
Toronto and East York Community Council

Meeting No.	2	Contact	Christine Archibald, Committee Administrator
Meeting Date	Tuesday, January 16, 2007	Phone	416-392-7033
Start Time	9:30 AM	E-mail	teycc@toronto.ca
Location	Committee Room No. 1, City Hall		

Members of the Committee/Community Council, Officials concerned and all others receiving a copy of the Agenda and accompanying material for this meeting are respectfully requested to bring them to such meeting and retain all documentation until the City Council meeting dealing with these matters has concluded. **No additional copies will be available.**

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Toronto East York Community Council		
Councillor Sandra Bussin Councillor Janet Davis (Chair) Councillor Paula Fletcher Councillor Adam Giambrone	Councillor Pam McConnell Councillor Joe Mihevc Councillor Case Ootes Councillor Joe Pantalone	Councillor Gord Perks Councillor Kyle Rae Councillor Adam Vaughan (Vice-Chair) Councillor Michael Walker

If the Toronto East York Community Council wishes to meet in-camera (privately), a motion must be made to do so, and the reason given (*Municipal Act, 2001*)

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

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

TE2.1	ACTION	10:00 AM	Transactional	Wards: 20
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Naming of Public Lane - South of Queen Street West, extending westerly from Peter Street - "Jack Cooper Lane"

Statutory - City of Toronto Act, 2006

Recommendations

That that Draft By-law from the City Solicitor be enacted by City Council.

Summary

To enact By-law to name a Public Lane.

Links to Background Information

2007-te2-1

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-1_457.pdf)

TE2.2	ACTION	10:00 AM	Transactional	Wards: 21
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Naming of Public Lane - South of Davenport Road, between Ossington Avenue and Shaw Street - "Victor Jara Lane"

Statutory - City of Toronto Act, 2006

Recommendations

That the Draft By-law from the City Solicitor be enacted.

Summary

To enact By-law to name a Public Lane.

Links to Background Information

2007-te2-2

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-2_472.pdf)

TE2.3	ACTION	10:00 AM	Transactional	Wards: 20
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Naming of Private Lane - west of Spadina Avenue, extending northerly from Fort York Boulevard - "Telegram Mews"

Statutory - City of Toronto Act, 2006

Recommendations

That the Draft By-law from the City Solicitor be enacted by City Council.

Summary

To enact By-law to name a Private Lane.

Communications

(January 2, 2007) Report from City Solicitor - TEMaina

(http://www.toronto.ca/legdocs/mmis/2007/te/comm/communicationFile_40.doc)

TE2.4	ACTION	10:00 AM	Transactional	Wards: 19
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Naming of Public Lane abutting 43 Rear Northumberland Street, extending southerly from Northumberland Street - "Roof Garden Lane"

Statutory - City of Toronto Act, 2006

Recommendations

That the Draft By-law from the City Solicitor be enacted by City Council.

Summary

To enact By-law to name a Public Lane.

Links to Background Information

2007-te2-4

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-4_478.pdf)

TE2.5	ACTION	10:00 AM	Transactional	Wards: 20
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Naming of Public Lane - North of Carr Street, extending westerly from Ryerson Avenue - "Egerton Lane"

Statutory - City of Toronto Act, 2006

Recommendations

That the Draft By-law from the City Solicitor be enacted by City Council.

Summary

To enact By-Law to name a Public Lane.

Links to Background Information

2007-te2-5

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-5_481.pdf)

TE2.6	ACTION	10:00 AM	Transactional	Wards: 20
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Zoning – 99 Blue Jays Way - Final Report

Statutory - Planning Act, RSO 1990

(December 13, 2006) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. City Council amend Zoning By-law 438-86 for the former City of Toronto substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6.
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.
3. On the Zoning By-law Amendment for 99 Blue Jays Way coming into effect, the applicant shall withdraw their appeal to Zoning By-law Amendment 922-2006 for the King-Spadina Plan area.
4. Before introducing the necessary Bills to City Council for enactment, require the owner

to enter into an Agreement pursuant to Section 37 of the Planning Act, to secure the following public benefits:

- The amount of \$100,000 payable to the City of Toronto, prior to the issuance of the first building permit, to be used for improvements to Clarence Square Park;
- 5. The provision and maintenance of public art works pursuant to a public programme, to be located on publicly accessible portions of the lot, in Clarence Square Park, or within publicly owned or publicly accessible locations in the East Precinct of the King-Spadina Plan Area, of a value not less than one per cent of the gross construction costs of all buildings and structures to be erected on the lot;
- 6. The incorporation, in the construction of the building, of exterior materials to the satisfaction of the Chief Planner and Executive Director, City Planning Division. This shall include, as part of the Section 37 Agreement, 1:50 scale drawings for a portion of the podium along Blue Jays Way, Mercer Street and the south elevation with building materials labelled and the drawings having a sufficient level of detail to illustrate how the building will be perceived by the pedestrian; and
- 7. The introduction of measures to improve sound quality within residential units, as recommended by an acoustic consultant to be engaged by the applicant. Sound mitigation measures may include changing the thickness of glass sizes in double glazed window assemblies, increasing the solidity of the exterior walls on the lower floors, and/or refining podium stepbacks. The sound mitigation measures shall be to the satisfaction of the Chief Planner and Executive Director, City Planning Division in consultation with the project architect.
- 8. Require the owner to enter into a Site Plan Agreement under Section 41 of the Planning Act to address matters including but not limited to vehicle access and site servicing and loading arrangements and landscaping of the podium levels.
- 9. Require the owner, at their expense, to provide and maintain an irrigation system for any proposed trees within the public road allowance, including an automatic timer, designed to be water efficient by a Certified Landscape Irrigation Auditor (CLIA) and constructed with a back flow preventer to the satisfaction of the Commissioner of Works and Emergency Services, including requirements to maintain in good order and operation.
- 10. Require the owner to convey to the City at a nominal cost, prior to the issuance of an above-grade building permit, a minimum 0.87 metre wide strip of land to the full extent of the site abutting the north limit of the east-west public lane to a minimum depth of 0.5 metres from the finished grade, free and clear of all encumbrances save and except for the existing building that is to be demolished or any temporary hoarding related to the demolition and subject to a right-of-way for access purposes in favour of the Grantor until such time as the said lands have been laid out and dedicated for public highway purposes.
- 11. Require the owner to submit to the Commissioner of Works and Emergency Services,

for review and acceptance, prior to depositing in the Land Registry Office, a draft Reference Plan of Survey, in metric units and integrated with the Ontario Co-Ordinate System, delineating thereon by separate PARTS the lands to be conveyed to the City for land widening purposes, the remainder of the site, and any appurtenant rights-of-way.

12. Require the owner, at their expense, to address any further conditions from Works and Emergency Services that may result from their review of the application.

Summary

This report reviews and recommends approval of a revised application to amend the Zoning By-law to permit the development of a 20-storey residential building with commercial uses on the lower levels at 99 Blue Jays Way, on the east side of Blue Jays Way between King Street West and Wellington Street West. The revised proposal meets the policies and objectives for the plan area relative to its built form context. A Section 37 agreement is recommended to secure community benefits, including a financial contribution towards improvements to Clarence Square Park.

Links to Background Information

2007-te2-6

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-6_580.pdf)

TE2.7	ACTION	10:00 AM	Transactional	Wards: 22
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Final Report - Zoning Amendment Application - 70 Roehampton Avenue And Intention to Designate under Part IV of the Ontario Heritage Act, Approval of Alterations to a Heritage Building, and Authority to Enter into a Heritage Easment Agreement

Statutory - Planning Act, RSO 1990

(December 21, 2006) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. City Council amend the Zoning By-law 438-86 for the former City of Toronto substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 9;
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required;

3. Before introducing the necessary Bills to City Council for enactment, require the owner to enter into a Section 37 Agreement, to the satisfaction of the City Solicitor, which will:
 - (i) secure funds in the amount of \$400,000.00 that may be used as a contribution towards the construction of a new public swimming pool on the site or towards other community facilities or services in the area as may be determined by the Chief Planner and Executive Director, City Planning Division in consultation with the local Ward Councillor if the new pool has not become a bona fide City development project within 3 years (subject to extension) of the date of execution of this agreement;
 - (ii) require the owner to pay half (\$200,000.00) of the funds referred to in (i) above prior to the issuance of an above-grade building permit for Phase 1 of the development and half (the remaining \$200,000.00) prior to the issuance of an above-grade building permit for Phase 2 of the development;
 - (iii) the cash amounts to be secured under (i) and (ii) above shall increase in accordance with the increase in the Non-Residential Construction Price Index for the Toronto CMA, reported quarterly by Statistics Canada in construction Price Statistics Publication No. 62-007-XPB, or its successor, calculated from the date of execution of the Section 37 agreement to the date of submission of the funds by the owner to the City;
 - (iv) require the owner to construct and maintain a publicly accessible walkway through the site that will connect Broadway and Roehampton Avenues in the approximate location as shown on the final approved site plan;
 - (v) require the owner to sod and maintain any areas of undeveloped lands prior to the construction of Building 'B' as landscaped open space;
 - (vi) require the owner to provide and maintain a green roof on those areas of the new school roof that are not otherwise occupied by amenity area or mechanical equipment;
 - (vii) require the owner to enter into a registered Heritage Easement Agreement under Section 37 of the Ontario Heritage Act with the City respecting the conservation of architectural elements of the existing school prior to introducing the necessary Bills to Council for enactment; and
 - (viii) require the owner to provide a public art contribution in accordance with the City of Toronto's public art program of a value not less than one percent of the construction costs of all buildings and structures to be erected on the *lot*;
4. Require the owner to enter into a Site Plan Agreement under Section 41 of the Planning Act prior to the issuance of any building permit;

5. Prior to the issuance of Site Plan Approval for the subject property, the owner shall provide a Conservation Plan and Interpretation Plan for the reconstruction, restoration and interpretation of 70 Roehampton Avenue (North Toronto Collegiate Institute), satisfactory to the Manager of Heritage Preservation Services or her designate;
6. Prior to the issuance of a demolition permit for 70 Roehampton Avenue (North Toronto Collegiate Institute), the owner shall:
 - (i) provide a Letter of Credit, in a form and an amount satisfactory to the Chief Planner and Executive Director, City Planning Division, to secure all work contained in the Conservation Plan; and
 - (ii) provide final plans satisfactory to the Manager of Heritage Preservation;
7. Require the applicant to submit a permit application and such application be approved for permit under the provisions of the City's Private Tree By-law for approval to remove the privately owned trees numbered 220 to 227 inclusively on the applicant's tree inventory prior to introducing the necessary Bills to City Council for enactment;
8. Require the owner to provide and maintain an irrigation system, for the proposed trees within the public road allowances, including an automatic timer, designed to be water efficient by a certified Landscape Irrigation Auditor (CLIA) and constructed with a back flow preventer to the satisfaction of the General Manager of Parks and Recreation; and
9. Require the owner to submit to the Executive Director of Technical Services for review and acceptance, prior to introducing the necessary Bills to City Council for enactment, a site servicing review to determine the storm water runoff, sanitary flow and water supply demand resulting from this development and demonstrate how this site can be serviced and whether the existing municipal infrastructure is adequate.

Summary

An application has been submitted to permit the construction of a phased development including, a 4-storey secondary school, a 24-storey residential condominium, a full-sized sports field plus track, a 27-storey residential condominium and underground parking for 553 cars at 70 Roehampton Avenue. The City Planning Division is recommending approval of this proposal given: - the large size of the site which would allow the construction of the proposed floor area without resulting in an over-density situation; - the compliance of this proposal with the development criteria for new development in 'Apartment Neighbourhood' designations of the Official Plan, - the fit of this proposal in relation to the existing development in this apartment neighbourhood; - the proximity of the site to transit, retail, service and entertainment facilities and places of employment; - the attention that has been given, by the applicant, to streetscape and building detail to provide a view and (public) walkway corridor between Roehampton and Broadway Avenues; and - the community benefits that may be available as a result of approval and construction of this development (i.e., leasing of the sports field through the TDSB, local resident use of the sports field during non-school and non-lease use times, community events in the new school theatre, the potential for the provision of a portion of the

below-grade area of the sports field for a public swimming pool). This report reviews and recommends approval of the application to amend the Zoning By-law (By-law 438-86).

7a 70 Roehampton Avenue (North Toronto Collegiate Institute) - Intention to Designate under Part IV of the Ontario Heritage Act, Approval of Alterations to a Heritage Building, and Authority to Enter into a Heritage Easement Agreement

(December 19, 2006) report from Director, Policy and Research, City Planning Division

Recommendations

Heritage Preservation Services, Policy & Research, City Planning recommends that:

1. City Council state its intention to designate the property at 70 Roehampton Avenue (North Toronto Collegiate Institute) under Part IV of the *Ontario Heritage Act*; and
2. If there are no objections to the designation in accordance with Section 26(6) of the *Ontario Heritage Act*, the solicitor be authorized to introduce the Bills in council designating the property under Part IV of the *Ontario Heritage Act*; and
3. If there are objections in accordance with Section 29(7) of the *Ontario Heritage Act*, the Clerk be directed to refer the proposed designation to the Conservation Review Board; and
4. The alterations to the heritage building at 70 Roehampton Avenue be approved substantially in accordance with the plans by CS&P Architects Inc. dated January 27, 2006 and on file with the Manager of Heritage Preservation Services, subject to the owner:
 - (a) prior to the introduction of Bills in Council, entering into a Heritage Easement Agreement with the City for the reconstructed courtyard that incorporates features of the original building;
 - (b) prior to the issuance of a demolition permit, providing a letter of credit in a form and an amount satisfactory to the Chief Planner and Executive Director, City Planning Division, to secure all work included in the Heritage Preservation Plan as prepared by William N. Greer (dated April 2006);
5. Authority be granted by City Council for the execution of a Heritage Easement Agreement under Section 37 of the *Ontario Heritage Act* with the owners of the property at 70 Roehampton Avenue (North Toronto Collegiate Institute); and
6. The appropriate City Officials be authorized and directed to take necessary action to give effect thereto.

Summary

This report recommends that, following consultation with the Toronto Preservation Board, City Council state its intention to designate the property at 70 Roehampton Avenue under Part IV of the Ontario Heritage Act and approve alterations to a heritage building. Authority is requested to enter into a Heritage Easement Agreement to provide for the long term protection of the heritage components of the North Toronto Collegiate Institute that will be incorporated into the new development. The conservation and adaptive reuse of the original building or the retention of certain heritage attributes in their original location is not a viable approach, given the building's condition. The proposed plan incorporates key architectural features from the current building into the courtyard of the new school facility. The intent is to reinterpret these features within the central circulation of the school, thereby retaining aspects of cultural memory associated with the original building. A Heritage Easement Agreement will ensure that the Conservation Plan (secured through a Letter of Credit), which documents and incorporates the key heritage elements of the original building in a courtyard in the new school complex, is carried out.

TE2.8	ACTION	11:00 AM	Transactional	Wards: 22
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Refusal Report Official Plan, Zoning, Applications 359-377 Roehampton Avenue

(December 21, 2006) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. City Council direct the City Solicitor to advise the Ontario Municipal Board (the "OMB") that the City of Toronto requests the OMB to refuse the application for Official Plan and Zoning By-law Amendment No. 05 195762 STE 22 OZ;
2. the City Solicitor, the Chief Planner and Executive Director and any other appropriate staff be authorized and directed appear at the OMB hearing in support of the City's position as set out in Recommendation 1 of this report; and
3. the Chief Planner and Executive Director be requested to hold an information meeting in the community to discuss the application and to notify owners and tenants within 120 metres of the site and Ward Councillor that the application has been appealed.

Summary

An application has been submitted to permit the construction of a 27 unit, 3½ storey residential apartment building comprised of four blocks at 359-377 Roehampton Avenue. Construction of the proposed development would require demolition of the 3 detached buildings containing a total of 9 dwelling units, of which 8 are rental units. The applicant has appealed the application to the Ontario Municipal Board on October 20, 2006. This report reviews and recommends refusal of the application to amend the Official Plan and Zoning By-law.

Links to Background Information

2007-te2-8

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-8_470.pdf)

TE2.9	ACTION	11:00 AM	Transactional	Wards: 14
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Liberty Village Area Study

(January 2, 2007) report from City Clerk, Toronto and East York Community Council

Recommendations

Toronto and East York Community Council, at its meeting on July 11, 2006 deferred consideration of Recommendations (1) to (4) and (6) to (9) of the attached report (May 30, 2006) from the Director, Community Planning, Toronto and East York District **to its first meeting in 2007.**

At this meeting, Community Council also requested the Director, Community Planning to work with the community over the summer and report to the September 13, 2006 meeting of the Toronto and East York Community Council with an inventory of the live/work uses in this area. This report was submitted to the September 13, 2006 meeting as requested and was received by City Council at its meeting on September 25, 26 and 27, 2006. Clause 26 of Report 5 of the Toronto and East York Community Council is attached.

With respect to this matter, Council has also taken the following action:

- (1) on June 27, 28 and 29, 2006, adopted the following Recommendation (5) of the attached report (May 30, 2006) from the Director, Community Planning, Toronto and East York Community Council – Clause 9 of Report 5 refers:
 - “(5) direct the General Manager of Transportation Services, in consultation with the Waterfront Secretariat, other City departments and the Toronto Waterfront Revitalization Corporation (TWRC), to report to the Toronto and East York Community Council on the implementation of a local road from Dufferin Street to Strachan Avenue, as shown in the Front Street Extension Environmental Assessment including the cost of construction and any necessary property requirements, before the 2007 Capital Budget is finalized and the alternative of an independent Environmental Assessment for the local road only;”.

Summary

Submitting the staff report (May 30, 2006) from the Director, Community Planning, Toronto and East York District which was deferred by Community Council at its meeting on July 11, 2006 for consideration of Recommendations (1) to (4) and (6) to (9) at its first meeting in 2007.

Communications

(September 25, 2006) Report from Clause 26 of Toronto and East York Community Council Report 7 - TEMainb

(http://www.toronto.ca/legdocs/mmis/2007/te/comm/communicationFile_70.doc)

(July 7, 2006) e-mail from Lisa Bicum, Motorware Inc. - TEMain.1

(Deferred from July 11, 2006)

9a **Liberty Village Area Study - Staff Report**

(May 30, 2006) report from Director, Community Planning, Toronto and East York District

Recommendations

It is recommended that City Council:

- (1) adopt the directions set out in this report to guide future planning for the Liberty Village Area in order to:
 - protect the area for Employment Uses;
 - delete live/work permissions with the exception of “artists live work space”;
 - retain the existing height limit of 28 metres; and
 - amend the permitted density limit of 1.5X for commercial uses to 3.0X to match the existing permission of 3.0X for industrial uses.
- (2) direct the Chief Planner and Executive Director, Planning Division to prepare Official Plan and Zoning By-law amendments for the Liberty Village Area to implement the direction outlined in this report and that the Zoning By-law be brought back to Council in the first quarter of 2007;
- (3) direct the Chief Planner and Executive Director, Planning Division, in consultation with the Toronto Parking Authority and Transportation Services, to conduct a detailed parking analysis of Liberty Village Area and to make recommendations on maintaining an adequate supply of parking to serve local businesses and visitors to the area;
- (4) request the Toronto Transit Corporation (TTC) to report back on potential service improvements in the area;

- (5) direct the General Manager of Transportation Services, in consultation with the Waterfront Secretariat, other City departments and the Toronto Waterfront Revitalization Corporation (TWRC), to report on the implementation of a local road from Dufferin Street to Strachan Avenue, as shown in the Front Street Extension Environmental Assessment including the cost of construction and any necessary property requirements, before the 2007 Capital Budget is finalized and the alternative of an independent Environmental Assessment for the local road only;
- (6) direct the Director of Transportation Services to undertake improvements to the operations of the intersection of Liberty and Dufferin Streets, and to identify replacement parking for any loss of boulevard or street parking as a result of these improvements;
- (7) request the Director of Heritage Preservation Services to work with the community on initiating a Heritage Conservation District;
- (8) direct the Chief Planner and Executive Director, Planning Division, to develop Urban Design Guidelines for the area to accompany amendments to the Official Plan and Zoning for the area; and
- (9) direct the Chief Planner and Executive Director, Planning Division, to take any other actions necessary to implement the directions outlined in this report.

Summary

To study and provide recommendations about a comprehensive plan for the Liberty Village Area, with particular attention to transportation and parking issues. The Liberty Village Area Study includes the lands bounded by Atlantic Avenue, Dufferin Street, King Street West and the rail corridor.

9b Pedestrian Link - Intersection of King Street West and Shaw Street to Liberty Village

(December 22, 2006) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

The Chief Planner and Executive Director of the City Planning Division report to Toronto and East York Community Council in the 3rd quarter of 2007 on an implementation plan and financial implications to implement a pedestrian link from Shaw Street south of King to the Liberty Village Area.

Summary

To report on a proposed pedestrian link connection from Shaw Street, south of King Street West, to the Liberty Village area, along with the work plan for achieving this pedestrian link.

TE2.10	ACTION	11:30 AM	Transactional	Wards: 20
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Inclusion on the City of Toronto Inventory of Heritage Properties and Intention to Designate under Part IV of the Ontario Heritage Act - 401 Richmond Street West (Macdonald Manufacturing Company Buildings)

(January 2, 2007) report from Director, Policy and Research, City Planning Division

Recommendations

Heritage Preservation Services, Policy and Research, City Planning recommends that:

1. City Council include the property at 401 Richmond Street West (Macdonald Manufacturing Company Buildings) on the City of Toronto Inventory of Heritage Properties;
2. Following consultation with the Toronto Preservation Board, City Council state its intention to designate the property at 401 Richmond Street West (Macdonald Manufacturing Company Buildings) under Part IV of the Ontario Heritage Act;
3. If there are no objections to the designation in accordance with Section 26(6) of the Ontario Heritage Act, the solicitor be authorized to introduce the Bills in Council designating the property under Part IV of the Ontario Heritage Act;
4. If there are objections in accordance with Section 29(7) of the Ontario Heritage Act, the Clerk be directed to refer the proposed designation to the Conservation Review Board; and
5. The appropriate City Officials be authorized and directed to take necessary action to give effect thereto.

Financial Impact

There are no financial implications resulting from the adoption of this report. The cost of publishing the notice of intention to designate in the daily newspaper is included in the 2007 Policy and Research budget.

Summary

This report recommends that, following consultation with the Toronto Preservation Board, City Council include the property at 401 Richmond Street West (Macdonald Manufacturing

Company Buildings) on the City of Toronto Inventory of Heritage Properties, and state its intention to designate the property under Part IV of the Ontario Heritage Act. The property owner supports the proposed designation. The site, which contains a collection of industrial buildings dating to the turn of the 20th century, was converted to a cultural centre for artists and is an outstanding example of the successful adaptive reuse of historical buildings. The proposed designation will enable the owner to apply for financial incentives from the City of Toronto that encourage the long-term preservation of the property.

Links to Background Information

2007-te2-10-3

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-10-3_486.pdf)

2007-te2-10-1

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-10-1_488.pdf)

2007-te2-10-4

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-10-4_487.pdf)

2007-te2-10-2

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-10-2_489.pdf)

10a Inclusion on the City of Toronto Inventory of Heritage Properties - 401 Richmond Street West (MacDonald Manufacturing Company Buildings) (Toronto Preservation Board)

(September 1, 2006) letter from Toronto Preservation Board

Recommendations

The Toronto Preservation Board recommended to the Toronto and East York Community Council that City Council adopt the staff recommendations in the Recommendations Section of the report (July 20, 2006) from the Director, Policy and Research, City Planning Division.

Summary

For the consideration of the Toronto East York Community Council.

Links to Background Information

2007-te2-10a

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-10a_477.pdf)

(Deferred from September 13, 2006)

10b 401 Richmond Street West (Macdonald Manufacturing Company Buildings) - Inclusion on the City of Toronto Inventory of Heritage Properties

(July 20, 2006) report from Director, Policy & Research, City Planning Division

Recommendations

It is recommended that:

- (1) City Council include the property at 401 Richmond Street West (Macdonald Manufacturing Company Buildings) on the City of Toronto Inventory of Heritage Properties; and
- (2) the appropriate City Officials be authorized and directed to take the necessary action to give effect thereto.

Summary

This report recommends that City Council include the property at 401 Richmond Street West (Macdonald Manufacturing Company Buildings) on the City of Toronto Inventory of Heritage Properties.

Links to Background Information

2007-te2-10b

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-10b_480.pdf)

TE2.11	ACTION	11:30 AM	Transactional	Wards: 20
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Inclusion on the City of Toronto Inventory of Heritage Properties and Intention to Designate under Part IV of the Ontario Heritage Act - 285 Spadina Avenue (Standard Theatre) (Ward 20 - Trinity-Spadina)

(October 6, 2006) letter from City Clerk

Recommendations

City Council on September 25, 26 and 27, 2006, referred this Clause back to the Toronto and East York Community Council for consideration at its first regular meeting in 2007.

Summary

This report recommends that City Council state its intention to designate the property at 285 Spadina Avenue (Standard Theatre) under Part IV of the Ontario Heritage Act.

Links to Background Information

2007-te2-11-4

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-11-4_493.pdf)

2007-te2-11-1

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-11-1_494.pdf)

2007-te2-11-3

http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-11-3_492.pdf

2007-te2-11-2

http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-11-2_495.pdf**(Deferred from September 13, 2006)**

TE2.12	ACTION	11:30 AM	Transactional	Wards: 20
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Intention to Designate under Part IV of the Ontario Heritage Act, Approval of Alterations to a Heritage Building, and Authority to Enter into a Heritage Easement Agreement - 570 King Street West (Toronto Silver Plate Building)

(April 23, 2006) report from Director, Policy and Research, City Planning Division

Recommendations

It is recommended that:

1. City Council state its intention to designate the property at 570 King Street West (Toronto Silver Plate Building) under Part IV of the *Ontario Heritage Act*;
2. if there are no objections to the designation in accordance with Section 29(6) of the *Ontario Heritage Act*, the solicitor be authorized to introduce the Bills in Council designating the property under Part IV of the *Ontario Heritage Act*;
3. if there are any objections in accordance with Section 29(7) of the *Ontario Heritage Act*, the Clerk be directed to refer the proposed designation to the Conservation Review Board;
4. the alterations to the heritage building at 570 King Street West, be approved substantially in accordance with the plans by Climans Green Liang Architects Inc. as identified in Attachment No. 3, on file with the Manager of Heritage Preservation Services, subject to the owner:
 - (a) prior to final site plan approval:
 - (i) entering into a Heritage Easement Agreement with the City for the Toronto Silver Plate Building;
 - (ii) providing a Conservation Plan for the restoration of the Toronto Silver Plate Building, satisfactory to the Manager, Heritage Preservation Services;

- (iii) providing a landscape plan for the subject property;
5. prior to the issuance of any building permit, including a permit for the demolition, excavation, and/or shoring on the subject property;
 6. providing a letter of credit, in a form and an amount satisfactory to the Chief Planner and Executive Director, City Planning Division, to secure all work included in the Conservation Plan;
 7. providing a record of the as-found condition of all buildings currently location on the subject property;
 8. providing final plans satisfactory to the Manager of Heritage Preservation Services;
 - (a) prior to release of the Letter of Credit:
 - (i) providing and implementing an Interpretation Program for the Toronto Silver Plate Building satisfactory to the Manager of Heritage Preservation Services;
 9. authority be granted by City Council for the execution of a Heritage Easement Agreement under Section 37 of the *Ontario Heritage Act* with the owner of 570 King Street West (Toronto Silver Plate Building), using substantially the form of easement agreement prepared in February 1987 by the City Solicitor and on file with the City Clerk, subject to such amendments as may be deemed necessary by the City Solicitor in consultation with the Chief Planner and Executive Director, City Planning Division; and
 10. the appropriate City Officials be authorized and directed to take necessary action to give effect thereto.

Summary

This report recommends that Council state its Intention to Designate the property at 570 King Street West (Toronto Silver Plate Building) under Part IV of the Ontario Heritage Act, that the proposed alterations to the heritage building be approved, and that authority be granted to enter into a Heritage Easement Agreement.

Links to Background Information

2007-te2-12-1

http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-12-1_501.pdf

2007-te2-12-2

http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-12-2_499.pdf

Communications

(September 5, 2006) letter from Ernie Victor, Aird and Victor, LLP - TEMain.1

(June 12, 2006) letter from Ernie Victor, Aird and Berlis, LLP - TEMain.2

12a 570 King Street West (Toronto Silver Plate Building) – Intention to Designate under Part IV of the Ontario Heritage Act, Approval of Alterations to a Heritage Building, and Authority to Enter into a Heritage Easement Agreement

(May 19, 2006) report from Toronto Preservation Board

Recommendations

It is recommended that:

- (1) City Council state its intention to designate the property at 570 King Street West (Toronto Silver Plate Building) under Part IV of the *Ontario Heritage Act*;
- (2) if there are no objections to the designation in accordance with Section 29(6) of the *Ontario Heritage Act*, the solicitor be authorized to introduce the Bills in Council designating the property under Part IV of the *Ontario Heritage Act*;
- (3) if there are any objections in accordance with Section 29(7) of the *Ontario Heritage Act*, the Clerk be directed to refer the proposed designation to the Conservation Review Board;
- (4) the alterations to the heritage building at 570 King Street West, be approved substantially in accordance with the plans by Climans Green Liang Architects Inc. as identified in Attachment No. 3, on file with the Manager of Heritage Preservation Services, subject to the owner:
 - (a) prior to final site plan approval:
 - (i) entering into a Heritage Easement Agreement with the City for the Toronto Silver Plate Building;
 - (ii) providing a Conservation Plan for the restoration of the Toronto Silver Plate Building, satisfactory to the Manager, Heritage Preservation Services;
 - (iii) providing a landscape plan for the subject property;
 - (b) prior to the issuance of any building permit, including a permit for the demolition, excavation, and/or shoring on the subject property:
 - (i) providing a letter of credit, in a form and an amount satisfactory to the Chief Planner and Executive Director, City Planning Division, to secure all work included in the Conservation Plan;

- (ii) providing a record of the as-found condition of all buildings currently location on the subject property;
 - (iii) providing final plans satisfactory to the Manager of Heritage Preservation Services;
- (c) prior to release of the Letter of Credit:
- (i) providing and implementing an Interpretation Program for the Toronto Silver Plate Building satisfactory to the Manager of Heritage Preservation Services;
- (5) authority be granted by City Council for the execution of a Heritage Easement Agreement under Section 37 of the *Ontario Heritage Act* with the owner of 570 King Street West (Toronto Silver Plate Building), using substantially the form of easement agreement prepared in February 1987 by the City Solicitor and on file with the City Clerk, subject to such amendments as may be deemed necessary by the City Solicitor in consultation with the Chief Planner and Executive Director, City Planning Division; and
- (6) the appropriate City officials be authorized and directed to take necessary action to give effect thereto.

Summary

The Toronto Preservation Board recommended to the Toronto and East York Community Council that City Council adopt the staff recommendations in the Recommendations Section of the report (April 23, 2006) from the Director, Policy and Research, City Planning Division.

TE2.13	ACTION	12:00 PM	Transactional	Wards: 20
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Sign Variance - 266 King Street West

(December 11, 2006) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. City Council refuse the requested variances to permit, for third party advertising purposes, an illuminated fascia sign on the Duncan Street elevation of a listed historic building at 266 King Street West.

Summary

To review and make recommendations on a request by Leroy Cassanova of Astral Media Outdoor on behalf of Ed Mirvish Enterprises Limited for approval of variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for third party advertising purposes, and illuminated fascia sign on the Duncan Street elevation of a listed historic building at 266 King Street West. Staff recommends refusal of this application. The requested variances are major and not within the general intent and purpose of the Municipal Code.

Links to Background Information

2007-te2-13

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-13_505.pdf)

TE2.14	ACTION	12:00 PM	Transactional	Wards: 28
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Sign Variance - 120 Church Street

(December 12, 2006) report from Director, Community Planning, Toronto and East York district

Recommendations

The City Planning Division recommends that:

1. City Council refuse the request for variances to maintain, for identification purposes, a non-illuminated fascia sign at the second and third floor levels, on the front elevation of the building at 120 Church Street.

Summary

To review and make recommendations on a request by Prudence Wong of Forward Signs Inc. on behalf of 15918863 Ontario Limited for approval of variances from Chapter 297, Signs of the former City of Toronto Municipal Code to maintain, for identification purposes, a non-illuminated fascia sign at the second and third floor levels, on the front elevation of the building at 120 Church Street. Staff recommends refusal of this application. The requested variances are major and not within the general intent and purpose of the Municipal Code.

Links to Background Information

2007-te2-14

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-14_509.pdf)

TE2.15	ACTION	12:00 PM	Transactional	Wards: 19
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Residential Demolition Application - 749 Ossington Avenue

(December 20, 2006) report from Acting Director, South District

Recommendations

It is recommended that City Council:

1. Refuse the application to demolish the subject residential building because there is no permit for a replacement building on the site, or,
2. Approve the application to demolish the subject residential building without conditions, or,
3. Approve the application to demolish the subject residential building with the following conditions:
 - a) 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;
 - b) that all debris and rubble be removed immediately after demolition;
 - c) that the site be maintained free of garbage and weeds, in accordance with the Municipal Code Chapter 623-5 and 629-10, paragraph B; and
 - d) that any holes on the property are backfilled with clean fill.

Summary

In accordance with By-law No. 1009-2006 (former City of Toronto Municipal Code Chapter 14, Article I, Demolition Control), I refer the demolition application for 749 Ossington Avenue to you to recommend to City Council whether to grant or refuse the application, including any conditions, if any, to be attached to the permit.

(Deferred from September 13, 2006)

TE2.16	ACTION	12:00 PM	Transactional	Wards: 22
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Establishment of a Construction Staging Area - Avenue Road, west side, immediately south of St. Clair Avenue West, fronting 468 Avenue Road (Deferred from September 13, 2006 for deputation)

(August 24, 2006) report from Director, Transportation Services, Toronto and East York District

Recommendations

It is recommended that:

1. the request for the establishment of a construction staging area at Premises No. 468 Avenue Road within the west curb lane of Avenue Road, from St. Clair Avenue West to a point approximately 30.0 metres south as shown on the attached print of Drawing No. 421F-8514, dated August 2006, for a period from October 1, 2006 to June 30, 2008, be approved;
2. in conjunction with Recommendation No. 1 above:
 - (a) stopping be prohibited at any time on the west side of Avenue Road from Lynwood Avenue to St. Clair Avenue West;
 - (b) stopping be prohibited at any time on the west side of Avenue Road from St. Clair Avenue West to a point 100 metres north of St. Clair Avenue West;
 - (c) stopping be prohibited at any time on the east side of Avenue Road from a point 35 metres south of Foxbar Road to St. Clair Avenue West;
 - (d) stopping be prohibited at any time on the east side of Avenue Road from St. Clair Avenue West to a point 138 metres north of St. Clair Avenue West;
 - (e) the stopping prohibition on the west side of Avenue Road in effect from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday to Friday, be rescinded between the limits noted in Recommendation No. 2(a) above;
 - (f) the stopping prohibition on the west side of Avenue Road in effect from 7:00 a.m. to 9:00 a.m., Monday to Friday, be rescinded between the limits noted in Recommendation No. 2(b) above;
 - (g) the stopping prohibition on the east side of Avenue Road in effect from 3:00 p.m. to 7:00 p.m., Monday to Friday, be rescinded between the limits noted in Recommendation No. 2(c), above; and
 - (h) the stopping prohibition on the east side of Avenue Road in effect from 4:00 p.m. to 6:00 p.m., Monday to Friday, be rescinded between the limits noted in Recommendation 2(d) above;
3. the parking and traffic regulations presently in effect on the subject section of Avenue Road be reinstated upon the completion of this project; and
4. the appropriate City officials be authorized and directed to take whatever action is necessary to implement the foregoing, including the introduction in Council of any Bills that might be required.

Financial Implications and Impact Statement

All costs associated with this proposal will be borne by the developer.

Summary

The purpose of this report is to establish a construction staging area within the road allowance on Avenue Road to facilitate the development incorporating Premises No. 468 Avenue Road.

TE2.17	ACTION		Transactional	Wards: 19
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Preliminary Report - Zoning Application - 851-853 Richmond Street West

(December 13, 2006) report from Director, Community Planning, South District

Recommendations

The City Planning Division recommends that:

1. staff be directed to schedule a community consultation meeting together with the Ward Councillor;
2. notice for the community consultation meeting be given to landowners and residents within 120 metres of the site; and
3. notice for the public meeting under the Planning Act be given according to the regulations under the Planning Act.

Summary

An application has been submitted to permit 9 freehold townhomes at 851-853 Richmond Street West. This report provides preliminary information on the above-noted application and seeks Community Council's directions on further processing of the application and on the community consultation process. This application has been circulated to City departments and external agencies, where appropriate, for comment. Staff will hold a community consultation meeting, as required by the Planning Act. This meeting will be held in February 2007 provided that the applicant submits a landscape plan prior.

TE2.18	ACTION		Transactional	Wards: 22
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Request for an Interim Control By-law and Secondary Official Plan for the Area Bounded by both sides of Avenue Road from Lonsdale Road to St. Clair Avenue West {R4 Z2.0 Zone}

(October 12, 2006) letter from City Clerk forwarding Notice of Motion referred back by City Council

Recommendations

1. City Council direct the Chief Planner and Executive Director, City Planning, to complete a Secondary Plan in respect of residential land use and the land use planning regulations for the area bounded by both sides of Avenue Road from Lonsdale Road to St. Clair Avenue West {R4 Z2.0 zone}, and as shown within the heavy lines on Schedule A of the attached Interim Control By-law, which will provide criteria for development for the area;
2. City Council direct the Chief Planner and Executive Director, City Planning, to establish a working group which will examine how to develop a more cohesive urban design framework for the area;
3. City Council complete and enact the attached draft Interim Control By-law.”

Summary

At its meeting on September 25, 26 and 27, 2006, City Council referred this Motion by Councillor Walker, seconded by Councillor Jenkins, to the Toronto and East York Community Council.

Links to Background Information

2007-te2-18

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-18_511.pdf)

TE2.19	ACTION		Transactional	Wards: 27
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Preliminary Report - Part of 50 St. Joseph Street

(December 20, 2006) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. staff be directed to schedule an open house / information session together with the Ward Councillor;
2. notice for the open house / information session be given to landowners and residents within 120 metres of the site; and

3. notice for the public meeting under the Planning Act be given according to the regulations under the Planning Act.

Summary

An application to amend the Official Plan and Zoning By-law has been submitted to permit a residential development consisting of three multi-storey towers (25, 37 and 45) and three six-storey buildings on lands with frontage on Bay Street, St. Joseph Street and St. Mary Street. The development site forms part of 50 St. Joseph Street, which is owned by St. Michael's College. This report provides preliminary information on the above-noted application and seeks Community Council's directions on further processing of the application and on the community consultation process. The next step is to undertake a community engagement process, which will include an initial open house / information session enabling the public to review the applicant's submission, and ask questions of City staff and the applicant.

TE2.20	ACTION		Transactional	Wards: 28
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Preliminary Report - Rezoning Application - 125 The Esplanade

(December 19, 2006) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. staff be directed to schedule a community consultation meeting together with the Ward Councillor; and
2. notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.

Summary

This report provides preliminary information on an application for a temporary use by-law to permit the temporary relocation of the North St. Lawrence Market's weekend markets to 125 The Esplanade while the North Market building redevelops.

TE2.21	Information		Transactional	Wards: 28
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Information Report 225 Wellesley Street East and 550 Ontario Street

(December 20, 2006) report from Director, Community Planning, Toronto and East York

District

Summary

At the request City Council, at its meeting of September 25-28, 2006, this report summarizes the steps and actions which would be necessary to permit and implement retention of the existing entrance ramp to Hugh Garner Co-op's underground garage as a separate entrance ramp, within the context of development proposed at 225 Wellesley Street East (Parcel A of the Winchester Square lands). Three planning-related approvals would be required: a minor variance or rezoning; an amendment to the existing Section 37 agreement; and an amended Site Plan Approval. Staff believe that the anticipated planning process for Parcel B of the Winchester Square lands will provide an appropriate process to review the proposal to retain the ramp and bring forward recommendations to Council.

Links to Background Information

2007-te2-21

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-21_513.pdf)

TE2.22	ACTION		Transactional	Wards: 32
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Final Report - Part Lot Control Application - 2261, 2263 and 2265 Gerrard Street East

(December 18, 2006) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. City Council enact a Part Lot Control Exemption By-law, with respect to the subject lands, to be prepared to the satisfaction of the City Solicitor;
2. City Council authorize the City Solicitor to introduce the necessary Bills in Council for a Part Lot Control Exemption By-law to expire (1) year from the date of enactment;
3. City Council require the owner to provide proof of payment to the satisfaction of the City Solicitor that all current property taxes for the subject site prior to registration of the Part Lot Control Exemption By-law;
4. City Council require the owner to register, to the satisfaction of the City Solicitor, a Section 118 Restriction under the Land Titles Act agreeing not to convey or mortgage any part of the lands without the written consent of the Chief Planner or his designate prior to the introduction of Bills in Council;
5. 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 Plan has

been registered; and

6. City Council authorize and direct the City Solicitor to register the by-law on title.

Summary

An application has been submitted to permit the lifting of Part Lot Control at 2261, 2263 and 2265 Gerrard Street East. This report reviews and recommends approval of the application to lift Part Lot Control.

Links to Background Information

2007-te2-22

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-22_485.pdf)

TE2.23	Information		Transactional	Wards: All
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Action Taken Under Delegation of Authority to Deal with Heritage Matters during and after the 2006 Municipal Election

(December 18, 2006) report from Director, Policy and Research, City Planning Division

Summary

This report provides a summary of all instances whereby the Chief Planner utilised the short-term delegation of authority approved by Council at its July 25, 26, 27, 2006 meeting to deal with applications under Parts IV and V of the Ontario Heritage Act during and after the municipal election. During the period that authority was delegated to the Chief Planner, only one application was submitted to Heritage Preservation Services that required action by the Chief Planner. This was a demolition application under Part IV of the Ontario Heritage Act for 48 Havelock Street. In order to consolidate the heritage matters with the planning matters before the OMB, the owner had to apply for a demolition permit under the Ontario Heritage Act. The Chief Planner refused this application on December 11, 2006.

TE2.24	ACTION		Transactional	Wards: 19
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Sign Variance - 1005 King Street West

(December 15, 2006) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. City Council approve the request for variances to permit, for identification purposes, a halo-lit fascia sign on the east elevation and two halo-lit fascia signs on the north elevation of the building at 1005 King Street West to represent RBC Financial Services with a condition that the signs are turned off from 11:00 p.m. to 7:00 a.m. by means of an automated timing device; and
2. City Council direct the City Clerk's Office to advise the applicant, upon approval of variances, of the requirement to obtain the necessary sign permits from the Chief Building Official.

Summary

To review and make recommendations on a request by Isabella Cerelli of Pride Signs Ltd. on behalf of King West Village-1005 King Ltd, for approval of variance from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for identification purposes, one halo-lit fascia sign on the east elevation and two halo-lit fascia signs on the north elevation of the building. Staff recommends approval of this application with a condition that the signs be turned off from 11:00 p.m. to 7:00 a.m. by means of an automated timing device. The variances are minor and within the general intent and purpose of the Municipal Code.

Links to Background Information

2007-te2-24

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-24_496.pdf)

TE2.25	ACTION		Transactional	Wards: 20
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Sign Variance - 327 King Street West

(December 13, 2006) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. City Council approve the requested variances to maintain, for identification purposes, two oval shape illuminated projecting signs located on the front elevation of the building at 327 King Street West be approved; and
2. City Council direct the City Clerk's Office to advise the applicant, upon approval of variances, of the requirement to obtain the necessary sign permits from the Chief Building Official.

Summary

To review and make recommendations on a request by Prudence Wong of Forward Signs on behalf of 4510149 Ontario Ltd. for approval of variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to maintain, for identification purposes, two illuminated projecting signs located on the front elevation of the building at the above noted location. Staff recommends approval of this application. The requested variances are minor in nature and within the general intent and purpose of the Municipal Code.

Links to Background Information

2007-te2-25

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-25_500.pdf)

TE2.26	ACTION		Transactional	Wards: 20
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Sign Variance - 19 Charlotte Street

(December 5, 2006) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. City Council approve the request for a variance to permit, for identification purposes, the illumination of an existing fascia sign in the form of a corporate name and a Logo “GAP Adventures” located at the top floor level, on the front elevation of the building at 19 Charlotte Street with a condition that the sign is turned off by means of an automated timing device from 11:00 p.m. to 7:00a.m.; and
2. City Council direct the City Clerk’s office to advise the applicant, upon approval of variances, of the requirement to obtain the necessary sign permits from the Chief Building Official.

Summary

To review and make recommendations on a request by Isabella Cerelli of Pride Signs Ltd. on behalf of GAP Adventures for approval of a variance from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for identification purposes, the illumination of an existing fascia sign in the form of a corporate name and logo “GAP Adventures” located at the top floor level, on the front elevation of the building at 19 Charlotte Street. Staff recommends approval of this application with a condition that the sign be turned off from 11:00 p.m. to 7:00 a.m. by means of an automated timing device. The variance is minor and within the general intent and purpose of the Municipal Code.

Links to Background Information

2007-te2-26

http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-26_506.pdf

TE2.27	ACTION		Transactional	Wards: 27
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Sign Variance - 1 Dundas Street West

(December 19, 2006) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. City Council approve, for first party identification purposes, a temporary fascia sign on the east and south elevations of the building;
2. City Council, as a condition of approval, authorize the temporary fascia signs for a period not to exceed one year from the date that the necessary permits are issued; and
3. City Council direct the City Clerk's Office to advise the applicant, upon approval of variances, of the requirement to obtain the necessary sign permits from the Chief Building Official.

Summary

To review and make recommendations on a request by Debbie Lamch of Ryerson University for approval of variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for identification purposes, temporary fascia signs on the east and south elevations of the building at 1 Dundas Street West. Staff recommends approval of this application. As a condition of approval, authorization for these temporary signs is recommended for a period of one year from the date of permit issuance.

Links to Background Information

2007-te2-27

http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-27_528.pdf

TE2.28	ACTION		Transactional	Wards: 27
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Sign Variance - 555 University Avenue

(December 5, 2006) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. City Council approve the request for variances to maintain, for identification purposes, a non- illuminated fascia sign on the mechanical penthouse, on the front elevation of the building at 555 University Avenue be approved; and
2. City Council direct the City Clerk’s Office to advise the applicant, upon approval of variances, of the requirement to obtain the necessary sign permits from the Chief Building Official.

Summary

To review and make recommendations on a request by Penny Thompson of Nadine International Inc. on behalf of Hospital for Sick Children for approval of variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to maintain, for identification purposes, a non-illuminated fascia sign on the front elevation of the building at 555 University Avenue. Staff recommends approval of this application. The variances are minor and within the general intent and purpose of the Municipal Code.

Links to Background Information

2007-te2-28

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-28_522.pdf)

TE2.29	ACTION		Transactional	Wards: 28
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Sign Variance - 363-369 Queen Street East

(December 12, 2006) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. City Council approve the request for a variance to permit, for identification purposes, four illuminated fascia signs in the form of a corporate logo to represent “TD Canada Trust” on the north, south, east and west elevations of an architectural feature that extends above the second floor level of the building at 363-369 Queen Street East; and
2. City Council direct the City Clerk’s Office to advise the applicant, upon approval of variance, of the requirement to obtain the necessary sign permits from the Chief Building Official.

Summary

To review and make recommendations on a request by Edward Mak of MacNaughton Hermsen Britton Clarkson Planning Limited, on behalf of 201441 Ontario Inc. for approval of a variance from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for identification purposes, four illuminated fascia signs in the form of a corporate logo to identify “TD Canada Trust” financial services. The signs would be erected on the north, south, east and west elevation of an architectural feature that extends above the second floor level of the building. Staff recommends approval of this application. The variance is minor and within the general intent and purpose of the Municipal Code.

Links to Background Information

2007-te2-29

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-29_538.pdf)

TE2.30	ACTION		Transactional	Wards: 28
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Sign Variance - 295 Wellesley Street East

(December 12, 2006) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. City Council approve the request for a variance to permit, for identification purposes, an illuminated “Hot & Fresh Pizza Pizza” fascia sign on the front elevation of the building at 295 Wellesley Street; and
2. City Council direct the City Clerk’s Office to advise the applicant, upon approval of variance, of the requirement to obtain the necessary sign permits from the Chief Building Official.

Summary

To review and make recommendations on a request by David Smith of Pizza Pizza Ltd. for approval of a variance from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for identification purposes, an illuminated fascia sign on the front elevation of the building at 295 Wellesley Street East. Staff recommends approval of this application. The variance is minor and within the general intent and purpose of the Municipal Code.

Links to Background Information

2007-te2-30

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-30_514.pdf)

TE2.31	ACTION		Transactional	Wards: 28
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Sign Variance - 234 Adelaide Street East and 108 & 116 George Street

(December 19, 2006) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. City Council approve the request for variances to maintain, for identification purposes, six ground signs along the Adelaide Street East frontage, ten ground signs along the George Street frontage and three ground signs along the Richmond Street frontage and one sign along the Jarvis Street frontage of the property at 234 Adelaide Street East and 108 & 116 George Street for a period of four months from the date of Council approval; and
2. City Council direct the City Clerk's Office to advise the applicant, upon approval of variances, of the requirement to obtain the necessary sign permits from the Chief Building Official.

Summary

To review and make recommendations on a request by Armin Osmanovic of Aspen Ridge (High Rise) Ltd. for approval of variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for identification purposes, six temporary ground signs along the Adelaide Street East frontage, ten temporary ground signs along the George Street frontage, three temporary ground signs along the Richmond Street East frontage and one ground sign along the Jarvis Street frontage of the property at 234 Adelaide Street East and 108 & 116 George Street. Staff recommends approval of this application with a condition that all existing ground signs be removed four months after the date of City Council's approval.

Links to Background Information

2007-te2-31

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-31_518.pdf)

TE2.32	ACTION		Transactional	Wards: 18
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Proposed Installation of Speed Bumps in Public Lane System Bounded by Cross Street, Gladstone Avenue, Argyle Street, Northcote Avenue and Beaconsfield Avenue

(December 29, 2006) report from Director, Transportation Services, Toronto and East York District

Recommendations

Transportation Services recommends that:

1. the installation of speed bumps in the public lane system bounded by Cross Street, Gladstone Avenue, Argyle Street, Northcote Avenue and Beaconsfield Avenue, of the type and of the design noted at the locations shown on Drawing No. 421F-8630 dated December 2006, be approved.

Financial Impact

Type of funding	Source of funds	Amount
Available within Capital budget	Transportation Services Division Traffic Calming Account CTP806-6	\$2600

Summary

The purpose of this report is to obtain approval for the installation of speed bumps in a public lane system.

Links to Background Information

2007-te2-32

http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-32_519.pdf

TE2.33	ACTION		Transactional	Wards: 18
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Feasibility of Installing Traffic Calming Devices - Hickson Street, between Brock Avenue and St. Clarens Avenue

(January 2, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that:

1. Traffic calming devices not be installed on Hickson Street, between Brock Avenue and St. Clarens Avenue.

Financial Impact

The adoption of the above noted recommendation will not result in any financial impact. If,

however, Council decides to approve installing traffic calming devices on this section of Hickson Street, the following financial impact will result:

1. two speed humps would be \$6000.00. Transportation Services has requested that the 2007 Capital budget process allocate \$750,000.00 for traffic calming initiatives and installing speed humps on Hickson Street would be subject to competing priorities and funding availability.

Summary

Transportation Services staff have investigated the feasibility of installing traffic calming devices to reduce the operating speed of Hickson Street, between Brock Avenue and St. Clarens Avenue. Based on recent traffic studies, the operating speed of the street is already below a level which would benefit from installing traffic calming devices. Therefore, the installation of speed humps on this section of Hickson Street is not recommended at this time.

Links to Background Information

2007-te2-33-2

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-33-2_526.pdf)

2007-te2-33-1

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-33-1_527.pdf)

33a Authorization for Hickson Street Speed Hump Traffic Study

(October 12, 2006) Member Motion from Councillor Giambrone referred back by City Council

Recommendations

It is recommended that:

1. Toronto City Council authorize a traffic study on Hickson Street, between Brock Avenue and St. Clarens Avenue;
2. the Director, Transportation Services, be requested to report to the next meeting of the Toronto and East York Community Council on the results of the traffic study with a recommendation as to whether or not speed hump polling should be conducted on Hickson Street;
3. appropriate City officials be authorized to take whatever actions may be necessary to

bring the foregoing into effect.

Summary

At its meeting on September 25, 26 and 27, 2006, City Council referred this Motion by Councillor Giambrone, seconded by Councillor Silva, to the Toronto and East York Community Council

Links to Background Information

2007-te2-33a

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-33a_570.pdf)

TE2.34	ACTION		Transactional	Wards: 18
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Prohibition of large vehicles in the public lane between 991 and 989 Dufferin Street

(December 20, 2006) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that:

1. vehicles over 2.0 metres in width be prohibited from travelling in the public lane, first south of Bloor Street West, easterly from Dufferin Street.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget interim appropriations	\$200

Summary

The purpose of this report is to prohibit large vehicles (greater than 2.0 metres in width) from travelling in the first lane south of Bloor Street West, easterly from Dufferin Street (between Premises Nos. 991 and 989 Dufferin Street) and inflicting damage to adjacent properties abutting the lane system. Prohibiting vehicles over 2.0 metres in width from travelling in the subject lane would be beneficial in reducing the incidence of potential damage to private property.

Links to Background Information

2007-te2-34

http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-34_529.pdf

TE2.35	ACTION		Transactional	Wards: 18
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Prohibition of large vehicles in the public lane between 24 and 22 Collahie Street

(December 19, 2006) report from Director, Transportation Services Toronto and East York District

Recommendations**Transportation Services recommend that:**

1. vehicles over 2.0 metres in width be prohibited from travelling in the public lane, first east of Gladstone Avenue, northerly from Collahie Street.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget interim appropriations	\$200

Summary

The purpose of this report is to prohibit large vehicles (greater than 2.0 metres in width) from travelling in the first lane east of Gladstone Avenue, northerly from Collahie Street and inflicting damage to adjacent properties abutting the laneway. Prohibiting vehicles over 2.0 metres in width from travelling in the subject lane would be beneficial in reducing the incidence of damage to adjacent private property.

TE2.36	ACTION		Transactional	Wards: 18
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Shirley Street between St. Clarens Avenue and Norfolk Street – Proposed amendments to parking regulations

(December 20, 2006) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that:

1. the current “No Parking 8:30 a.m. to 6:00 p.m., Monday to Friday” prohibition on the south side of Shirley Street from St. Clarens Avenue to a point 143 metres further east be amended to operate from 8:00 a.m. to 4:00 p.m., Monday to Friday.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget interim appropriations	\$600

Summary

The purpose of this report is to amend the current “No Parking 8:30 a.m. to 6:00 p.m., Monday to Friday” regulation on the south side of Shirley Street from St. Clarens Avenue to a point 143 metres further east to operate from 8:00 a.m. to 4:00 p.m., Monday to Friday in order to coincide with a student pick-up and drop-off regulation on the north side of Shirley Street. Amending this “No Parking” regulation to operate between 8:00 a.m. to 4:00 p.m., Monday to Friday to coincide with a student pick-up and drop-off regulation on the north side of Shirley Street will provide residents with an additional two hours of parking in the afternoon/evening and enhance parking operations on this section of Shirley Street.

TE2.37	ACTION		Transactional	Wards: 18
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Feasibility of Installing Traffic Calming Devices - Wyndham Street, between Brock Avenue and St. Clarens Avenue

(January 2, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations**Transportation Services recommends that:**

1. Traffic calming devices not be installed on Wyndham Street, between Brock Avenue and St. Clarens Avenue.

Financial Impact

The adoption of the above noted recommendation will not result in any financial impact. If, however, Council decides to approve installing traffic calming devices on this section of Wyndham Street, the following financial impact will result:

1. The estimated cost for installing two speed humps would be \$6,000.00. Transportation Services has requested that the 2007 Capital budget process allocate \$750,000.00 for traffic calming initiatives and installing speed humps on Wyndham Street would be

subject to competing priorities and funding availability.

Summary

Transportation Services staff have investigated the feasibility of installing traffic calming devices to reduce the operating speed of Wyndham Street, between Brock Avenue and St. Clarens Avenue. Based on recent traffic studies, the operating speed of the street is already below a level which would benefit from installing traffic calming devices. Therefore, the installation of speed humps on this section of Wyndham Street is not recommended at this time.

Links to Background Information

2007-te2-37

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-37_533.pdf)

TE2.38	ACTION		Transactional	Wards: 18
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Feasibility of Installing Traffic Calming Devices - St. Clarens Avenue, between Dundas Street West and Wyndham Street

(January 2, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that:

1. Traffic calming devices not be installed on St. Clarens Avenue, between Dundas Street West and Wyndham Street.

Financial Impact

The adoption of the above noted recommendation will not result in any financial impact. If, however, Council decides to approve installing traffic calming devices on this section of St. Clarens Avenue, the following financial impact will result:

The estimated cost for installing three speed humps would be \$9,000.00. Transportation Services has requested that the 2007 Capital budget process allocate \$750,000.00 for traffic calming initiatives and installing speed humps on St. Clarens Avenue would be subject to competing priorities and funding availability.

Summary

Transportation Services staff have investigated the feasibility of installing traffic calming devices to reduce the operating speed of St. Clarens Avenue, between Dundas Street West and

Wyndham Street. Based on recent traffic studies, the operating speed of the street is already below a level which would benefit from installing traffic calming devices. Therefore, the installation of speed humps on this section of St. Clarens Avenue is not recommended at this time.

Links to Background Information

2007-te2-38-2

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-38-2_539.pdf)

2007-te2-38-1

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-38-1_540.pdf)

TE2.39	ACTION		Transactional	Wards: 19
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Proposed Installation of Speed Bumps in Public Lane System Bounded By Robinson Street, Euclid Avenue, Queen Street West and Palmerston Avenue

(December 29, 2006) report from Director, Transportation Services, Toronto and East York District

Recommendations

Transportation Services recommends that:

The installation of speed bumps in the public lane system bounded by Robinson Street, Euclid Avenue, Queen Street West and Palmerston Avenue, of the type and design noted and at the locations shown on Drawing No. 421F-8631 dated December 2006, be approved.

Financial Impact

Type of funding	Source of funds	Amount
Available within capital budget	Transportation Services Division Traffic Calming Account No. CTP- 806-06	\$3,000

Summary

The purpose of this report is to obtain approval for the installation of speed bumps in a public lane system.

TE2.40	ACTION		Transactional	Wards: 19
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Amendment to School Bus Loading Zone Hours - Mansfield Avenue

(December 14, 2006) report from Director, Transportation Services Toronto and East York

District

Recommendations

Transportation Services recommends that:

1. the existing school bus loading zone hours of operation, from 8:30 a.m. to 5:00 p.m., Monday to Friday, on the south side of Mansfield Avenue, between Grace Street and Bellwoods Avenue, be amended to operate 7:30 a.m. to 5:00 p.m., Monday through Friday;
2. the existing “No Parking, from 8:30 a.m. to 5:00 p.m., Monday to Friday”, within this same street section be amended to operate from 7:30 a.m. to 5:00 p.m., Monday to Friday; and
3. the existing permit parking hours of operation, from 12:01 a.m. to 7:00 a.m., on the odd side of Mansfield Avenue, from Grace Street to Bellwoods Avenue be amended to read “All times, except no parking from 7:30 a.m. to 5:00 p.m., Monday to Friday.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget Interim Appropriations	\$300.00

Summary

To report on a request to extend the hours of operation for the school bus loading zone on the south side of Mansfield Avenue, between Grace Street and Bellwoods Avenue. Extending the hours of operation for the school bus loading zone on the south side of Mansfield Avenue, between Grace Street and Bellwoods Avenue to commence at 7:30 a.m. will serve the transportation needs for those students attending Pierre Elliot Trudeau School by bus.

Links to Background Information

2007-te2-40

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-40_542.pdf)

TE2.41	ACTION		Transactional	Wards: 19
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Douro Street and Shaw Street Installation All-Way “Stop” Sign Control

(December 14, 2006) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that:

1. “Stop” signs be installed for eastbound and westbound traffic on Douro Street and Shaw Street.

Financial Statement

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget Interim Appropriations	\$500.00

Summary

The purpose of this report is to introduce an all-way “Stop” sign control to enhance operational safety at the intersection of Douro Street and Shaw Street. The installation of all-way “Stop” control will improve safety and reduce right-of-way conflicts at the subject intersection.

TE2.42	Information		Transactional	Wards: 20
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Traffic Study for the Bathurst Quay Neighbourhood

(December 21, 2006) report from Director, Transportation Services Toronto and East York District

Summary

The purpose of this report is to advise that the traffic study for the Bathurst Quay Neighbourhood (specifically and including area bounded by Lower Spadina Avenue in the east and Stadium Road in the west) is currently underway. Also, traffic patterns in this area have returned to their typical levels after the temporary partial closure of Queens Quay in August 2006. In view of the traffic review being undertaken by the Toronto Waterfront Revitalization Corporation respecting the future operation of Queens Quay and bearing in mind that this review will incorporate the study requested by former Councillor Martin Silva, this report is being provided for information.

TE2.43	ACTION		Transactional	Wards: 21
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Helena Avenue, between Bathurst Street and Wychwood Avenue – Request for traffic calming devices (speed humps)

(December 20, 2006) report from Director, Transportation Services Toronto and East York

District

Recommendations

Transportation Services recommends that:

1. Traffic calming devices not be installed on Helena Avenue between Bathurst Street and Wychwood Avenue.

Financial Impact

The adoption of the above-noted Recommendation will not result in any financial impact. If, however, Council decides to approve installing traffic calming devices on this section of Helena Avenue, the following financial impact will result:

1. The estimated cost for installing four speed humps would be \$12,000.00. Transportation Services has requested that the 2007 Capital Budget process allocate \$750,000.00 for traffic calming initiatives and installing speed humps on Helena Avenue would be subject to competing priorities and funding availability.

Summary

The purpose of this report is to outline the findings of a study undertaken to reduce the vehicular speed by installing traffic calming devices (speed humps) on Helena Avenue, between Bathurst Street and Wychwood Avenue. In light of the low traffic volumes and the results of the speed and volume survey which did not indicate a speeding problem, the installation of speed humps would have little impact on further lowering the operational speeds and are not technically warranted nor recommended on the subject section of Helena Avenue.

Links to Background Information

2007-te2-43

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-43_573.pdf)

TE2.44	ACTION		Transactional	Wards: 21
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Vesta Drive, between Bathurst Street and Mayfair Avenue – Report on Traffic Calming Study Results

(December 20, 2006) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that:

1. Traffic calming devices not be installed on Vesta Drive between Bathurst Street and Mayfair Avenue.

Financial Impact

The adoption of the above-noted Recommendation will not result in any financial impact. If, however, Council decides to approve installing traffic calming devices on this section of Vesta Drive, the following financial impact will result:

1. The estimated cost for installing three speed humps would be \$9,000.00. Transportation Services has requested that the 2007 Capital Budget process allocate \$750,000.00 for traffic calming initiatives and installing speed humps on Vesta Drive would be subject to competing priorities and funding availability.

Summary

The purpose of this report is to outline the findings of a study undertaken to reduce the vehicular speed by installing traffic calming devices (speed humps) on Vesta Drive, between Bathurst Street and Mayfair Avenue. The average speed of the street is already below that which would benefit from the installation of traffic calming devices, therefore speed humps should not be installed on this section of Vesta Drive at this time.

Links to Background Information

2007-te2-44

http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-44_575.pdf

TE2.45	ACTION		Transactional	Wards: 21
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Fairleigh Crescent, between Eglinton Avenue West and W. R. Allen Bridge – Results of speed hump poll

(December 20, 2006) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that:

1. in light of the poll results which did not achieve a minimum 60 percent response rate in favour of the proposal, speed humps not be installed at this time on Fairleigh Crescent, between Eglinton Avenue West and the W.R. Allen Bridge.

Financial Impact

The adoption of the above-noted Recommendation will not result in any financial impact. If, however, Council decides to approve installing traffic calming devices on this section of Fairleigh Crescent, the following financial impact will result:

1. The estimated cost for installing six speed humps would be \$18,000.00. Transportation Services has requested that the 2007 Capital Budget process allocate \$750,000.00 for traffic calming initiatives and installing speed humps on Fairleigh Crescent would be subject to competing priorities and funding availability.

Summary

The purpose of this report is to outline the results of the poll conducted to determine the support for the installation of speed humps on Fairleigh Crescent, between Eglinton Avenue West and the W. R. Allen bridge. In light of the poll results which did not achieve a minimum 60 percent response in favour of the proposal, no further action is recommended at this time.

TE2.46	ACTION		Transactional	Wards: 22
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Kilbarry Road, between Forest Hill Road and Oriole Parkway – results of speed hump poll

(December 28, 2006) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that:

1. in light of the poll results which did not achieve a minimum 60 percent response rate in favour of the proposal, speed humps not be installed at this time on Kilbarry Road, between Forest Hill Road and Oriole Parkway.

Financial Impact

The adoption of the above-noted Recommendation will not result in any financial impact. If, however, Council decides to approve installing traffic calming devices on this section of Kilbarry Road, the following financial impact will result:

1. the estimated cost for installing four speed humps would be \$12,000.00. Transportation Services has requested that the 2007 Capital Budget process allocate \$750,000.00 for traffic calming initiatives and installing speed humps on Kilbarry Road would be subject to competing priorities and funding availability.

Summary

The purpose of this report is to outline the results of the poll conducted to determine the

support for the installation of speed humps on Kilbarry Road, between Forest Hill Road and Oriole Parkway. In light of the poll results which did not achieve a minimum 60 percent response in favour of the proposal, no further action is recommended at this time.

(Deferred from September 13, 2006)

TE2.47	ACTION		Transactional	Wards: 22
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Dunloe Road at Hawarden Crescent – Proposed amendments to the existing entry restrictions

(December 18, 2006) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that:

1. the existing northbound through prohibition on Dunloe Road at Hawarden Crescent, in effect from 8:00 a.m. to 9:15 a.m., 11:30 a.m. to 1:15 p.m., and 3:00 p.m. to 4:00 p.m., Monday to Friday, be adjusted to be in effect for these same hours and days of the week from September 1 of one year, to June 30 of the next following year;
2. the existing eastbound left-turn prohibition from Hawarden Crescent to Dunloe Road, in effect from 8:00 a.m. to 9:15 a.m., 11:30 a.m. to 1:15 p.m., and 3:00 p.m. to 4:00 p.m., Monday to Friday, be adjusted to be in effect for these same hours and days of the week from September 1 of one year, to June 30 of the next following year; and
3. the existing westbound right-turn prohibition from Hawarden Crescent to Dunloe Road, in effect from 8:00 a.m. to 9:15 a.m., 11:30 a.m. to 1:15 p.m., and 3:00 p.m. to 4:00 p.m., Monday to Friday, be adjusted to be in effect for these same hours and days of the week from September 1 of one year, to June 30 of the next following year;

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget interim appropriations.	\$400

Summary

The purpose of this report is to amend the existing entry restriction times onto Dunloe Road,

from Hawarden Crescent and south thereof, so that they are in effect from September 1 of one year, to June 30 of the next following year. The amendment to the operational times of the entry restriction onto Dunloe Road, from all directions at Hawarden Crescent will now allow all motorists, including residents, their guests and service vehicles to enter Dunloe Road, north of Hawarden Crescent at any time period in July and August.

TE2.48	ACTION		Transactional	Wards: 22
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Permanent closure of portion of Cottingham Street and Gange Avenue currently closed to vehicular traffic, abutting Lionel Conacher Park

(August 28, 2006) report from Director, Transportation Services, Toronto and East York District

Recommendations

It is recommended that:

1. subject to compliance with the requirements of the *Municipal Act, 2001*, the portion of the public highways Cottingham Street and Gange Avenue, shown as Part 1 on Sketch No. PS-2006-094 (the “Highways”), the Highways be permanently closed as public highways and jurisdiction of the Highways be transferred to PF & R;
2. notice be given to the public of a proposed by-law to permanently close the Highways, in accordance with the requirements of Chapter 162 of the City of Toronto Municipal Code and Toronto and East York Community Council hear any member of the public who wishes to speak to this matter during consideration of the draft by-law;
3. following the closure of the Highways, easements be granted to Enbridge, Toronto Hydro and other utility companies as may be required, for access, operation, use, inspection, repair, maintenance, reconstruction or alteration of existing services and for the construction of additional or new services; and
4. the appropriate City officials be authorized and directed to take the necessary action to give effect to the foregoing, including the introduction in Council of any bills necessary to give effect thereto.

Summary

To recommend that the portion of the public highways known as Cottingham Street and Gange Avenue currently closed to vehicular traffic, be permanently closed as public highways and that jurisdiction of the subject lands be transferred to Parks, Forestry and Recreation Division.

Links to Background Information

2007-te2-48

http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-48_544.pdf

TE2.49	Information		Transactional	Wards: 27
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Installation of a guide rail and crossing lines on Elizabeth Street at the Toronto Coach Terminal

(December 21, 2006) report from Director, Transportation Services Toronto and East York District

Recommendations

Summary

Our initial review recommended against the installation of a Pedestrian Crossover on Elizabeth Street, north of Dundas Street West since it could not conform to certain requirements of the Ontario Highway Traffic Act and we were requested to review and report on other options. This report contains information on a compromise reached by Toronto Transit Commission staff and Transportation Services staff that requires no by-law amendment and will provide a delineated path for pedestrians crossing Elizabeth Street, north of Dundas Street West between the arrival and departure buildings of the Toronto Coach Terminal. FINANCIAL IMPACT
Type of funding Source of funds Amount Available within current budget Transportation Services Division 2007 Operating Budget interim appropriations. \$2,000

Links to Background Information

2007-te2-49

http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-49_547.pdf

TE2.50	ACTION		Transactional	Wards: 28
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Installation of a "Stop" Sign for Eastbound Traffic - Laneway intersecting Dermott Place, opposite 13 Dermott Place

(October 6, 2006) letter from City Clerk

Recommendations

City Council, at its meeting on September 25, 26 and 27, 2006:

- (1) referred the report (September 22, 2006) from the General Manager of Transportation Services, regarding the installation of speed humps on Dermott Place, between Carlton Street and Spruce Street, to the first meeting of the Toronto East York Community

Council in 2007;

- (2) approved “Stop” control for eastbound traffic on the public lane first south of Carlton Street at Dermott Place, opposite 13 Dermott Place; and
- (2) requested the appropriate City officials to take whatever action is necessary to give effect to the foregoing, including the introduction in Council of any Bills that may be required.

Summary

City Council referred the report (September 22, 2006) from the General Manager of Transportation Services, regarding the installation of speed humps on Dermott Place, between Carlton Street and Spruce Street, to the first meeting of the Toronto East York Community Council in 2007.

TE2.51	ACTION		Transactional	Wards: 30
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Larchmount Avenue, between Queen Street East and Eastern Avenue – Traffic calming devices

(December 20, 2006) report from Director, Transportation Services, Toronto and East York District

Recommendations

The Transportation Services Division recommends that:

1. Traffic-calming devices not be installed on Larchmount Avenue, between Queen Street East and Eastern Avenue.

Financial Impact

The adoption of the above noted recommendation will not result in any financial impact. If, however, Council decides to approve installing traffic-calming devices on this section of Larchmount Avenue, the following financial impact will result:

1. The estimated cost for installing three speed humps would be \$9,000.00. Transportation Services has requested that the 2007 Capital budget process allocate \$750,000.00 for traffic-calming initiatives and installing speed humps on Larchmount Avenue would be subject to competing priorities and funding availability.

Summary

Recently, Transportation Services staff investigated installing traffic-calming devices to reduce the operating speed of Larchmount Avenue, between Queen Street East and Eastern Avenue.

The operating speed of the street is already below a level which would benefit from installing traffic-calming devices. Therefore, Transportation Services staff should not install speed humps on this section of Larchmount Avenue.

Links to Background Information

2007-te2-51-2

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-51-2_576.pdf)

2007-te2-51-1

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-51-1_577.pdf)

TE2.52	ACTION		Transactional	Wards: 30
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First Avenue at Logan Avenue – Alternatives for Traffic Calming

(January 2, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that:

1. traffic calming devices not be installed on First Avenue at Logan Avenue.

Financial Impact

The adoption of the above-noted Recommendation would not result in any financial impact. If, however, Council decides to approve installing traffic calming devices on First Avenue, the following financial impact will result:

1. The estimated cost for installing an additional speed hump on First Avenue, in addition to the speed humps previously identified in the May 29, 2006 staff report, would be \$3,000.00 or \$21,000 for the plan in total. Transportation Services has requested that the 2007 Capital budget process allocate \$750,000.00 for traffic calming initiatives and this installation would be subject to competing priorities and funding availability.

Summary

Transportation Services staff have reviewed options for calming traffic on First Avenue at the Logan Avenue intersection. Specifically, we looked at slowing traffic in the vicinity of the driveway on the south side of First Avenue, just west of Logan Avenue. We have concluded that the intersection is operating in a safe manner and that the volumes of traffic and operating speeds on the section of First Avenue in the vicinity of the driveway are currently below a level which would appreciably benefit from traffic calming. Further, the driveway has suitable sight lines and is operating safely.

Links to Background Information

2007-te2-52

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-52_578.pdf)

TE2.53	ACTION		Transactional	Wards: 31
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Installation of a 40 kilometres per hour speed limit on Glencrest Boulevard

(December 19, 2006) report from Director, Transportation Services, Toronto and East York District

Recommendations

Transportation Services recommends that:

1. A maximum speed limit of 40 kilometres per hour not be implemented on Glencrest Boulevard, between Victoria Park Avenue and the west end of the street.

Financial Impact

There is no financial impact resulting from the receipt of this report. If Council decides to implement a 40 kilometres per hour speed limit on Glencrest Boulevard, between Victoria Park Avenue and the west end of the street, the estimated cost to undertake the installation of signs will be \$800.00. Funds are available in the Transportation Services Division 2007 Operating Budget interim appropriations.

Summary

As requested by Councillor Janet Davis, we are reporting on the findings of our investigation to implement a 40 kilometres per hour maximum speed limit on Glencrest Boulevard, between Victoria Park Avenue and the west end of the street. Our evaluation of this street against the warrants for a lower speed limit of 40 kilometres per hour indicated that lowering the speed limit is not technically justified.

Links to Background Information

2007-te2-53

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-53_543.pdf)

TE2.54	ACTION		Transactional	Wards: 31
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The installation of all-way “Stop” sign control at Gledhill Avenue and King Edward Avenue

(December 20, 2006) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that:

1. "Stop" signs not be installed for northbound and southbound traffic on Gledhill Avenue at King Edward Avenue.

Financial Impact

There is no financial impact resulting from the receipt of this report. If Council decides to authorize installation of "stop" signs for northbound and southbound traffic on Gledhill Avenue at King Edward Avenue there will be an estimated cost of \$400.00 to undertake the sign adjustments. Funds are available in the Transportation Services Division 2007 Operating Budget interim appropriations.

Summary

As requested by Councillor Janet Davis, we are reporting on the findings of our investigation respecting implementation of all-way "Stop" sign control at the intersection of Gledhill Avenue and King Edward Avenue. Our evaluation of the "Stop" sign warrants indicates this intersection operates safely at the present time. Right of way is clearly determined by a "Stop" sign on King Edward Avenue at Gledhill Avenue, and the installation of "Stop" signs on Gledhill Avenue at King Edward Avenue is not technically justified.

TE2.55	ACTION		Transactional	Wards: 32
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Proposed Installation of Speed Bumps in Drummondville Lane

(December 29, 2006) report from Director, Transportation Services, Toronto and East York District

Recommendations

Transportation Services recommends that:

1. the installation of speed bumps in Drummondville Lane, between William Hancox Avenue and Brockville Street, of the type and design noted and at the locations shown on Drawing No. 421F-8560 dated September 2006 be approved.

Financial Impact

Type of funding	Source of funds	Amount
Available within capital budget	Transportation Services Division Traffic Calming Account No. CTP- 806-06	\$2,000

Summary

The purpose of this report is to obtain approval for the installation of speed bumps in a public lane

TE2.56	ACTION		Transactional	Wards: 32
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Bingham Avenue, between Kingston Road and Gerrard Street East – Traffic calming devices

(December 20, 2006) report from Director, Transportation Services Toronto and East York District

Recommendations

The Transportation Services Division recommends that:

1. Traffic-calming devices not be installed at this time on Bingham Avenue, between Kingston Road and Gerrard Street East.

Financial Impact

The adoption of the above-noted Recommendation will not result in any financial impact. If, however, Council decides to approve installing traffic-calming devices on this section of Bingham Avenue, the following financial impact will result:

1. The estimated cost for installing seven speed humps would be \$21,000.00. Transportation Services has requested that the 2007 Capital budget process allocate \$750,000.00 for traffic-calming initiatives and installing speed humps on Bingham Avenue would be subject to competing priorities and funding availability.

Summary

Recently, Transportation Services staff investigated installing traffic-calming devices to reduce the operating speed of Bingham Avenue, between Kingston Road and Gerrard Street East. The operating speed of the street is already below a level which would benefit from installing traffic-calming devices. Therefore, Transportation Services staff should not install speed humps on this section of Bingham Avenue.

(Deferred from September 13, 2006)

TE2.57	ACTION		Transactional	Wards: 18
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Proposed Amendments to Parking Regulations - Dundas Street West, between Dovercourt Road and Sterling Road

(August 17, 2006) report from Director, Transportation Services, Toronto and East York District

Recommendations

Recommendations:

It is recommended that this report be received for information.

Summary

To report on a request from Councillor Adam Giambone to amend the parking regulations on Dundas Street West, between Dovercourt Road and Sterling Road.

TE2.58	ACTION		Transactional	Wards: 18
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704 Gladstone Avenue – Establishment of a pick-up and drop-off zone for disabled persons

(December 20, 2006) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that:

1. the existing designated on-street disabled persons parking space located on the east side of Gladstone Avenue, from a point 62.8 metres south of Hallam Street and a point 5.5 metres further south thereof, be rescinded; and
2. an on-street pick-up and drop-off zone for disabled persons, operating from 7:00 a.m. to 6:00 p.m., be established on the east side of Gladstone Avenue, from a point 67.5 metres south of Hallam Street to a point 5.5 metres further south thereof.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget interim appropriations	\$200

Summary

Transportation Services has been requested to remove the existing on-street disabled persons parking space on the east side of Gladstone Avenue 67.5 metres south of Hallam Street to install in its place, an on-street disabled persons loading zone to operate from 7:00 a.m. to 6:00 p.m. daily. The proposed pick-up and drop-off zone for disabled persons with a one hour maximum time limit will better serve the needs of the resident at Premises No. 704 Gladstone Avenue and provide an additional on-street permit parking space for residents outside of the hours of operation of the disabled persons loading zone.

TE2.59	ACTION		Transactional	Wards: 18
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Paton Road between Lansdowne Avenue and the westerly terminus of Paton Road – Proposed amendments to parking regulations

(December 19, 2006) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that:

1. the current “No Parking Anytime” prohibition on the north side of Paton Road between Emerson Avenue and the C.N.R. right-of-way be amended to operate from Emerson Avenue to Lansdowne Avenue; and
2. a “No Standing Anytime” regulation be introduced on the north side Paton Road between Lansdowne Avenue and the C.N.R. right-of-way.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget interim appropriations	\$600

Summary

The purpose of this report is to amend the current “No Parking Anytime” regulation on the north side of Paton Road between Lansdowne Avenue and the C.N.R. right-of-way to “No Standing Anytime”. Creating a “No Standing Anytime” regulation on Paton Road between Lansdowne Avenue and the C.N.R. right-of-way will prevent vehicles from standing and idling in the subject section of roadway.

Links to Background Information

2007-te2-59

http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-59_579.pdf

TE2.60	ACTION		Transactional	Wards: 21
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Prohibit stopping during school hours on Tweedsmuir Avenue, fronting Holy Rosary Catholic School.

(December 20, 2006) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that:

1. Stopping be prohibited from 8:00 a.m. to 6:00 p.m., Monday to Friday, on the west side of Tweedsmuir Avenue commencing at a point 66 metres north of St. Clair Avenue West and terminating at a point 35 metres further north (within the existing school bus loading zone area).

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget interim appropriations.	\$300

Summary

Transportation Services has investigated a request to prohibit stopping within a school bus loading zone during school hours only, in order to ensure the space is kept clear for school bus activities at Holy Rosary Catholic School. Stopping can be prohibited within the school bus loading zone during school hours only. This restriction would not adversely affect traffic operation or the safety of other road users.

Links to Background Information

2007-te2-60

http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-60_553.pdf

TE2.61	ACTION		Transactional	Wards: 22
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Hillsdale Avenue West, between Yonge Street and Duplex Avenue – Request for parking on the north side of the bridge over the TTC Right-Of-Way

(December 19, 2006) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that:

1. parking not be implemented on the north side of Hillsdale Avenue West on the bridge over the TTC Subway Right-Of-Way.

Financial Impact

Adopting the above-noted Recommendation will not result in any financial impact, however should Council decide to implement parking on the north side of Hillsdale Avenue West on the bridge over the TTC Subway Right-Of-Way, the following financial impacts will apply.

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget interim appropriations.	\$800

Summary

The purpose of this report is to respond to a request to implement parking on the north side of Hillsdale Avenue West on the bridge over the TTC Subway Right-Of-Way. Parking on both sides of Hillsdale Avenue West on the bridge over the TTC Subway Right-Of-Way would hinder winter maintenance operations and simultaneous two-way traffic operations, and will negatively impact on emergency services operations.

Links to Background Information

2007-te2-61

http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-61_581.pdf

TE2.62	ACTION		Transactional	Wards: 22
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Removal of the taxicab stand from in front of 55 St. Clair Avenue West

(December 19, 2006) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that:

1. The existing taxicab stand on the south side of St. Clair Avenue West, from a point 189

metres west of Yonge Street to a point 12.8 metres further west, be rescinded.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget interim appropriations.	\$400

Summary

The purpose of this report is to request Council's authority to improve traffic operational safety on the subject section of St. Clair Avenue West by removing the existing taxicab stand. The removal of this taxicab stand will improve traffic operations in the vicinity of Premises No. 55 St. Clair Avenue West as described in this report.

Communications

(December 19, 2006) Report from Director, Transportation Services Toronto and East York District - TEMainTs07005.tey.top.doc

(http://www.toronto.ca/legdocs/mmis/2007/te/comm/communicationFile_38.doc)

TE2.63	ACTION		Transactional	Wards: 22, 27, 28
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Installation of Taxicab Stands at various locations in the central area of the City

(December 31, 2006) report from Director, Transportation Services, Toronto and East York District

Recommendations

Transportation Services recommends that:

1. Taxicab Stands be implemented on the sections of Bay Street, Bloor Street East/West, Bremner Boulevard, Cumberland Street, King Street West, Wellington Street West, Yonge Street and York Street, outlined and for the operational periods indicated in Appendix 1, attached to this report;
2. The stopping, standing and/or parking regulations be rescinded on the sections of Bay Street, Bloor Street East/West, Bremner Boulevard, Cumberland Street, King Street West, Wellington Street West, Yonge Street and York Street, as outlined in Appendix 2, attached to this report;
3. Stopping, standing and/or parking regulations be implemented on the sections of Bay Street, Bloor Street East/West, Bremner Boulevard, Cumberland Street, King Street West, Wellington Street West, Yonge Street and York Street, as outlined in Appendix 3,

attached to this report;

4. The Taxicab Stand on the south side of King Street West, from a point 138.7 metres east of York Street to a point 21.3 metres further east thereof, be rescinded; and
5. The Taxicab Stand on the north side of King Street West, from a point 41.0 metres west of Bay Street to a point 51.9 metres further west, operating at anytime, except 7:30 a.m. to 9:30 a.m., 11:30 a.m. to 1:30 p.m. and 3:30 p.m. to 6:30 p.m., Monday to Friday, be adjusted to indicate anytime, except 7:00 a.m. to 9:00 a.m., and 4:00 p.m. to 6:00 p.m., Monday to Friday.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget interim appropriations.	\$5,000
Additional funding request for current budget year	Not applicable	nil
Funding required for next budget year	Not applicable	nil
Total financial impact		\$5,000

Summary

Transportation Services, after working with representatives of the taxicab industry, Mayor Miller's office and various Councillors has identified 14 potential taxicab stand locations that could be added in the central area of the City. Taxicab Stands could be implemented at the locations outlined and during the operational periods indicated in this report without adversely affecting traffic operations or the safety of other road users.

Links to Background Information

2007-te2-63-4

http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-63-4_535.pdf

2007-te2-63-1

http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-63-1_536.pdf

2007-te2-63-3

http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-63-3_534.pdf

2007-te2-63-2

http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-63-2_537.pdf

TE2.64	ACTION		Transactional	Wards: 28
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Provision of Taxicab Stand on Mill Street, east of Trinity Street

(December 27, 2006) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that:

1. the current two-hour maximum parking regulation from 8:00 a.m. to 6:00 p.m., Monday to Saturday on the south side of Mill Street, from a point 20.0 metres east of Trinity Street to Cherry Street, be amended to operate on the south side of Mill Street, from a point 36.5 metres east of Trinity Street to Cherry Street;
2. the current “No Parking Except by Permit, 12:01 a.m. to 7:00 a.m.” regulation on the south side of Mill Street, from a point 20.0 metres east of Trinity Street to Cherry Street, be amended to operate on the south side of Mill Street, from a point 36.5 metres east of Trinity Street to Cherry Street;
3. the current regulation authorizing the operation of parking machines on the south side of Mill Street, from a point 20.0 metres east of Trinity Street to Cherry Street, for a maximum period of 2 hours, from 8:00 a.m. to 6:00 p.m., Monday to Saturday, be amended to operate on the south side of Mill Street, from a point 36.5 metres east of Trinity Street to Cherry Street, for a maximum period of 2 hours, from 8:00 a.m. to 6:00 p.m., Monday to Saturday;
4. the current regulation authorizing the operation of parking machines on the south side of Mill Street, from a point 20.0 metres east of Trinity Street to Cherry Street, for a maximum period of 3 hours from 6:00 p.m. to 9:00 p.m., Monday to Saturday, and from 1:00 p.m. to 9:00 p.m., Sunday, be amended to operate on the south side of Mill Street, from a point 36.5 metres east of Trinity Street to Cherry Street, for a maximum period of 3 hours from 6:00 p.m. to 9:00 p.m., Monday to Saturday, and from 1:00 p.m. to 9:00 p.m., Sunday; and
5. a three-vehicle “Taxicab Stand” be delineated on the south side of Mill Street, from a point 20.0 metres east of Trinity Street to a point 16.5 metres further east thereof.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget interim appropriations.	\$ 400
Additional funding request for current budget year	Not applicable	nil
Funding required for next budget year	Not applicable	nil
Total financial impact		\$ 400

Summary

In September, 2006, Transportation Services reported to Community Council recommending a student pick up/drop off zone on the south side of Mill Street, just east of Trinity Street. We were then requested to further review conflicts between taxicabs and a transit stop at this same location. The placing of a three-vehicle taxicab stand on the south side of Mill Street adjacent to the new student pick up/drop off zone should resolve the conflicts with the existing nearside transit stop. However, we would need to remove three spaces currently used for pay-and-display and permit parking.

(Deferred from September 13, 2006)

TE2.65	ACTION			Wards: 29
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Poll Results - Implementation of Overnight On-Street Permit Parking on both sides of Warland Avenue between O'Connor Drive and Donlands Avenue. (Ward 29 - Toronto-Danforth) (Deferred from July 11, 2006 and September 13, 2006)

(June 26, 2006) report from City Clerk

Recommendations

It is recommended that this report be received for information.

Summary

To report on the results of a poll of the residents of Warland Avenue, between O'Connor Drive and Donlands Avenue to determine support for the implementation of overnight on-street permit parking.

Communications

(July 9, 2006) e-mail from Maryanne Piazza - TEMain.2

(July 7, 2006) letter from Carol-Ann Lamanna - TEMain.1

TE2.66	ACTION		Transactional	Wards: 31
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Amendments to the parking regulations on Halsey Avenue

(December 20, 2006) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that:

1. the “No Parking Anytime” regulation on the north side of Halsey Avenue from Dawes Road to the westerly end of Halsey Avenue, be rescinded;
2. parking be prohibited at all times on the south side of Halsey Avenue from a point 40 metres west of George Webster Road to a point 89 metres further west thereof; and
3. parking be prohibited at all times on the north side of Halsey Avenue, from Dawes Road to George Webster Road.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget interim appropriations.	\$500
Additional funding request for current budget year	Not applicable	Nil
Funding required for next budget year	Not applicable	Nil
Total financial impact		\$500

Summary

A public meeting was held in September 2006 where various issues related to parking on Halsey Avenue were discussed. We are reporting to request Council’s authority to amend several parking regulations on this street. If approved, these amendments could deter parking at locations where complaints have been received about vehicles blocking access to driveways, and will correct certain conflicts that exist between entries in the former East York Traffic By-law and parking regulations signed on Halsey Avenue.

TE2.67	ACTION			Wards: 32
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Amendments to Parking Regulations on Glen Stewart Crescent, south of Kingston Road

(December 21, 2006) report from Director, Transportation Services, Toronto and East York District

Recommendations

Transportation Services recommends that:

1. the existing “Permit Parking, 12:01 a.m. to 7:00 a.m.” regulation on the east side of Glen Stewart Crescent, from Kingston Road to the east/west leg of Glen Stewart Crescent, be rescinded;
2. a “Permit Parking, 12:01 a.m. to 7:00 a.m.” regulation be implemented on the east side of Glen Stewart Crescent, from Kingston Road to a point 33 metres south of thereof;
3. a “Permit Parking, 12:01 a.m. to 7:00 a.m.” regulation be implemented on the east side of Glen Stewart Crescent, from a point 44 metres south of Kingston Road to the east/west leg of Glen Stewart Crescent; and
4. a “No Stopping Anytime” regulation be implemented on the east side of Glen Stewart Crescent, from a point 33 metres south of Kingston Road to a point 11 metres south thereof.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget interim appropriations	\$400
Additional funding request for current budget year	Not applicable	nil
Funding required for next budget year	Not applicable	nil
Total financial impact		\$400

Summary

The purpose of this report is to remove one permit parking space, and replace it with a stopping prohibition, on the east side of Glen Stewart Crescent, at the laneway south of Kingston Road. Prohibiting stopping at this location will allow garbage trucks to safely turn out of the laneway from No. 601 Kingston Road, and will result in the loss of one permit parking space.

TE2.68	ACTION		Transactional	Wards: 14, 18, 19, 20, 30, 31, 32
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Installation/Removal of On-Street Parking Spaces for Persons with Disabilities - Various Locations

(December 29, 2006) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that:

1. the installation and removal of on-street parking spaces for persons with disabilities at various locations as identified in the attached Appendix A be approved.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget interim appropriations	\$7500

Summary

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.

TE2.69	ACTION		Transactional	Wards: 28
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Construction Staging Area at 225 Wellesley Street East

(December 21, 2006) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that:

1. the sidewalk and curb lane on the south side of Wellesley Street East, between Ontario Street and a point 65.2 metres west of Ontario Street, be closed to vehicular traffic for nine months from February 7, 2007 to November 7, 2007;
2. stopping be prohibited at all times on both sides of Wellesley Street East, between Ontario Street and a point 80.2 metres west of Ontario Street;
3. the existing No Parking, 7:00 a.m. to 9:00 a.m., except Sat., Sun. and public holidays regulation on the south side of Wellesley Street East, between Ontario Street and a point 80.2 metres west of Ontario Street, be rescinded;
4. the existing No Parking Anytime regulation on the north side of Wellesley Street East, between Ontario Street and a point 80.2 metres west of Ontario Street, be rescinded;
5. the existing No Stopping, 7:00 a.m. to 9:00 a.m., except Sat., Sun. and public holidays regulation on the north side of Wellesley Street East, between Ontario Street and a point 80.2 metres west of Ontario Street, be rescinded;

- 6 the existing No Stopping, 4:00 p.m. to 6:00 p.m., except Sat., Sun. and public holidays regulation on the south side of Wellesley Street East, between Ontario Street and a point 80.2 metres west of Ontario Street, be rescinded;
7. the existing one-way regulation, anytime, from south to north, on Ontario Street, between Wellesley Street East and a point 46.3 metres south of Wellesley Street East, be rescinded;
- 8 the existing Permit Parking, 12:01 a.m. to 10:00 a.m., regulation on Ontario Street, from Carlton Street to Wellesley Street East, be modified to be from Carlton Street to a point 46.3 metres south of Wellesley Street East; and
9. upon completion of this project, Wellesley Street East and Ontario Street revert to their pre-construction traffic and parking operation and regulations

Summary

A 10-storey residential building is being constructed at a site on the south-west corner of Wellesley Street East and Ontario Street. To permit this construction, Transportation Services must temporarily close the south sidewalk and provide a temporary pedestrian walkway in the south curb lane on Wellesley Street East, and temporarily implement two-way traffic operation on Ontario Street, between Wellesley Street and a private laneway located 46.3 metres south of Wellesley Street East for nine months.

Links to Background Information

2007-te2-69

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-69_545.pdf)

TE2.70	ACTION		Transactional	Wards: 28
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Construction Staging Area on Bremner Boulevard, east of York Street

(December 20, 2006) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that:

1. the sidewalk and curb lane on the south side of Bremner Boulevard, between York Street and a point 110.1 metres east of York Street, be closed to vehicular traffic for 36 months from February 7, 2007 to January 31, 2010;
2. Bremner Boulevard be temporarily closed to vehicular traffic between Lake Shore Boulevard and a point 75.5 metres north of Lake Shore Boulevard, for 12 months from

February 7, 2007 to January 31, 2008;

3. stopping be prohibited at all times on the south side of Bremner Boulevard, between York Street and a point 110.1 metres east of York Street;
4. the existing No Standing Anytime regulation on the south side of Bremner Boulevard, between York Street and Lake Shore Boulevard West, be rescinded; and
5. upon completion of this project, Bremner Boulevard revert to its pre-construction traffic and parking operation and regulations.

Summary

Two 54-storey residential buildings are being constructed at a site on the south-east corner of York Street and Bremner Boulevard. To permit this construction, Transportation Services' must temporarily close the south sidewalk and provide a temporary pedestrian walkway in the south curb lane on Bremner Boulevard for 36 months, and must temporarily close Bremner Boulevard, north of Lake Shore Boulevard, for 12 months.

Links to Background Information

2007-te2-70

http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-70_552.pdf

TE2.71	ACTION		Transactional	Wards: 31
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Amendments to parking regulations on Glebeholme Boulevard, east of Coxwell Avenue

(December 20, 2006) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that:

1. Parking be prohibited at all times on the north side of Glebeholme Boulevard, from Coxwell Avenue to a point 15 metres east thereof;
2. Parking be prohibited at all times on the south side of Glebeholme Boulevard, from Coxwell Avenue to a point 15 metres east thereof; and
3. Regulations allowing parking by permit holders only at all times on the north side of Glebeholme Boulevard, from Coxwell Avenue to Woodington Avenue, not be implemented.

Financial Impact

The cost to undertake the necessary sign installation associated with adjusting the parking regulations on both sides of Glebeholme Boulevard, east of Coxwell Avenue is estimated to be \$500.00. If in addition Council decides to allow 24-hour permit parking on the north side of Glebeholme Boulevard, as outlined in this report, there will be an additional cost of \$500.00 to undertake the sign adjustments. Funds are available in the Transportation Services Division 2007 Operating Budget interim appropriations.

Summary

The purpose of this report is to request Council's authority to reduce the length of an existing corner parking prohibition on Glebeholme Boulevard, east of Coxwell Avenue and provide the Members of Council with information on which to make an informed decision on a request to implement 24-hour permit parking on the north side of Glebeholme Boulevard, from Coxwell Avenue to Woodington Avenue. The current parking prohibition on the north and south sides of Glebeholme Boulevard, east of the Coxwell/Glebeholme intersection could be reduced in length by approximately 15 metres to provide five additional parking spaces on the street. Implementation of 24-hour permit parking is not advisable due to the potential impacts on parking in the neighbourhood.

TE2.72	ACTION		Transactional	Wards: 19
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Naming of Proposed Street in Exhibition Place

(December 18, 2006) report from City Surveyor

Recommendations

The City Surveyor recommends that:

1. the proposed street south of the new soccer stadium, extending between the east section of Princes' Boulevard and Ontario Drive, be named "Princes' Boulevard";
2. the portion of Ontario Drive extending between the proposed street and the west section of Princes' Boulevard, be changed to "Princes' Boulevard"; 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.

Summary

This report recommends that the proposed street, south of the new soccer stadium at Exhibition Place, be named "Princes' Boulevard", and a portion of Ontario Drive be changed to "Princes' Boulevard." The naming of the streets is required to reconnect the east and west sections of Princes' Boulevard that have been separated as a result of the new soccer stadium, and to provide a municipal address for the stadium.

Links to Background Information

2007-te2-72

http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-72_563.pdf

TE2.73	ACTION		Transactional	Wards: 32
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Renaming of Peggy Lush Lane

(December 18, 2006) report from City Surveyor

Recommendations

The City Surveyor recommends that:

1. the name “Peggy Lush Lane”, for the new private lane located on the west side of Kingston Road, north of Dundas Street East, be changed to “Tompkins Mews”;
2. The Ban Group 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.

Summary

This report recommends that the name “Peggy Lush Lane”, for the new private lane located at the residential development on the west side of Kingston Road, north of Dundas Street East, be changed to “Tompkins Mews”. The proposed name “Tompkins Mews” 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.

Links to Background Information

2007-te2-73

http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-73_564.pdf

TE2.74	ACTION		Transactional	Wards: 32
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Naming of Proposed Private Lane at 2261, 2263 and 2265 Gerrard Street East

(December 18, 2006) report from City Surveyor

Recommendations

The City Surveyor recommends that:

1. the proposed private lane at 2261, 2263 and 2265 Gerrard Street East be named “Hodge Lane”;
2. Hyde Park 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.

Summary

This report recommends that the proposed private lane at the residential development at 2261, 2263 and 2265 Gerrard Street East be named “Hodge Lane”. Naming the lane will facilitate the identification of the proposed units fronting thereon. The proposed name “Hodge 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.

Links to Background Information

2007-te2-74

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-74_565.pdf)

TE2.75	ACTION		Transactional	Wards: 14, 18, 19, 20, 21, 22, 27, 28, 29, 30, 31, 32
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Business Improvement Area List of Nominees for the 2007-2010 Boards of Management

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

Recommendations

The General Manager of Economic Development, Culture and Tourism recommends that:

1. Council appoint the nominees listed in Attachment No. 1 to this report to the Boards of Management for thirty-six 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 No.

- 2;
3. The Beaches BIA, as defined by the boundaries described in Attachment No. 3, be renamed The Beach 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.

Summary

The purpose of this report is to recommend the Board of Management appointments for thirty-six Business Improvement Areas that fall within the Toronto and East York 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 Beaches BIA be renamed The Beach BIA.

TE2.76	ACTION		Transactional	Wards: 27
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Endorsement of Event for Liquor Licence Purposes

(December 14, 2006) letter from Councillor Rae

Recommendations

Councillor Rae recommends:

That City Council, for liquor licence purposes, declare Sante: the Bloor-Yorkville Wine Festival - 2007, to be an event of municipal and/or community significance and indicate that it has no objection to it taking place.

Summary

To seek Council's endorsement of events for liquor licence purposes

TE2.77	ACTION		Transactional	Wards: 27
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Liquor Licence Endorsement - Canon Theatre, 244 Victoria Street

(December 21, 2006) letter from Councillor Rae

Recommendations

Councillor Rae recommends:

That City Council support the application of Mirvish Productions to the Alcohol and Gaming Commission of Ontario for a sales licence, including a stadium endorsement which would permit and sale and service of alcohol in areas including, but not limited to, tiered and sloped seating within the premises known as the Canon Theatre, located at 244 Victoria Street.

Summary

To gain Council's endorsement of a liquor sales licence in areas of tiered for sloped seating in the Canon Theatre.

Links to Background Information

2007-te2-77

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-77_566.pdf)

TE2.78	ACTION		Transactional	Wards: 28
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Liquor Licence Application- The Tender Trap, 580 Parliament Street

(January 16, 2007) letter from Councillor McConnell

Recommendations

Councillor McConnell recommends that:

- "1. City Council direct the City Clerk to advise the Registrar of the Alcohol and Gaming Commission of Ontario ("AGCO") that the issuance of a liquor licence for The Tender Trap, 580 Parliament Street is not in the public interest having regard to the needs and wishes of the residents and that the Registrar should issue a Proposal to Review the liquor licence application;
2. the AGCO be requested to provide the City with an opportunity to participate in any proceedings with respect to the Premises to oppose the issuance of a liquor licence; and
3. the City Solicitor be authorized to attend all proceedings before the AGCO in this matter and be directed to take all necessary actions so as to give effect to this Resolution."

Summary

To oppose the issuance of a liquor licence.

Links to Background Information

2007-te2-78

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-78_567.pdf)

TE2.79	ACTION		Transactional	Wards: 32
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19-29 Maughan Crescent - OMB Hearing

(September 21, 2006) Member Motion from Councillor Bussin

Recommendations

Councillor Bussin recommends:

That City Council authorize the City Solicitor and appropriate staff to appear at the Ontario Municipal Board to oppose the rezoning application for 19-29 Maughan Crescent in the event residents continue to oppose the proposed development.

Summary

To seek authorization for the City Solicitor to attend an OMB Hearing.

TE2.80	ACTION		Transactional	Wards: 30
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Commercial Heritage Conservation District, Queen Street East, from the Don River, east to De Grassi Street

(January 2, 2007) letter from Councillor Fletcher

Recommendations

Councillor Fletcher recommends:

That Clause 123 of Report 7 of the Toronto and East York Community Council, adopted as amended by City Council on September 25, 26 and 27, 2006, be amended by deleting Recommendation (1) contained in the Recommendations Section of the supplementary report (September 25, 2006) from the Chief Planner and Executive Director, City Planning, and replacing with the following revised Recommendation:

“(1) City Council identify the area shown in Attachment No. 1 of this report as the Queen Street East Heritage Conservation District Study Area.”

Summary

To amend City Council's action taken on September 25, 26 and 27, 2006 to recommend that the Study Area be identified, rather than enacted by by-law.

Communications

(January 2, 2007) Report from Toronto and East York Community Council - TEMaina
http://www.toronto.ca/legdocs/mmis/2007/te/comm/communicationFile_43.doc

(Deferred from September 13, 2006)

TE2.81	ACTION		Transactional	Wards: 20
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Harbourfront Centre Noise

(September 13, 2006) Member Motion from Councillor Silva

Recommendations

That the Executive Director of Municipal Licensing and Standards investigate and report to the first meeting of Toronto and East York Community Council in 2007 for consideration as a deputation item on the feasibility of applying the following standards to the Harbourfront Centre outdoor activities:

1. that decibels will be held to a maximum of 85 and contracts will stipulate an 85 db maximum;
2. that limiter/governor will be installed which would prevent the sound technician from exceeding the limit;
3. that only Harbourfront equipment and sound technicians will be used;
4. that Harbourfront staff will regularly monitor and advise technician(s) to reduce the sound if needed;
5. that staff will be fully briefed on what to do and action taken.

Summary

None

Links to Background Information

2007-te2-81

http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-81_571.pdf

81a Harbourfront Centre Noise

Summary

Excerpt of Clause 127 of Report 7 of the Toronto and East York Community Council .

Links to Background Information

2007-te2-81a

(http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/2007-te2-81a_572.pdf)

TE2.82	ACTION		Transactional	Wards: 20
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Appointments to Cecil Community Centre Board of Directors

(November 2, 2006) letter from Executive Director, Cecil Community Centre

Recommendations

That Council appoint Ted Brown and Cythia Sherwood to replace Carly Steinmann and Ulysses Castellanon as Board Members of the Cecil Community Centre.

Summary

Requesting that Council appoint two members to the Cecil Community Centre Board of Management to replace two outgoing members