 to this report to the Boards of Management for three Business Improvement Areas (BIAs) for a term expiring at the end of the term of Council or as soon thereafter as successors are appointed.
2. City of Toronto Municipal Code, Chapter 19, “Business Improvement Areas” be amended to alter the number of members on the Boards of Management, and the number of members required for quorum for various BIAs as set out in Attachment 2.
3. The Sheppard East – Agincourt Village BIA, as defined by the boundaries described in Attachment 3, be renamed the Sheppard East Village BIA.
4. Leave be granted for the introduction of the necessary bills in Council to give effect thereto.
5. The appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

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(December 22, 2006) report from General Manager Economic Development, Culture & Tourism

**Committee Recommendations**

The Scarborough Community Council recommends:

1. Council appoint the nominees listed in Attachment 1 to this report to the Boards of Management for three Business Improvement Areas (BIAs) for a term expiring at the end of the term of Council or as soon thereafter as successors are appointed;
2. City of Toronto Municipal Code, Chapter 19, "Business Improvement Areas" be amended to alter the number of members on the Boards of Management, and the number of members required for quorum for various BIAs as set out in Attachment 2;
3. the Sheppard East – Agincourt Village BIA, as defined by the boundaries described in Attachment 3, be renamed the Sheppard East Village BIA;
4. leave be granted for the introduction of the necessary bills in Council to give effect thereto; and
5. the appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

### **Financial Impact**

These recommendations will have no financial implications to the City.

### **Summary**

The purpose of this report is to recommend the Board of Management appointments for three Business Improvement Areas that fall within the Scarborough Community Council boundaries, approve quorum and make necessary amendments to the City of Toronto Municipal Code Chapter 19, "Business Improvement Areas." The report also recommends that the Sheppard East – Agincourt Village BIA be renamed the Sheppard East Village BIA.

### **Background Information**

2007-sc2-4

(<http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-361.pdf>)

<b>SC2.6</b>	NO AMENDMENT		Transactional	Wards: 36
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### **Request for Fence Exemption 120 Fallingbrook Road**

#### **City Council Decision**

City Council on February 5, 6, 7 and 8, 2007, adopted the following motion:

1. That the exemption from Chapter 447 "ences" of the Toronto Municipal Code not be granted for the property known as 120 Fallingbrook Road.

(July 17, 2006) letter from Scarborough District Manager, Municipal Licensing and Standards

### Committee Recommendations

The Scarborough Community Council recommends that the exemption from Chapter 447 "Fences" of the Toronto Municipal Code not be granted for the property known as 120 Fallingbrook Road.

### Summary

Responding to a request from the owner of the subject residence, for an exemption to Chapter 447 of the Toronto Municipal Code dealing with fences.

### Background Information

2007-sc2-6-2

(<http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-363.pdf>)

2007-sc2-6-1

(<http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-364.pdf>)

### Communications

(September 11, 2006) letter from Bernadette Warren - SCMain6

(September 11, 2006) letter from Bernadette Warren - SCMain6

(September 11, 2006) letter from Geraldine Gardner - SCMain6

(September 12, 2006) letter from Gwen Morgan - SCMain6

(September 12, 2006) e-mail from John Montgomery - SCMain6

(January 15, 2007) letter from Bernadette Warren - SCMain6

### Speakers

John Montgomery

SC2.13	NO AMENDMENT		Transactional	Wards: 35
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### Proposed All-Way Stop Control on Southmead Road at Harris Park Drive

### City Council Decision

City Council on February 5, 6, 7 and 8, 2007, adopted the following motions

1. The "Compulsory Stops" regulation, as identified in the Appendix 1 of this report, be adopted.

2. The appropriate by-law be amended.

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(December 21, 2006) report from Director, Transportation Services, Scarborough District

### **Committee Recommendations**

The Scarborough Community Council recommends that:

1. the “Compulsory Stops” regulation, as identified in the Appendix 1 of this report, be adopted; and
2. the appropriate by-law be amended.

### **Financial Impact**

The financial cost of installing these stop controls is approximately \$700.00. The funding for these stops controls is available in the Transportation Services 2007 Operating Budget, within Cost Centre TP0226.

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

### **Summary**

This report provides the results of an all-way stop control study conducted at the intersection of Southmead Road and Harris Park Drive. Traffic studies reveal that an all-way stop control is warranted at the noted intersection.

### **Background Information**

2007-sc2-13

(<http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-389.pdf>)

<b>SC2.14</b>	NO AMENDMENT		Transactional	Wards: 35
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### **Proposed Installation of Traffic Control Signals at Pharmacy Avenue and Knightsbridge Road**

#### **City Council Decision**

City Council on February 5, 6, 7 and 8, 2007, adopted the following motions

1. Traffic control signals be approved at Pharmacy Avenue and Knightsbridge Road;
2. As the traffic control signals are installed, the PXO should be removed.

3. The appropriate City officials be requested to take whatever action is necessary to complete the foregoing directions and introduce in Council any bills that may be required.

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(December 21, 2006) report from Director, Transportation Services, Scarborough District

### **Committee Recommendations**

The Scarborough Community Council recommends that:

1. traffic control signals be approved at Pharmacy Avenue and Knightsbridge Road;
2. as the traffic control signals are installed, the PXO should be removed; and
3. the appropriate City officials be requested to take whatever action is necessary to complete the foregoing directions and introduce in Council any bills that may be required.

### **Financial Impact**

The financial cost of installing these new traffic control signals is approximately \$90,000.00. The funding for these signals are available in the Transportation Services Division's Capital Works Budget under Project No. CTP706-01.

The added annual operating and maintenance costs associated with this installation are \$5,000.00 which includes all communication costs. These funds are available in the current Transportation Services Division.

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

### **Summary**

To obtain approval for the installation of traffic control signals at Pharmacy Avenue and Knightsbridge Road. A safety review indicates that the existing Pedestrian Crossover (PXO) at the subject intersection is no longer a suitable form of crossing protection at this location. Accordingly, the existing PXO should be removed and replaced with traffic control signals.

### **Background Information**

2007-sc2-14

(<http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-390.pdf>)

### **Speakers**

Trustee Gary Crawford , Toronto District School Board



SC2.15	NO AMENDMENT		Transactional	Wards: 35
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### **Proposed Installation of Traffic Control Signals at 685 Warden Avenue (North of Firvalley Court)**

#### **City Council Decision**

City Council on February 5, 6, 7 and 8, 2007, adopted the following motions

1. Traffic control signals be approved at 685 Warden Avenue, (north of Firvalley Court).
2. As the traffic control signals are installed, the PXO at 662/682 should be removed.
3. The appropriate City officials be requested to take whatever action is necessary to complete the foregoing directions and introduce in Council any bills that may be required.

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(December 21, 2006) report from Director, Transportation Services, Scarborough District

#### **Committee Recommendations**

The Scarborough Community Council recommends that:

1. traffic control signals be approved at 685 Warden Avenue, (north of Firvalley Court);
2. as the traffic control signals are installed, the PXO at 662/682 should be removed; and
3. the appropriate City officials be requested to take whatever action is necessary to complete the foregoing directions and introduce in Council any bills that may be required.

#### **Financial Impact**

The financial cost of installing these new traffic control signals, approximately 310 m north of Firvalley Court, will be borne by the developer of lands at 685 Warden Avenue, No Frills Foodstore on the east side of Warden Avenue as outlined in their Agreement with the City.

The added annual operating and maintenance costs associated with this installation are \$5,000.00, which includes all communication costs. These funds are available in the current Transportation Services Division's Budget.

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

**Summary**

The purpose of this report is to obtain approval for the installation of traffic control signals at 685 Warden Avenue (North of Firvalley Court). A safety review indicates that the existing Pedestrian Crossover (PXO) at the subject location is no longer a suitable form of crossing protection. Accordingly, the existing PXO should be removed and replaced with traffic control signals.

**Background Information**

2007-sc2-15

(<http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-392.pdf>)

SC2.16	NO AMENDMENT		Transactional	Wards: 35
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**Proposed All-Way Stop Control on Civic Road at Prudham Gate****City Council Decision**

City Council on February 5, 6, 7 and 8, 2007, adopted the following motions

1. The “Compulsory Stops” regulation, as identified in the Appendix 1 of this report, be adopted.
2. The appropriate by-law be amended.

(December 22, 2006) report from Director, Transportation Services, Scarborough District

**Committee Recommendations**

The Scarborough Community Council recommends that:

1. the “Compulsory Stops” regulation, as identified in the Appendix 1 of this report, be adopted; and
2. the appropriate by-law be amended.

**Financial Impact**

The financial cost of installing these stop controls is approximately \$900.00. The funding for these stop controls is available in the Transportation Services 2007 Operating Budget, within Cost Centre TP0226.

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

## Summary

This report provides the results of an all-way stop control study at the intersection of Civic Road and Prudham Gate. The installation of the all-way stop control is warranted and recommended at the noted intersection.

## Background Information

2007-sc2-16

(<http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-393.pdf>)

SC2.17	NO AMENDMENT		Transactional	Wards: 36
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## Feasibility of Implementing Traffic Calming on Blantyre Avenue between Kingston Road and Gerrard Street

### City Council Decision

City Council on February 5, 6, 7 and 8, 2007, adopted the following motions

City Council:

1. receive the report (December 22, 2006) from the Director of Transportation Services, Scarborough District;
2. authorize the appropriate staff to develop a speed hump plan, in consultation with the Ward Councillor, and conduct a poll of eligible householders on Blantyre Avenue between Kingston Road and Gerrard Street to determine resident support, in accordance with the City of Toronto Traffic Calming Policy; and public notice be given pursuant to the Municipal Class Environmental Assessment Act, including Notice of Study Commencement to the Ministry of the Environment, Fire Services, Emergency Medical Services and Toronto Police Service;
3. subject to favourable results of each of the polls;
  - a. prepare a by-law for the alteration of sections of the roadways on Blantyre Avenue between Kingston Road and Gerrard Street for traffic calming purposes generally as shown on the speed hump plan circulated to residents through the polling process, such polling process to also include “turn” restrictions; and
  - b. issue a Notice of Completion pursuant to the requirements of the Municipal Class Environmental Assessment Act; and
4. authorize and direct the appropriate City officials to take whatever action is necessary to implement the foregoing, including the introduction in Council of any Bills that are required.

(December 22, 2006) report from Director, Transportation Services, Scarborough District

### **Committee Recommendations**

The Scarborough Community Council recommends that City Council:

1. receive the report (December 22, 2006) from the Director of Transportation Services, Scarborough District;
2. authorize the appropriate staff to develop a speed hump plan, in consultation with the Ward Councillor, and conduct a poll of eligible householders on Blantyre Avenue between Kingston Road and Gerrard Street to determine resident support, in accordance with the City of Toronto Traffic Calming Policy; and public notice be given pursuant to the Municipal Class Environmental Assessment Act, including Notice of Study Commencement to the Ministry of the Environment, Fire Services, Emergency Medical Services and Toronto Police Service;
3. subject to favourable results of each of the polls;
  - (a) prepare a by-law for the alteration of sections of the roadways on Blantyre Avenue between Kingston Road and Gerrard Street for traffic calming purposes generally as shown on the speed hump plan circulated to residents through the polling process, such polling process to also include "turn" restrictions; and
  - (b) issue a Notice of Completion pursuant to the requirements of the Municipal Class Environmental Assessment Act; and
4. authorize and direct the appropriate City officials to take whatever action is necessary to implement the foregoing, including the introduction in Council of any Bills that are required.

### **Summary**

This report provides the results of a Traffic Calming Warrant Criteria review and a safety review of the pedestrian crossover (PXO) on the subject portion of Blantyre Avenue. Study results indicate that this portion of Blantyre Avenue is not an appropriate location for speed humps, since the minimum speed requirement is not satisfied. Furthermore, the results of our safety review of the PXO at the intersection of Blantyre Avenue at Parkland Road revealed that the PXO at this intersection is operating in a safe and efficient manner, and continues to be a suitable location for a PXO.

### **Background Information**

2007-sc2-17

<http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-394.pdf>

Council also considered the following:

Communication (January 17, 2007) from Sheia Mac Isaac (SC2.17.1).

**Speakers**

Rayna Volden  
Gary Weller

<b>SC2.18</b>	NO AMENDMENT		Transactional	Wards: 36
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**Feasibility of Long Term Parking on Linton Avenue**

**City Council Decision**

City Council on February 5, 6, 7 and 8, 2007, adopted the following motion:

1. No changes to the existing parking regulations on Linton Avenue be considered at this time.

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(December 22, 2006) report from Director, Transportation Services, Scarborough District

**Committee Recommendations**

The Scarborough Community Council recommends that no changes to the existing parking regulations on Linton Avenue be considered at this time.

**Financial Impact**

There are no financial implications if Council agrees with the staff recommendation.

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

**Summary**

This report provides the results of parking studies performed on Linton Avenue. Since the majority of residents of Linton Avenue appear to have adequate access to off-street parking by means of private driveways and garages, no changes to the existing parking regulations are proposed at this time.

**Background Information**

2007-sc2-18

(<http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-395.pdf>)

<b>SC2.19</b>	NO AMENDMENT		Transactional	Wards: 37
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### **Proposed Installation of Traffic Control Signals on Ashtonbee Road at Lebovic Avenue**

#### **City Council Decision**

City Council on February 5, 6, 7 and 8, 2007, adopted the following motions

1. Traffic control signals be approved at the intersection of Ashtonbee Road and the Lebovic Avenue Extension.
2. The appropriate City officials be authorized and directed to take the necessary actions to give effect thereto.

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(December 21, 2006) report from Director, Transportation Services, Scarborough District

#### **Committee Recommendations**

The Scarborough Community Council recommends that:

1. traffic control signals be approved at the intersection of Ashtonbee Road and the Lebovic Avenue Extension; and
2. the appropriate City officials be authorized and directed to take the necessary actions to give effect thereto.

#### **Financial Impact**

This project is an integral part of the Golden Mile Employment District and accordingly should be funded from the Golden Mile Employment District Transportation System Improvement Charge (TSI Charge) Reserve fund, resulting in no financial impact on the Transportation Services Budget. The construction of the new Traffic Control Signals is estimated at \$112,500.00. In addition, modifications are required to the existing signal plant at the Eglinton Avenue and Lebovic Avenue intersection. The cost for these modifications is estimated at \$55,000.00.

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

#### **Summary**

Due to the construction of significant new retail/commercial development within the Golden Mile Employment District, traffic volumes are anticipated to meet the required technical criteria to warrant the installation of traffic control signals at the Ashtonbee Road and Lebovic Avenue intersection. This report recommends the installation of these traffic signals.

### Background Information

2007-sc2-10

(<http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-396.pdf>)

SC2.21	NO AMENDMENT		Transactional	Wards: 38
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### Proposed Minor Street Stop Sign on Toulon Road at Fortune Gate in the Woburn Neighbourhood

#### City Council Decision

City Council on February 5, 6, 7 and 8, 2007, adopted the following motions

1. The “Compulsory Stops” regulation, as identified in the Appendix 1 of this report, be adopted.
2. The appropriate by-law be amended.

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(December 20, 2006) report from Director, Transportation Services, Scarborough District

#### Committee Recommendations

The Scarborough Community Council recommends that:

1. the “Compulsory Stops” regulation, as identified in the Appendix 1 of this report, be adopted; and
2. the appropriate by-law be amended.

#### Financial Impact

The financial cost of installing these stop controls is approximately \$1,050.00. The funding for these stop controls is available in the Transportation Services 2007 Operating Budget, within Cost Centre TP0226.

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

#### Summary

This report responds to a request to install a minor street stop sign at the uncontrolled intersection of Toulon Road and Fortune Gate. At the same time, staff also reviewed the installation of minor street stop signs at six other uncontrolled three-way intersections (Barnes Crescent at Chandler Drive, Barnes Crescent at Janray Drive, Brewton Road at Wortham Drive, Delawana Drive at Densgrove Road, Lucerne Court at Janray Drive and Millmere Drive at Densgrove Road) in the Woburn Neighbourhood. It is recommended that minor street stop signs be installed at the seven uncontrolled three-way intersections to clearly define the right-of-way and to regulate traffic flow.

### Background Information

2005-sc2-21

<http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-402.pdf>

SC2.24	NO AMENDMENT		Transactional	Wards: 40
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### Proposed Minor Street Stop Signs at Three Intersections in the Tam O'Shanter-Sullivan Neighbourhood

#### City Council Decision

City Council on February 5, 6, 7 and 8, 2007, adopted the following motions

1. The "Compulsory Stops" regulations, as identified in Appendix 1 of this report, be adopted.
2. The appropriate by-laws be amended.

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(December 21, 2006) report from Director, Transportation Services, Scarborough District

#### Committee Recommendations

The Scarborough Community Council recommends that:

1. the "Compulsory Stops" regulations, as identified in Appendix 1 of this report, be adopted; and
2. the appropriate by-laws be amended.

#### Financial Impact

The financial cost of installing these stop controls is approximately \$2,000.00. The funding for these stop controls is available in the Transportation Services 2007 Operating Budget, within Cost Centre TP0226.



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

### Summary

This report responds to a request to install minor street stop signs at the uncontrolled intersections of Birchard Street and Aragon Avenue, and Minnowburn Street and Marlbank Road in the Tam O'Shanter-Sullivan Neighbourhood. In addition, Transportation Services staff has identified nine other three-way uncontrolled intersections in the immediate area (i.e., Amulet Street at Amethyst Road, Amulet Street at Malamute Crescent, Birchard Street at Corundum Crescent, Carncastle Gate at Moraine Hill Drive, Corundum Crescent at Moraine Hill Drive, Horizon Crescent at Amethyst Road, Lynn Gate Crescent at Amulet Street, Lynn Gate Crescent at Malamute Crescent and Malamute Crescent at Amethyst Road) that would benefit from a minor street stop sign. Enacting the by-laws will clearly define the right-of-way and allow for proper enforcement of the respective traffic signs under the Highway Traffic Act.

### Background Information

2007-sc2-24

(<http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-607.pdf>)

SC2.25	NO AMENDMENT		Transactional	Wards: 40
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### Proposed Speed Limit Reduction on Earlton Road

#### City Council Decision

City Council on February 5, 6, 7 and 8, 2007, adopted the following motions

1. The 40 kilometre per hour speed limit on Earlton Road, as identified in Appendix 1 of this report, be adopted.
2. The appropriate by-law be amended.

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(December 21, 2006) report from Director, Transportation Services, Scarborough District

#### Committee Recommendations

The Scarborough Community Council recommends that:

1. the 40 kilometre per hour speed limit on Earlton Road, as identified in Appendix 1 of this report, be adopted; and
2. the appropriate by-law be amended.

### Financial Impact

The financial cost of installing these stop controls is approximately \$2,000.00. The funding for these stop controls is available in the Transportation Services 2007 Operating Budget, within Cost Centre TP0226.

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

### Summary

This report provides the results of traffic studies conducted on Earlton Road, where a 40 kilometre per hour (km/h) speed limit is technically justified and recommended for implementation between Araman Drive and Jade Street.

### Background Information

2007-sc2-25

(<http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-409.pdf>)

SC2.26	NO AMENDMENT		Transactional	Wards: 40
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### Proposed Speed Limit Reduction on Christina Crescent

#### City Council Decision

City Council on February 5, 6, 7 and 8, 2007, adopted the following motions

1. The 40 kilometre per hour speed limit on Christina Crescent, as identified in Appendix 1 of this report, be adopted.
2. The appropriate by-law be amended.

(December 20, 2006) report from Director, Transportation Services, Scarborough District

#### Committee Recommendations

The Scarborough Community Council recommends that:

1. the 40 kilometre per hour speed limit on Christina Crescent, as identified in Appendix 1 of this report, be adopted; and
2. the appropriate by-law be amended.

#### Financial Impact

The financial cost of installing these speed limit signs is approximately \$1,400. The funding

for these stop controls is available in the Transportation Services 2007 Operating Budget, within Cost Centre TP0226.

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

### Summary

This report provides the results of traffic studies conducted on Christina Crescent, where a 40 kilometre per hour (km/h) speed limit is technically justified and recommended for implementation over its entire length.

### Background Information

2007-sc2-26

(<http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-408.pdf>)

<b>SC2.27</b>	NO AMENDMENT		Transactional	Wards: 44
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### Proposed Minor Street Stop Signs at Three New Intersections in the Highland Creek Neighbourhood

#### City Council Decision

City Council on February 5, 6, 7 and 8, 2007, adopted the following motions:

1. The “Compulsory Stops” and “Heavy Truck Prohibition” regulations, as identified in Appendix 1 of this report, be adopted.
2. The appropriate by-laws be amended.

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(December 22, 2006) report from Director, Transportation Services, Scarborough District

#### Committee Recommendations

The Scarborough Community Council recommends that:

1. the “Compulsory Stops” and “Heavy Truck Prohibition” regulations, as identified in Appendix 1 of this report, be adopted; and
2. the appropriate by-laws be amended.

#### Financial Impact

There is no cost to the City at this time.

The developer of these new streets is responsible for funding the installation of these stop signs as outlined in the Subdivision Agreement with the City. Similarly, the developer, is also responsible for funding the installation of "No Heavy Truck" signs.

### Summary

This report describes the need to create traffic by-laws for existing temporary stop sign locations within a new subdivision in the Highland Creek Neighbourhood. These intersections are Bazalgette Drive at Cosens Street, Bellew Gate at Cosens Street and Bellew Gate at Scarboro Avenue. An enacting by-law is required to allow for proper enforcement of the respective traffic signs under the Highway Traffic Act.

### Background Information

2007-sc2-27

<http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-410.pdf>

SC2.28	NO AMENDMENT		Transactional	Wards: 44
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### Proposed Minor Street Stop Signs at Three Intersections in the Centennial Scarborough Neighbourhood

#### City Council Decision

City Council on February 5, 6, 7 and 8, 2007, adopted the following motions:

1. The "Compulsory Stops" and "Heavy Truck Prohibition" regulations, as identified in Appendix 1 of this report, be adopted.
2. The appropriate by-laws be amended.

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(December 20, 2006) report from Director, Transportation Services, Scarborough District

#### Committee Recommendations

The Scarborough Community Council recommends that:

1. the "Compulsory Stops" and "Heavy Truck Prohibition" regulations, as identified in Appendix 1 of this report, be adopted; and
2. the appropriate by-laws be amended.

#### Financial Impact

Most of the funds associated with the installation of the stop sign in the new development will be provided by the developer as outlined in the Subdivision Agreement with the City.

The additional financial cost of installing two stop controls in an existing adjacent subdivision is approximately \$300.00. The funding for these controls is available in the Transportation Services 2007 Operating Budget, within Cost Centre TP0226.

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

### Summary

This report describes the need to install a stop sign at a three-way uncontrolled intersection in a new development in the Centennial Scarborough Neighbourhood. In addition, stop signs at two similar intersections in an adjacent subdivision are also recommended. These intersections are: Karina Road at Linderwood Drive, Laura Ellis Court at Brumwell Street and Yulewood Gate at Linderwood Drive. Also, as it is standard practice, the by-law of new local roadways with a heavy truck prohibition, will be dealt with at the same time. Enacting the by-laws will clearly define the right-of-way and allow for proper enforcement of the respective traffic signs under the Highway Traffic Act.

### Background Information

2007-sc2-28

<http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-411.pdf>

<b>SC2.30</b>	NO AMENDMENT		Transactional	Wards: 44
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### Final Report -- Part Lot Control Application -- 6363-6405 Kingston Road

#### City Council Decision

City Council on February 5, 6, 7 and 8, 2007, adopted the following motions:

1. City Council enact a Part Lot Control Exemption By-law for Blocks 7 to 17, Registered Plan 2431 on Stagecoach Circle.
2. City Council deem that the Part Lot Control Exemption By-law shall expire two (2) years from the date of passing.
3. City Council direct staff to obtain proof of payment of all current property taxes for the subject site from the owner prior to registration of the Part Lot Control Exemption By-law.
4. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Part Lot Control Exemption By-law as may be required.
5. City Council authorize the City Solicitor to introduce the Part Lot Control Exemption

By-law in Council after the owner of the subject lands has registered a Section 118 Restriction under the Land Titles Act, agreeing not to transfer or charge any part of the said lands without the prior written consent of the Chief Planner and Executive Director, City Planning Division or his delegate.

6. City Council authorize the City Solicitor to take the necessary steps to release the Section 118 Restriction at such time as the Common Elements Condominium has been registered.

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(December 15, 2006) report from Director, Community Planning, Scarborough District

### **Committee Recommendations**

The Scarborough Community Council recommends that:

1. City Council enact a Part Lot Control Exemption By-law for Blocks 7 to 17, Registered Plan 2431 on Stagecoach Circle;
2. City Council deem that the Part Lot Control Exemption By-law shall expire two (2) years from the date of passing;
3. City Council direct staff to obtain proof of payment of all current property taxes for the subject site from the owner prior to registration of the Part Lot Control Exemption By-law;
4. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Part Lot Control Exemption By-law as may be required;
5. City Council authorize the City Solicitor to introduce the Part Lot Control Exemption By-law in Council after the owner of the subject lands has registered a Section 118 Restriction under the Land Titles Act, agreeing not to transfer or charge any part of the said lands without the prior written consent of the Chief Planner and Executive Director, City Planning Division or his delegate; and
6. City Council authorize the City Solicitor to take the necessary steps to release the Section 118 Restriction at such time as the Common Elements Condominium has been registered.

### **Summary**

The applicant is currently constructing a 74 unit residential development that includes 6 single-detached homes and 68 townhouses on Kingston Road and a new public street, Stagecoach Circle, in the Highland Creek community. In order to allow for the individual conveyance of the townhouses and the registration of maintenance easements, the applicant has applied to lift

part lot control. This report recommends approval of the application. This will enable the separate conveyance of the townhouse units and the registration of maintenance easements.

### Background Information

2007-sc2-30

(<http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-448.pdf>)

SC2.34	NO AMENDMENT		Transactional	Wards: 37
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### Final Report - Birchmount Road Area Study Design Framework

#### City Council Decision

City Council on February 5, 6, 7 and 8, 2007, adopted the following motions:

1. City Council endorse the design framework for reviewing development applications which propose residential infill and intensification generally between 1463 and 1485 Birchmount Road, as set out on Attachment 6.
2. City Council direct staff to continue their review of the active Official Plan and Zoning By-Law amendment application for 1483-1485 Birchmount Road, including discussion with the applicant on issues raised in their letter dated January 12, 2007, regarding the relationship of the proposed redevelopment of this property to this design framework.

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(January 2, 2007) report from Director, Community Planning, Scarborough District

#### Committee Recommendations

The Scarborough Community Council recommends that:

1. City Council endorse the design framework for reviewing development applications which propose residential infill and intensification generally between 1463 and 1485 Birchmount Road, as set out on Attachment 6; and
2. City Council direct staff to continue their review of the active Official Plan and Zoning By-Law amendment application for 1483-1485 Birchmount Road, including discussion with the applicant on issues raised in their letter dated January 12, 2007, regarding the relationship of the proposed redevelopment of this property to this design framework.

#### Summary

The purpose of this report is to advise Scarborough Community Council of the findings of the

Birchmount Road Area Study, to recommend guiding design principles for any residential intensification within the study area, and to advise on the further processing of an application within the study area at 1483-1485 Birchmount Road. Any housing intensification within the study area should be limited to 1463 to 1485 Birchmount Road (excluding the two apartment buildings at 1475 and 1477), and should continue to be evaluated on an individual basis through site specific rezoning and site plan applications having regard to the design framework proposed in Attachment 6.

### Background Information

2007-sc2-34

(<http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-416.pdf>)

### Communications

(January 12, 2007) letter from Humphries Planning Group Inc. - SCMain34

### Speakers

Todd Coles , Humphries Planning

SC2.41	NO AMENDMENT		Transactional	Wards: 41
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### Final Report -- Zoning Application -- 160 Nashdene Road

#### City Council Decision

City Council on February 5, 6, 7 and 8, 2007, adopted the following motions:

1. City Council amend the Employment Districts Zoning By-law No. 24982 substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 4.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.

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Statutory - Planning Act, RSO 1990

(December 21, 2006) report from Director, Community Planning, Scarborough District

#### Committee Recommendations

The Scarborough Community Council recommends that:

1. City Council amend the Employment Districts Zoning By-law No. 24982 substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 4; and



2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.

### Summary

An application has been submitted to amend the Zoning by-law to permit a restaurant with a drive-through operation at the north-west corner of Nashdene Road and Markham Road. There were no significant issues raised through circulation or community consultation. The Toronto Official Plan indicates that uses that support the prime economic function of Employment Areas, such as restaurants, must be readily accessible within Employment Areas. The proposed restaurant represents good planning as it will provide a dining facility for area business workers to use in close proximity to their respective places of work. This report reviews and recommends approval of the application to amend the Employment Districts Zoning By-law No. 24982.

### Background Information

2007-sc2-41

(<http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-426.pdf>)

### Speakers

Howard Tuchman , Kohn Architects

### Decision Advice and Other Information

The Scarborough Community Council held a statutory public meeting on January 16, 2007, and notice was given in accordance with the Planning Act.

SC2.42	NO AMENDMENT		Transactional	Wards: 42
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### Final Report -- Zoning Application -- 28 Orchid Place Drive

#### City Council Decision

City Council on February 5, 6, 7 and 8, 2007, adopted the following motion:

1. City Council amend the Zoning By-law for the Malvern (West) Community Zoning By-law No. 14402, substantially in accordance with the draft Zoning By-law shown in Attachment 5, such draft Zoning By-law have a maximum gross floor area of all retail uses restricted to 1,858 square metres (20,000 square feet) and a maximum gross floor area of any individual office unit restricted to 372 square metres (4,000 square feet).
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required

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Statutory - Planning Act, RSO 1990

(December 21, 2006) e-mail from Director, Community Planning, Scarborough District

### **Committee Recommendations**

The Scarborough Community Council recommends that:

1. City Council amend the Zoning By-law for the Malvern (West) Community Zoning By-law No. 14402, substantially in accordance with the draft Zoning By-law shown in Attachment 5, such draft Zoning By-law have a maximum gross floor area of all retail uses restricted to 1,858 square metres (20,000 square feet) and a maximum gross floor area of any individual office unit restricted to 372 square metres (4,000 square feet); and
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.

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### **Summary**

This report reviews and recommends approval of an application to amend the zoning by-law to permit a four-storey commercial, retail and office building along the Markham Road frontage of the site. This proposal is appropriate and represents good planning. The provision of small-scale retail, service and office uses that serve the needs of area residents are consistent with the Apartment Neighbourhoods designation of the Official Plan. The scale, siting and proposed commercial uses will add animation and pedestrian traffic to the east side of Markham Road and will help mitigate the noise emanating from Markham Road from the future residential uses immediately to the east. It is recommended that Community Council approve this zoning by-law amendment application to permit the development of a four-storey commercial, retail and office building as reflected in the attached draft zoning by-law.

### **Background Information**

2007-sc2-42

(<http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-428.pdf>)

### **Communications**

(January 15, 2007) e-mail from Haibin Fan - SCMain42

(January 15, 2007) e-mail from Linna Yang - SCMain42

### **Speakers**

Marc Freedman , VHL Developments

**Decision Advice and Other Information**

The Scarborough Community Council held a statutory public meeting on January 16, 2007, and notice was given in accordance with the Planning Act.

*Submitted Tuesday, January 16, 2007*

*Councillor Norman Kelly, Chair, Scarborough Community Council*