
Toronto and East York Community Council

Meeting No.	4	Contact	Christine Archibald, Committee Administrator
Meeting Date	Tuesday, March 27, 2007	Phone	416-392-7033
Start Time	9:30 AM	E-mail	teycc@toronto.ca
Location	Committee Room 1, City Hall		

Toronto and 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

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Schedule of Timed Items

10:00 a.m.: Items 1 - 5

11:00 a.m.: Items 6 - 10

11:15 a.m.: Items 11 - 16

11:30 a.m.: Items 17 - 27

12:25 p.m.: Item 28

Declaration of Interest under the *Municipal Conflict of Interest Act***Speakers/Presentations – A complete list will be distributed at the meeting****Introduction and Enactment of General Bills and Bill to Confirm the Proceedings of Community Council will be last items.**

TE4.1	ACTION	10:00 AM	Delegated	Ward: 18
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Naming of the public highway east of Sterling Road, extending southerly from Bloor Street West as "Ruttan Street"*Statutory - City of Toronto Act, 2006*

(March 13, 2007) report from City Solicitor

Recommendations

That the Draft By-law from the City Solicitor be enacted by the Toronto and East York Community Council.

Summary

To enact By-law to layout and dedicate certain land located east of Sterling Road, extending southerly from Bloor Street West, for public highway purposes to form a new public highway and to name that highway "Ruttan Street"

Background Information

By-law

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2068.pdf>

TE4.2	ACTION	10:00 AM	Transactional	Ward: 28
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19 River Street - Zoning By-law Amendment Application Final Report and Inclusion on Heritage Inventory*Statutory - Planning Act, RSO 1990*

(March 9, 2007) 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 for the former City of Toronto substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5;

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. before introducing the necessary Bill to City Council for enactment, City Council require the applicant to enter into a Site Plan Agreement under Section 41 of the *Planning Act*;
4. prior to final site plan approval, the applicant be required to:
 - (a) provide a streetscape plan for the public right-of-way adjacent to the subject property satisfactory to the Chief Planner and Executive Director, City Planning Division; and
 - (b) provide a Conservation Plan for the restoration of 19 River Street, satisfactory to the Manager, Heritage Preservation Services;
5. prior to the issuance of any building permit for 19 River Street, including a permit for the demolition, excavation, and/or shoring of the subject property, City Council require the applicant to:
 - (a) provide a Letter of Credit, in a form and amount satisfactory to the Chief Planner and Executive Director, City Planning Division, to secure all work included in the Conservation Plan, and that prior to the release of the Letter of Credit, the applicant be required to provide and implement an Interpretation Program for 19 River Street satisfactory to the Manager of Heritage Preservation Services;
 - (b) provide a record of the as-found condition of 19 River Street; and
 - (c) provide final plans satisfactory to the Manager of Heritage Preservation Services.

Summary

An application has been submitted to permit conversion of an existing three-storey non-residential building located at 19 River Street and construct a two-storey addition for a residential (live-work) development of 36 dwelling units. The proposal is moderately scaled and will result in intensification with an appropriate use for the area while securing a conservation plan for the existing building, which has heritage value. This report reviews and recommends approval of the application to amend the Zoning By-law.

Background Information

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2246.pdf>

(January 15, 2007) report from Director, Policy and Research

Recommendations

It is recommended that:

1. City Council include the property at 19 River Street (Queen City Vinegar Company Factory) on the City of Toronto Inventory of Heritage Properties; and
2. The appropriate City Officials be authorized and directed to take necessary action to give effect thereto.

Summary

This report recommends that City Council include the property at 19 River Street (Queen City Vinegar Company Factory) on the City of Toronto Inventory of Heritage Properties. The property has cultural heritage value as an early 20th century factory designed by Toronto architect J. F. Brown with features of Edwardian Classicism that contributes to the character of the area adjoining the Don River. The inclusion of the property on the City's heritage inventory would encourage the retention of the heritage attributes of the building while it is converted to residential uses.

Background Information

Attachment 3: Reasons for Listing

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2258.pdf>)

Letter from Toronto Preservation Board

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2260.pdf>)

Attachment 1: Location Map

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2257.pdf>)

Attachment 2: Photograph

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2259.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2247.pdf>)

2b Inclusion on Heritage Inventory - 19 River Street (Communication)

(March 1, 2007) letter from Toronto Preservation Board

Recommendations

The Toronto Preservation Board recommended to the Toronto and East York Community Council that:

- (1) City Council include the property at 19 River Street (Queen City Vinegar Company Factory) on the City of Toronto Inventory of Heritage Properties; and

- (2) the appropriate City officials be authorized and directed to take necessary action to give effect thereto.

Summary

The Toronto Preservation Board on March 1, 2007, considered the report (January 15, 2007) from the Director, Policy and Research, City Planning Division.

Background Information

Letter

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2362.pdf>)

TE4.3	ACTION	10:00 AM	Transactional	Ward: 20
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126 Simcoe Street – Zoning By-law Amendment Application – Refusal Report

(March 9, 2007) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. City Council refuse zoning by-law amendment application 06 180736 STE 20 SA (drawings date stamped October 2, 2006) respecting the proposal to construct a 35-storey building; and
2. City Council authorize the City Solicitor and other appropriate City staff to appear at the Ontario Municipal Board in support of the refusal of this application should the application be appealed.

Summary

An application has been submitted to permit a 35-storey (106.5 metre) residential condominium building with commercial uses on the ground level at 126 Since Street. This purpose of this report is to recommend refusal of the application and, should the application be appealed, request direction for staff to appear at the Ontario Municipal Board in support of the recommended refusal.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2350.pdf>)

TE4.4	ACTION	10:00 AM	Transactional	Ward: 22
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Refusal Report - Official Plan Application – 359-377 Roehampton Avenue

(March 5, 2007) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. City Council refuse Official Plan Amendment No. 07 111502 STE 22 OZ; and
2. City Council direct the City Solicitor and appropriate staff to attend the Ontario Municipal Board to support the City Council's decision to refuse the application.

Summary

An application has been submitted to permit the construction of a 27 unit, 31/2 storey residential apartment building 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 will be joining this file together with the previous refused application No. 05 195762 STE 22 OZ at the Ontario Municipal Board. This report reviews and recommends refusal of the application to amend the Official Plan.

Background Information

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1918.pdf>

TE4.5	ACTION	10:00 AM	Transactional	Ward: 30
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Request for Direction - 59 Colgate Avenue Zoning and Site Plan Applications

(March 12, 2007) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. City Council authorize the City Solicitor and necessary City staff to attend at the Ontario Municipal Board hearing in support of the appeals, subject to the resolution of all outstanding issues, including, but not limited to, issues that may relate to Building Setback, Streetscaping, Urban Forestry, Urban Design, and Technical Services;
2. City Council authorize the City Solicitor to request the OMB to withhold its order approving the Zoning By-law Amendment until the owner has entered into a Site Plan

Agreement under Section 41 of the *Planning Act*; and

3. City Council authorize the City Solicitor and necessary City staff to take such necessary steps to implement the foregoing.

Summary

The applicant has appealed the Zoning By-law amendment and Site Plan Control applications to the Ontario Municipal Board (OMB) due to Council's failure to make a decision on the applications within the time allotted by the Planning Act. The applications before the OMB are to permit 21 live/work units at 59 Colgate Avenue. The purpose of this report is to seek Council's direction on the appeal. Since the appeal, the applicant submitted a revised proposal that should incorporate the comments received from staff and community members. Appropriate agencies and City Departments are currently evaluating the revised submission. City staff are continuing to work with the applicant in an effort to resolve outstanding issues. The OMB has set a hearing date of May 28, 2007 to June 1, 2007. This report seeks Council's direction to staff to attend the upcoming hearing in support of the appeal, subject to the resolution of all outstanding issues.

Background Information

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2063.pdf>

(Deferred from January 16, 2007)

TE4.6	ACTION	11:00 AM	Transactional	Ward: 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.

Background Information

Attachment 4 - Proposed Development Plan

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1917.pdf>)

Attachments 1, 2 and 3 - Location Map, Photographs and Reasons for Designation

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1916.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1915.pdf>)

Communications

(June 12, 2006) letter from Ernie Victor, Aird and Berlis, LLP - TESupplementary12.2

(September 5, 2006) letter from Ernie Victor, Aird and Victor, LLP - TESupplementary12.1

(January 10, 2007) letter from Ernie Victor, Aird & Berlis LLP - TESupplementary12.3

(Deferred from January 16, 2007 - 2007.TE2.12a)

6a 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) letter 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.

Background Information

Letter from Toronto Preservation Board

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1921.pdf>

TE4.7	ACTION	11:00 AM	Transactional	Ward: 27
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Demolition and Replacement of a Structure in the North Rosedale Heritage Conservation District - 204 Douglas Drive

(February 12, 2007) report from Director, Policy and Research, City Planning Division

Recommendations

The City Planning Division recommends that:

1. in accordance with Section 42(1) of the *Ontario Heritage Act*, the request to demolish the “C” rated building located at 204 Douglas Drive be approved;
2. the plans for the replacement building as shown on the drawings submitted by AREA Architects Rasch Eckler Associates Ltd. dated February 6 2007, on file with the Manager of Heritage Preservation Services, be approved; and
3. final design plans that are substantially in accordance with the plans approved by City Council and address staff’s concerns be submitted for the review and approval of the Manager of Heritage Preservation Services prior to the issuance of a demolition permit for the existing building and/or a building permit for the replacement building; and
4. the appropriate City Officials be authorized and directed to take the necessary action to give effect thereto.

Summary

This report recommends that City Council approve an application to demolish the existing residence located at 204 Douglas Drive and approve the design of the replacement residence as shown on the submitted plans. The subject property is located in the North Rosedale Heritage Conservation District and as such, any demolition application requires the approval of City Council under Section 42(1) of the Ontario Heritage Act. The owner submitted a complete application on February 12, 2007 and in accordance with Section 42(4) the Ontario Heritage Act, Council must make a decision on the application to demolish the existing building by May 13, 2007 (90 days from the issuance of a notice of receipt of the submission of a complete application.) Staff has no objection to the approval of the demolition of the existing residence subject to the building permit plans for the replacement residence being substantially in accordance with the plans approved by City Council with minor modifications to the overall design.

Background Information

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2223.pdf>

7a 204 Douglas Drive – Demolition of Structure within the North Rosedale Heritage Conservation District and Approval of a Replacement Structure

(March 1, 2007) report from Toronto Preservation Board

Recommendations

The Toronto Preservation Board recommended to the Toronto and East York Community Council that:

1. in accordance with Section 42(1) of the *Ontario Heritage Act*, the request to demolish the “C” rated building located at 204 Douglas Drive be approved;
2. the plans for the replacement building as shown on the drawings submitted by AREA Architects Rasch Eckler Associates Ltd. dated February 6 2007, on file with the Manager of Heritage Preservation Services, be approved;
3. final design plans that are substantially in accordance with the plans approved by City Council and address staff’s concerns be submitted for the review and approval of the Manager of Heritage Preservation Services prior to the issuance of a demolition permit for the existing building and/or a building permit for the replacement building; and
4. the appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

Summary

For consideration at the March 27, 2007 meeting of the Toronto and East York Community Council.

Background Information

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2225.pdf>

Communications

(February 26, 2007) e-mail from Jane Wilton, Chair of Heritage and Development Committee - TEMain

TE4.8	ACTION	11:00 AM	Transactional	Ward: 27
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Summerhill Heritage Conservation District Study Area

(February 7, 2007) report from Director, Policy and Research, City Planning Division

Recommendations

It is recommended that:

1. City Council identify the area shown in Attachment No. 1 of this report as the Summerhill Heritage Conservation District Study Area; and
2. the appropriate City Officials be authorized and directed to take the necessary action to give effect thereto.

Financial Impact

There is no immediate financial impact arising from this report. It must be noted that when the study is completed approximately 260 properties will be added to the Inventory. It is also noted that adding properties to the Inventory by means of Heritage Conservation District designations dramatically increases the workload of Heritage Preservation Services, requiring staff to review all building permits, Committee of Adjustment, rezoning and Official Plan amendment applications within legislated timeframes. The continued increase in Heritage Conservation Districts will not be sustainable without additional staff resources.

Summary

The purpose of this report is to recommend that Council identify the Summerhill neighbourhood as a Heritage Conservation District Study Area for potential designation under Part V of the Ontario Heritage Act. To qualify for designation as a Heritage Conservation District an area must display, among other things, a significant concentration of heritage resources. Summerhill is an area with a heritage character that includes both architectural and historical resources. Staff have reviewed the proposed area on a preliminary basis and have determined that it would qualify for study as a heritage conservation district. Staff support the local initiative to undertake a Heritage Conservation District study of Summerhill.

Background Information

Attachment 2 - List of Properties

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2340.pdf>

Attachment 1 - Map

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2339.pdf>

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2338.pdf>

8a

Summerhill Heritage Conservation District Study Area (Communication)

(March 1, 2007) letter from Toronto Preservation Board

Recommendations

The Toronto Preservation Board recommended to the Toronto and East York Community Council that:

1. City Council identify the area shown in Attachment 1 of this report as the Summerhill Heritage Conservation District Study Area; and
2. The appropriate City Officials be authorized and directed to take the necessary action to give effect thereto.

Summary

The Toronto Preservation Board on March 1, 2007, considered the report (February 7, 2007) from the Director, Policy and Research, City Planning Division.

Background Information

Letter

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2363.pdf>)

TE4.9	ACTION	11:00 AM	Transactional	Ward: 28
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Repeal of Designation Bylaw - 6 Howard Street

(February 6, 2007) report from Director, Policy and Research, City Planning Division

Recommendations

The City Planning Division recommends that:

1. Council enact a by-law to repeal Designation By-law No. 341-2005; and
2. The appropriate City Officials be authorized and directed to take the 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 the repealing by-law in the daily newspaper is included in the approved 2007 City Planning Division budget.

Summary

This report recommends that Council pass a by-law to repeal Designation By-law No. 341-2005, as the building on the property was demolished in March, 2006. This action is required by the Ontario Heritage Act.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2344.pdf>)

9a **Repeal of Designation By-law - 6 Howard Street (Communication)**

(March 1, 2007) letter from Toronto Preservation Board

Recommendations

The Toronto Preservation Board recommended to the Toronto and East York Community Council that:

1. City Council enact a by-law to repeal Designation By-law No. 341-2005; and
2. The appropriate City Officials be authorized and directed to take the necessary action to give effect thereto.

Summary

The Toronto Preservation Board on March 1, 2007, considered the report (February 6, 2007) from the Director, Policy and Research, City Planning Division.

Background Information

Letter

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2365.pdf>

TE4.10	ACTION	11:00 AM	Transactional	Ward: 28
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Cabbagetown West Heritage Conservation District Study Area

(February 7, 2007) report from Director, Policy and Research, City Planning Division

Recommendations

The City Planning Division recommends that:

1. City Council identify the area shown in Attachment No. 1 of this report as the Cabbagetown West Heritage Conservation District Study Area; and
2. the appropriate City Officials be authorized and directed to take the necessary action to give effect thereto.

Financial Impact

There is no immediate financial impact arising from this report. It must be noted that when the study is completed approximately 185 properties will be added to the Inventory. It is also noted that adding properties to the Inventory by means of Heritage Conservation District designations dramatically increases the workload of Heritage Preservation Services, requiring staff to review all building permits, Committee of Adjustment, rezoning and Official Plan amendment applications within legislated timeframes. The continued increase in Heritage

Conservation Districts will not be sustainable without additional staff resources.

Summary

The purpose of this report is to identify a part of the Cabbagetown neighbourhood as a study area for potential designation as a Heritage Conservation District under Part V of the Ontario Heritage Act. To qualify for designation as a Heritage Conservation District an area must display, among other things, a significant concentration of heritage resources. Cabbagetown is an area with a heritage character that includes both architectural and historical resources. Staff have reviewed the proposed area on a preliminary basis and have determined that it would qualify for study as a heritage conservation district. Staff support the local initiative to undertake a Heritage Conservation District study of Cabbagetown and recommend Council identify the area shown in Attachment 1 as the Cabbagetown West Heritage Conservation District Study Area.

Background Information

Attachment 2

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2168.pdf>)

Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2167.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2166.pdf>)

10a Cabbagetown West Heritage Conservation District Study Area

(March 1, 2007) letter from Toronto Preservation Board

Recommendations

The Toronto Preservation Board recommended to the Toronto and East York Community Council that:

1. City Council identify the area shown in the revised Attachment 1 of this report as the Cabbagetown West Heritage Conservation District Study Area.
2. The appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

Summary

The Toronto Preservation Board on March 1, 2007, considered the report (February 7, 2007) from the Director, Policy and Research, City Planning Division.

Background Information

Letter

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2370.pdf>)

TE4.11	ACTION	11:15 AM	Delegated	Ward: 20
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Sign Variance - 224 Richmond Street West

(March 1, 2007) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that Toronto and East York Community Council refuse the request for variances to permit, for third party advertising purposes, a non-illuminated fascia sign on the south elevation of the building at 224 Richmond Street West.

Summary

This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision. This report reviews and makes recommendations on a request by Leslie Abro of Abcon Media on behalf of Seven Lounge Inc. for approval of a variance from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for third party advertising purposes, a non-illuminated fascia sign on the south elevation of the building at 224 Richmond Street West. Staff recommends refusal of this application. The variances are major and not within the general intent and purpose of the Municipal Code.

Background Information

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2351.pdf>

TE4.12	ACTION	11:15 AM	Delegated	Ward: 27
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Sign Variance - 415 Yonge Street

(February 7, 2007) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that Toronto and East York Community Council refuse the request for variances to permit, for third party advertising purposes, a non-illuminated fascia sign on the south elevation of the building at 415 Yonge Street.

Summary

This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision. This report reviews and makes recommendations on a request by Leslie Abro of Abcon Media on behalf of Anthem 415 Yonge Street Ltd. for approval of variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for third party advertising purposes, a non-illuminated fascia sign on the south elevation of the building at 415 Yonge Street. Staff recommends refusal of this application. The

variances are major and not within the general intent and purpose of the Municipal Code.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1907.pdf>)

TE4.13	ACTION	11:15 AM	Delegated	Ward: 27
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Sign Variance - 931 Yonge Street

(March 7, 2007) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that Toronto and East York Community Council refuse the request for a variance to permit, for third party advertising purposes, two illuminated roof signs located on top of the north and south parapet walls of the building at 931 Yonge Street.

Summary

This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision. This report reviews and makes recommendations on a request by Leslie Abro of Abcon Media on behalf of Toronto Community Housing Corporation for approval of a variance from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for third party advertising purposes, two illuminated roof signs located on top of north and south parapet walls of the mechanical penthouse of the building at 931 Yonge Street. Staff recommends refusal of this application. The variance is major and not within the general intent and purpose of the Municipal Code.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2072.pdf>)

TE4.14	ACTION	11:15 AM	Delegated	Ward: 27
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Sign Variance - 77 Elm Street

(March 1, 2007) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that Toronto and East York Community Council refuse the request for variances to permit, for third party advertising purposes, a non-illuminated fascia sign on the south elevation of the building at 77 Elm Street.

Summary

This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision. This report reviews and makes recommendations on a request by Leslie Abro of Abcon Media on behalf of The Hospital for Sick Children for approval of variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for third party advertising purposes, a non-illuminated fascia sign on the south elevation of the building at 77 Elm Street. Staff recommends refusal of this application. The variances are major and not within the general intent and purpose of the Municipal Code.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2089.pdf>)

(Deferred from February 13, 2007 - 2007.TE3.17a)

TE4.15	ACTION	11:15 AM	Delegated	Ward: 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 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.

(Deferred from February 13, 2007 – 2007.TE3.17a)

15a

Sign Variance - 120 Church Street

(January 19, 2007) report from Manager, Municipal Licensing and Standards Division Toronto East York District

Recommendations

1. Municipal Licensing and Standards Division recommends that the sign variance request be refused.
2. Municipal Licensing and Standards Division recommends that upon refusal that a 14 day letter of compliance be issued and that the necessary action be taken to ensure compliance.

Summary

The Toronto and East York Community Council deferred consideration of the report (December 12, 2006) from the Director, Community Planning, Toronto and East York District Item 14 to its next meeting on February 13, 2007, and requested the Executive Director, Municipal Licensing and Standards to report to that meeting on the illegal sign at this location.

TE4.16	ACTION	11:15 AM	Transactional	Ward: 19
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Sign Variance - 2 Strachan Avenue

(March 8, 2007) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

City Council refuse the request for variances to permit, for first party advertising purposes, illuminated ground sign at 2 Strachan Avenue.

Financial Impact

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

Summary

This report reviews and makes recommendations on a request by Kirk Malcolm, with Planmac Inc. for GO Transit for approval of a variance from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for public recognition purposes, an illuminated ground sign for GO Transit at 2 Strachan Avenue. Staff recommends refusal of this application. The variances are major and not within the general intent and purpose of the Municipal Code.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2347.pdf>)

TE4.17	ACTION	11:30 AM	Delegated	Ward: 19
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Decorative Screen - 451 Manning Avenue

(March 12, 2007) report from Manager, Right of Way Management, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Toronto East York Community Council:

1. approve the maintenance of the decorative screen within the public right of way fronting 451 Manning Avenue, subject to the property owners entering into an encroachment agreement with the City of Toronto, agreeing to but not limited to the following:
 - a. maintain the decorative screen at their own expense in good repair and a condition satisfactory to the General Manager of Transportation Services and will not make any additions or modifications to the encroachment beyond what is allowed under the terms of the Agreement;
 - b. remove the decorative screen upon receiving 90 days written notice to do so; and
 - c. accept such additional conditions as the City Solicitor or the General Manager of Transportation Services may deem necessary in the interest of the City; and
2. direct Legal Services and/or the General Manager of Transportation Services to extend the Encroachment Agreement to a new owner, in the event of sale or transfer of the property abutting the encroachment, subject to the approval of the General Manager of Transportation Services.

Summary

This staff report is about a matter which Community Council has delegated authority from City Council to make a final decision. Transportation Services has assessed a request from the owners of 451 Manning Avenue to allow the ongoing maintenance of a decorative screen that encroaches within the public right of way fronting 451 Manning Avenue. As the decorative screen does not impact negatively on the public right of way, we recommend approval of this request. The owners together with any interested parties will be given an opportunity to make a deputation before Community Council.

Background Information

Attachment 2

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2102.pdf>

Attachment 1

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2101.pdf>

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2100.pdf>

TE4.18	ACTION	11:30 AM	Transactional	Ward: 20
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Request to Waive Encroachment Fee - 100 Queen's Park Crescent - Royal Ontario Museum

(March 12, 2007) report from Manager, Right of Way Management, Transportation Services, Toronto and East York District

Recommendations

Transportation Services recommends that Council deny the request to waive the annual encroachment fee for the building structure known as the Crystal which extends onto the public right of way of Bloor Street West flank of 100 Queen's Park Crescent.

Financial Impact

Should City Council approve waiving the annual encroachment fee for the portion of the Crystal that extends onto the public right of way of Bloor Street West flank of 100 Queen's Park Crescent, a reduction in total annual revenues of \$2,400 will occur.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial implications should City Council decide to waive the requisite fees.

Summary

This staff report is about a matter which the Community Council does not have delegated authority from City Council to make a final decision. Transportation Services has assessed a request to waive the annual encroachment fee for the building encroachment structure known as the Crystal which forms part of the current renovations to the Royal Ontario Museum (ROM) as affecting the public right of way of Bloor Street West flank of 100 Queen's Park Crescent. We do not recommend waiving the annual encroachment fee. The representative of the ROM will be given an opportunity to make a deputation before Community Council.

Background Information

Appendix A - photos

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2324.pdf>

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2323.pdf>

TE4.19	ACTION	11:30 AM	Delegated	Ward: 28
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Door Swing Encroachments - 125 Scadding Avenue

(March 12, 2007) report from Manager, Right of Way Management, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council:

1. approve the installation and maintenance of the security gates which when open, will encroach approximately 0.7 m onto the City sidewalk on the Hahn Place and Aitken Place flank of 125 Scadding Avenue, subject to the owner entering into an encroachment agreement with the City of Toronto, agreeing to but not limited to the following:
 - a. indemnify the City from and against all actions, suits, claims or demands and from all loss, costs, damages and expenses that may result from such permission granted and providing of an insurance policy for such liability for the lifetime of the Agreement in a form approved by the Deputy City Manager and Chief Financial Officer and in the amount not less than \$2,000,000 or such greater amount as the Deputy City Manager and Chief Financial Officer may require;
 - b. maintain the security gates at his/her own expense in good repair and a condition satisfactory to the General Manager of Transportation Services and will not make any additions or modifications to the encroachment beyond what is allowed under the terms of the Agreement;
 - c. obtain approval for associated work on private property from the Toronto Building Division;
 - d. remove the security gates upon receiving 90 days written notice to do so; and
 - e. accept such additional conditions as the City Solicitor or the General Manager of Transportation Services may deem necessary in the interest of the City;
2. direct Legal Services and/or the General Manager of Transportation Services to extend the Encroachment Agreement to the new owner, in the event of sale or transfer of the property abutting the encroachment, subject to the approval of the General Manager of Transportation Services; and
3. request Legal Services to prepare and execute the Encroachment Agreement.

Summary

This staff report is about a matter which the Community Council has delegated authority from City Council to make a final decision. Transportation Services has assessed an appeal from the agent of the property owner of 125 Scadding Avenue for the installation and maintenance of 2 new security gates which when open, will encroach approximately 0.7 m onto the City sidewalk on the Hahn Place and Aitken Place flank of 125 Scadding Avenue. Given that the encroachments will not impact negatively on the public right of way and the purpose of these gates is to provide security for the building, Transportation Services recommends approval of the encroachments. The owner will be given an opportunity to make a deputation before Community Council.

Background Information

Appendix B - photos showing Aitken Place flank

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2329.pdf>)

Appendix A - photos showing Hahn Place flank

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2328.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2327.pdf>)

TE4.20	ACTION	11:30 AM	Delegated	Ward: 14
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Decorative Fence with Brick Pillars - 16 Laxton Avenue

(March 12, 2007) report from Manager, Right of Way Management, Transportation Services
Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council:

1. approve the construction and maintenance of a decorative wrought iron fence and brick pillars within the public right of way fronting 16 Laxton Avenue, provided that the owners relocating the brick pillar immediately adjacent to the driveway servicing 16 and 18 Laxton Avenue 0.46 m easterly of the driveway fronting 16 Laxton Avenue, subject to the owners entering into an encroachment agreement with the City of Toronto, agreeing to but not limited to the following:
 - a. maintain the decorative wrought iron fence together with brick pillars at their own expense in good repair and a condition satisfactory to the General Manager of Transportation Services and will not make any additions or modifications to the encroachment beyond what is allowed under the terms of the Agreement;
 - b. remove the decorative wrought iron fence and brick pillars upon receiving 90 days written notice to do so; and
 - c. accept such additional conditions as the City Solicitor or the General Manager of Transportation Services may deem necessary in the interest of the City; and
2. direct Legal Services and/or the General Manager of Transportation Services to extend the Encroachment Agreement to the new owner, in the event of sale or transfer of the property abutting the encroachment, subject to the approval of the General Manager of Transportation Services.

Summary

This staff report is about a matter which the Community Council has delegated authority from City Council to make a final decision. Transportation Services has assessed an appeal from the owner of 16 Laxton Avenue for the construction of a 1.0 high decorative wrought iron fence

and maintenance of brick pillars within the public right of way fronting 16 Laxton Avenue, immediately back of sidewalk. Even though the encroachments do not meet the requirements of the Municipal Code, provided that the brick pillar immediately adjacent to the driveway servicing 16 and 18 Laxton Avenue is relocated 0.46 m easterly of the driveway fronting 16 Laxton Avenue, Transportation Services recommends approval of the encroachments. The owners together with any interested parties will be given an opportunity to make a deputation before Community Council.

Background Information

Attachment 3

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2112.pdf>)

Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2111.pdf>)

Attachment 2

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2113.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2110.pdf>)

TE4.21	ACTION	11:30 AM	Delegated	Ward: 14
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Fence exemption to Chapter 447-Fences of the Toronto Municipal Code - 25 Maple Grove Avenue

(February 19, 2007) report from Manager, Municipal Licensing and Standards Division, Toronto East York District

Recommendations

Municipal Licensing and Standards Division recommends that the Toronto and East York Community Council deny the fence exemption request for 25 Maple Grove Avenue.

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision. The purpose of this report is to consider a request by the owners of 25 Maple Grove Avenue to be exempted from Chapter 447-Fences, Section 447-2(B). The City of Toronto Municipal Code, Chapter 447-Fences, Section 2, provides that the maximum permitted height of a fence located in the rear yard cannot exceed 2 metres. The existing white cedar fence measures 2.08 metres (7 feet 2 inches) and separates the rear yard of 25 Maple Grove and the properties to the east and west, 21 and 27 Maple Grove Avenue. The total length of the fence extends approximately 102 feet, including the gate.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2208.pdf>)

TE4.22	ACTION	11:30 AM	Delegated	Ward: 21
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Fence exemption to Chapter 447 - Fences of the Toronto Municipal Code at 537 Winona Drive

(March 12, 2007) report from Municipal Licensing and Standards, Toronto East York District

Recommendations

Municipal Licensing and Standards recommends that the Toronto and East York Community Council deny the request for a fence exemption at 537 Winona Drive.

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision. The purpose of this report is to consider a request by the owner(s) of 537 Winona Drive to be exempted from Chapter 447 – Fences, Section 447-2(B). This section states that the maximum height of a fence in the rear yard cannot exceed 2 metres. The existing wood fence/gate located in the rear yard has portions that exceed the maximum fence height. The east chain link fence is in compliance. The north board and lattice fence, dividing the property with 539 Winona Drive, has a length of approximately 14.76 metres (48') and a height of 2.01 metres (6'7") with capped posts measuring 2.39 metres (7'10"). The south board fence, dividing the property with 535 Winona Drive, has a length of approximately 12.93 metres (42') and a height of 1.83 metres (6') with capped posts measuring 2.14 metres (7'). The gate/fence (swing type gate) in the northwest portion in the rear yard measures approximately 3.05 metres (10') and .92 metres (3') in length at the overhead cross section. The capped posts supporting the cross section measures 3.61 metres (11'10") and 2.95 metres (9'8") in height. The board and lattice fence measures approximately 2.36 metres (7'9") in height, in two sections and 2.72 metres (8'11") at the man door.

Background Information

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2207.pdf>

TE4.23	ACTION	11:30 AM	Delegated	Ward: 27
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Fence exemption to Chapter 447 - Fences of the Toronto Municipal Code - 102 Glen Rd

(March 5, 2007) report from Manager, Municipal Licensing and Standards Division, Toronto East York District

Recommendations

Municipal Licensing and Standards recommends that the Toronto and East York Community Council deny the request for a fence exemption at 102 Glen Road.

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision. The applicant, being the agent for the owner of 102 Glen Road, is seeking approval for an exemption to the provisions of the City of Toronto Municipal Code, Chapter 447, Fences, to support the existing solid cinder block fence with columns measuring 1.92 metres in the front yard of the property and an existing 2.15 metre high iron gate and the 1.83 metre high solid construction columns on the east property on the front lot line at 102 Glen Rd. Municipal Licensing & Standards responded to a request from the owner of the subject property for an exemption to Toronto Municipal Code, Chapter 447-Fences.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2209.pdf>)

TE4.24	ACTION	11:30 AM	Delegated	Ward: 32
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Privacy Fence - 2 Hillingdon Avenue

(March 12, 2007) report from Manager, Right of Way Management, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council:

1. approve the maintenance of the privacy fence within portions of the public right of way fronting 2 Hillingdon Avenue and on the Hanson Avenue flank, subject to the owner providing a vision splay adjacent to the driveway on the Hanson Avenue flank and entering into an encroachment agreement with the City of Toronto, agreeing to but not limited to the following:
 - a. maintain the privacy fence at his/her own expense in good repair and a condition satisfactory to the General Manager of Transportation Services and will not make any additions or modifications to the encroachment beyond what is allowed under the terms of the Agreement;
 - b. remove the privacy fence upon receiving 90 days written notice to do so; and
 - c. accept such additional conditions as the City Solicitor or the General Manager of Transportation Services may deem necessary in the interest of the City; and
2. direct Legal Services and/or the General Manager of Transportation Services to extend the Encroachment Agreement to the new owner, in the event of sale or transfer of the property abutting the encroachment, subject to the approval of the General Manager of

Transportation Services.

Summary

This staff report is about a matter which the Community Council has delegated authority from City Council to make a final decision. Transportation Services has assessed an appeal from the owner of 2 Hillingdon Avenue for the maintenance of a 1.3 m high privacy fence within portions of the public right of way fronting 2 Hillingdon Avenue, and a 2.2 m to 2.7 m high fence on the Hanson Avenue flank. Although the fence exceeds the allowable height under the Municipal Code, it does not impact negatively on the public right of way. Therefore, Transportation Services recommends approval of the maintenance of this fence, subject to the property owner modifying the fence adjacent to the driveway on the Hanson Avenue flank by providing a vision splay. The owner will be given an opportunity to make a deputation before Community Council.

Background Information

Appendix A - photos

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2307.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2306.pdf>)

TE4.25	ACTION	11:30 AM	Delegated	Ward: 32
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Privacy Fence and Retaining Wall - 631 Coxwell Avenue

(March 12, 2007) report from Manager, Right of Way Management, Transportation Services
Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council:

1. approve the construction of a wooden privacy fence and wooden retaining wall within portions of the public right of way fronting 631 Coxwell Avenue, subject to the property owner entering into an encroachment agreement with the City of Toronto, agreeing to but not limited to the following:
 - a. maintain the privacy fence and retaining wall at his/her own expense in good repair and a condition satisfactory to the General Manager of Transportation Services and will not make any additions or modifications to the encroachment beyond what is allowed under the terms of the Agreement;
 - b. remove the privacy fence and retaining wall upon receiving 90 days written notice to do so; and
 - c. accept such additional conditions as the City Solicitor or the General Manager of Transportation Services may deem necessary in the interest of the City; and

2. direct Legal Services and/or the General Manager of Transportation Services to extend the Encroachment Agreement to a new owner, in the event of sale or transfer of the property abutting the encroachment, subject to the approval of the General Manager of Transportation Services.

Summary

This staff report is about a matter which the Community Council has delegated authority from City Council to make final decision. Transportation Services has assessed an appeal from the agent of the property owner of 631 Coxwell Avenue for the construction of a wooden privacy fence surmounted on a wooden retaining wall within portions of the public right of way fronting 631 Coxwell Avenue at an overall height of 1.6 m and on the Earl Haig Avenue flank at an overall height of 2.5 m. Although the fence and retaining wall exceed the allowable height under the Municipal Code, they do not impact negatively on the public right of way. Therefore, Transportation Services recommends approval of the encroachments. The owner will be given an opportunity to make a deputation before Community Council.

Background Information

Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2179.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2178.pdf>)

TE4.26	ACTION	11:30 AM	Delegated	Ward: 22
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Driveway Widening Appeal for a Second Vehicle - 85 Hillsdale Avenue West

(March 12, 2007) report from Manager, Right of Way Management, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council:

1. deny the request for driveway widening for a second vehicle at 85 Hillsdale Avenue West; and
2. request that the owner remove the excess asphalt paving and restore the area to soft landscaping.

Summary

This staff report is about a matter which Community Council has delegated authority from City Council to make a final decision. Transportation Services has assessed an appeal from the owner of 85 Hillsdale Avenue West for parking a second vehicle on the widened portion of the driveway. We do not recommend approval of driveway widening for a second vehicle at this location because it does not meet the requirements of the Municipal Code. The owner will be

given an opportunity to make a deputation before Community Council.

Background Information

Attachment 3

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2130.pdf>)

Attachment 2

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2132.pdf>)

Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2129.pdf>)

Attachment 4

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2131.pdf>)

Attachment 5

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2133.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2128.pdf>)

TE4.27	ACTION	11:30 AM	Delegated	Ward: 22
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Driveway Widening Appeal for a second Vehicle - 436 Merton Street

(March 12, 2007) report from Manager, Right of Way Management, Transportation Services, Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council:

1. deny the request for driveway widening for a second vehicle at 436 Merton Street; and
2. request that the owner remove the excess interlocking pavers and restore the area to soft landscaping.

Summary

This staff report is about a matter which Community Council has delegated authority from City Council to make a final decision. Transportation Services has assessed an appeal from the owner of 436 Merton Street for parking a second vehicle on the widened portion of the driveway. We do not recommend approval of driveway widening for a second vehicle at this location because it does not meet the requirements of the Municipal Code. The owner will be given an opportunity to make a deputation before Community Council.

Background Information

Appendix C - Photo

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2294.pdf>)

Appendix B - Property Data Map

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2296.pdf>)

Appendix A - Sketch

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2293.pdf>)

Appendix D - applicant's landscape proposal

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2295.pdf>)

Appendix E - sketch showing existing licensed parking space

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2297.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2292.pdf>)

TE4.28	Presentation	12:25 PM		
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PRESENTATION

TE4.29	ACTION		Transactional	Ward: 19
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Preliminary Report - Rezoning and Official Plan Amendment Application – 703 Dovercourt Road

(February 7, 2007) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that 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 convert the existing church building into a residential building containing 28 dwelling units. 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. A public hearing is targeted for Fall 2007, assuming the applicant provides all required information without delay.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2268.pdf>)

TE4.30	ACTION		Transactional	Ward: 22
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Preliminary Report - Zoning By-law Amendment Application - 1955–1985 Yonge Street & 3 Belsize Drive -

(March 8, 2007) 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;
2. notice for the community consultation meeting be given to landowners and residents within 120 metres of the site;
3. notice for the public meeting under the *Planning Act* be given according to the regulations under the *Planning Act*; and
4. the applicant, in order to enable Planning staff to provide a more complete review of the proposal, be required to provide information in a Review (Segment Study) of the Avenue segment, including but not limited to an assessment of the impacts of incremental development of the Avenue segment and other matters as outlined in this report and as detailed in Section 2.2.3 of the Official Plan.

Summary

An application has been submitted to amend the Zoning By-law (By-law 438-86) to permit the construction of a 9-storey, stepping to 6-storey on the northeast side, mixed-use building comprised of retail uses at grade and office and replacement rental units above at 1955 – 1985 Yonge Street. 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. A statutory public meeting is targeted for fall 2007. This target date assumes that the applicant will provide all required information in a timely manner.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2364.pdf>)

TE4.31	ACTION		Transactional	Ward: 22
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Preliminary Report - Official Plan and Zoning Amendment - 1481, 1491, 1501 Yonge Street, 25 & 27 Heath Street East and 30 Alvin Avenue

(March 8, 2007) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. the applicant, in order to enable Planning staff to provide a more complete analysis of the proposal, be required to submit an Area Based Study providing information intended to broaden the site specific analysis of the proposal to an examination of the local area context and the impact of similar developments occurring on 'soft' sites

within the area;

2. 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 amend the former City of Toronto Official Plan and the Zoning By-law (By-law 438-86) to permit the construction of a 14-storey mixed commercial-residential building and a 2-storey retail building on Yonge Street south of the Wally Crouter Walkway, and a 39-storey and a 32-storey residential condominium and 15 townhouses on the existing Toronto Parking Authority surface parking lot which fronts onto Alvin Avenue and on the lots currently addressed as 25 and 27 Heath Street East. This report provides preliminary information on the above-noted application and seeks Community Council's directions on further processing of the application. A statutory public meeting is targeted for the winter of 2007 - 2008. This target date assumes that the applicant will provide all required information in a timely manner.

Background Information

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2367.pdf>

TE4.32	ACTION		Transactional	Ward: 28
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Request to amend Section 37 Agreement - 225 Wellesley Street East Winchester Square

(March 8, 2007) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. City Council authorize the following revisions to the Section 37 Agreement for the Winchester Square lands as set out in this report, if the Committee of Adjustment approves minor variances for Parcel A of the Winchester Square lands to permit retention of the existing ramp that provides access to the underground garage of 550 Ontario Street and minor variances for Parcel B of the Winchester Square lands to permit a townhouse form of development:
 - a) delete the Conceptual Plan and Alternative Conceptual Plan attached to the Section 37 Agreement and replace with a Conceptual Plan substantially-in-accordance with the Plan attached to this report as Attachment 1;
 - b) remove the requirement to close, deck and landscape the existing ramp that provides access to the underground garage of 550 Ontario Street; and

- c) remove the obligation to tender and enter into a Parking Operation Agreement with a parking lot operator;
2. City Council direct the City Solicitor to prepare revisions to the Section 37 Agreement necessary to implement the changes set out in Recommendation 1; and
3. the appropriate City Officials be authorized and directed to take the necessary action to give effect thereto.

Summary

This report reviews a request by the owner of the remaining Winchester Square lands to amend an existing Section 37 Agreement registered against the title of the properties. Revisions to the Section 37 agreement are one part of a series of planning approvals that would be required to permit an alternative form of development on the site. The agreement would only be revised if the Committee of Adjustment approves required minor variances.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2078.pdf>)

TE4.33	ACTION		Transactional	Ward: 20
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Public Art Plan - 120 Homewood Avenue

(March 9, 2007) report from Director, Urban Design, City Planning Division

Recommendations

The City Planning Division recommends that City Council approve the attached 120 Homewood Public Art Plan.

Summary

In compliance with the approval provisions, the owners of 120 Homewood Avenue submitted a public art plan for approval by City Council. The full plan, which is Attachment No. 1, outlines the method by which the owner will commission the public art in the public park. The plan provides an overview of the art site and its requirements, the selection process and the jury, preliminary budget and schedule. The owner will commence the selection of the art once the plan is approved. The 120 Homewood Public Art Plan meets the objectives of the City Planning Percent for Public Art Program and is supported by the Toronto Public Art Commission. Upon completion of the art and installation, the artist-designed wall is intended to be donated to the City's Public Art Collection. It will be a positive addition to the park and enhance the public realm.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2346.pdf>)

TE4.34	ACTION		Transactional	Ward: 28
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Public Art Plan - 25 York Street Tower

(March 9, 2007) report from Director, Urban Design, City Planning Division

Recommendations

The City Planning Division recommends that City Council approve the attached 25 York Street Tower Public Art Plan.

Summary

In compliance with the approval provisions, the owners of 25 York Street Tower submitted a public art plan for approval by City Council. The full plan, which is Attachment 1, outlines the method by which the owner will commission the public art in the publicly-accessible areas of the development. The plan provides public art objectives, site opportunities, estimated budget, art selection method and a project schedule. The owner will commence the selection of the art once the plan is approved. The resulting art installation will be owned and maintained by the 25 York Street Tower. The 25 York Street Tower Public Art Plan provides a framework for the commissioning of art and for the collaboration of artists with design teams to create a semi-integrated public art project. The attached plan meets the objectives of the City Planning Percent for Public Art Program and is supported by the Toronto Public Art Commission.

Background Information

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2201.pdf>

TE4.35	ACTION		Transactional	Ward: 19
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Appeals before the Ontario Municipal Board related to 20, 22A and 24 Bathurst Street (Blocks 2, 3, 4, and 4A Fort York Neighbourhood Part II Plan)

Confidential Attachment - Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board

(March 13, 2007) report from City Solicitor

Recommendations

The City Solicitor recommends that:

1. Council adopt the confidential instructions to staff in Attachment 1; and

2. Council authorize the public release of the confidential Recommendations included in Attachment 1 at the conclusion of the Council meeting.

Summary

The City requires lands formerly owned by St. Mary's Cement Inc. (Canada) ("St. Mary's") in the Fort York Neighbourhood for a small portion of Fort York Boulevard as constructed. Wittington Properties Limited ("Wittington") is now the registered owner of the St. Mary's holdings (including the lands required by the City) and also owns adjacent lands. The OMB has approved, in principle, the planning applications related to the associated development blocks (Blocks 2, 3, 4, 4A, 6 and 6A in the Fort York Neighbourhood). The requirement to convey lands for Fort York Boulevard was identified in a settlement report adopted by Council related to OMB proceedings. Council clarification and direction on matters related to acquisition of the lands is required.

Background Information

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2343.pdf>

TE4.36	ACTION		Transactional	Ward: 22
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Authorization Respecting Motion for Leave to Appeal a Decision of the Ontario Municipal Board re: 200 Russell Hill Road

Confidential Attachment - The receiving of advice that is subject to solicitor-client privilege

(March 13, 2007) report from City Solicitor

Recommendations

The City Solicitor recommends:

1. that Council adopt the confidential instructions to staff in Attachment 1.
2. Council authorize the public release of the confidential Recommendations included in Attachment 1 at the conclusion of the Council meeting.

Summary

The Ontario Municipal Board issued a decision respecting 200 Russell Hill Road on February 20, 2007. In order to protect the City's appeal rights, the City Solicitor filed a notice of motion to seek leave to appeal to the Divisional Court within the required time frame. This report considers whether Council should authorize the City Solicitor to continue that leave to appeal process and discusses considerations respecting the applicant's site plan and tree, ravine and heritage demolition permits and proposed motion for costs.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2337.pdf>)

TE4.37	ACTION		Delegated	Ward: 20
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Sign Variance - 180 University Avenue

(March 6, 2007) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. Toronto and East York Community Council approve the request for a variance to permit, for identification purposes, an illuminated ground sign at 180 University Avenue, for a period not to exceed two years and require that energy efficient lights be used; and
2. Toronto and East York Community Council direct the City Clerk's Office to advise the applicant, upon approval of the variance, of the requirement to obtain the necessary sign permits from the Chief Building Official.

Summary

This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision. This report reviews and makes recommendation on a request by Brad Butterfield, with Country Signs, for Sunlife Assurance for approval of variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for identification purposes, an illuminated ground sign, at 180 University Avenue. Staff recommends approval of the application. The variance is minor and is within the general intent and purpose of the Municipal Code.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2086.pdf>)

TE4.38	ACTION		Delegated	Ward: 20
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Sign Variance - 255 Wellington Street West

(March 8, 2007) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. Toronto and East York Community Council approve the request for variance to permit

an illuminated fascia sign in the form of individual letters, for identification purposes, on the sixth level of the building at 255 Wellington Street West;

2. Toronto and East York Community Council revoke the previous approval for ‘Sign C’ to be located on the third level as per the staff report dated April 11, 2006; and
3. Toronto and East York Community 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

This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision. This report reviews and makes recommendations on a request by Domenic Rotundo with Pattison Sign Group on behalf of Residence Inn Marriot Inc. for approval of a variance from Chapter 297, Signs, of the former City of Toronto Municipal Code, to permit the relocation of 1 new illuminated fascia sign for identification purposes, from the approved location at the third floor to the sixth floor level. Staff recommends approval of this application. The variances are minor and within the general intent and purpose of the Municipal Code.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2348.pdf>)

TE4.39	ACTION		Delegated	Ward: 27
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Sign Variance - 555 University Avenue

(February 26, 2007) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. Toronto and East York Community Council approve the request for variances to permit, for identification purposes, an illuminated ground sign for the Hospital for Sick Children at 555 University Avenue, and require that energy efficient lights be used; and
2. Toronto and East York Community 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

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

on a request by John Martin, with Nadine International Inc., for the Hospital for Sick Children for approval of a variance from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for identification purposes, an illuminated ground sign for the Hospital for Sick Children at 555 University Avenue. Staff recommends approval of the application. The variances are minor and within the general intent and purpose of the Municipal Code.

Background Information

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1909.pdf>

TE4.40	ACTION		Delegated	Ward: 27
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Sign Variance - 263 Yonge Street

(March 12, 2007) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. Toronto and East York Community Council approve the request for a variance to permit, for first party identification purposes, a temporary sign in the form of a statue above the existing canopy on the east elevation of the Canon Theatre at 263 Yonge Street, subject to the following conditions:
 - (a) require the applicant to obtain approval from Heritage Preservation Services with respect to the obligations contained within the registered Heritage Easement Agreement;
 - (b) require the applicant to provide a Letter of Credit in an amount satisfactory to the Manager of Heritage Preservation Services to protect the designated heritage building;
 - (c) require the applicant to obtain the necessary permits for the encroachment from Right-of-Way Management, Transportation Services Division; and
 - (d) authorize the temporary sign for a period not exceeding 15 business days after the last performance of the musical production at the Canon Theatre; and
2. Toronto and East York Community Council direct the City Clerk to advise the applicant, upon approval of the variance, of the requirement to obtain the necessary sign permit from the Chief Building Official.

Summary

This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision. This report reviews and makes recommendations on a request by Grant Milligan of Quinn Dressel Associates for approval of a variance from

Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for identification purposes, a temporary sign in the form of a statue above the existing canopy on the east elevation of the Canon Theatre at 263 Yonge Street. Staff recommends approval of this application subject to four conditions of approval regarding heritage approval, right-of-way encroachment and period of authorization for the temporary sign.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2090.pdf>)

TE4.41	ACTION		Delegated	Ward: 28
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Sign Variance - 150 King Street West

(February 7, 2007) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. Toronto and East York Community Council approve the request for a variance to permit, for identification purposes, a non-illuminated pedestal sign along the southwest frontage of the property at 150 King Street West; and
2. Toronto and East York Community Council direct the City Clerk's Office to advise the applicant, upon approval of a variance, of the requirement to obtain the necessary sign permits from the Chief Building Official.

Summary

This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision. This report reviews and makes recommendations on a request by John David Adam of Zip Signs Ltd. on behalf of Sun Life Assurance for approval of a variance from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for identification purposes, a non-illuminated pedestal sign along the southwest frontage of the property at 150 King Street West. Staff recommends approval of this application. The variance is minor and within the general intent and purpose of the Municipal Code.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1908.pdf>)

TE4.42	ACTION		Delegated	Ward: 28
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Sign Variance - 429 Bloor Street East

(March 1, 2007) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. Toronto and East York Community Council approve the request for variances to permit, for identification purposes, 2 non-illuminated fascia signs and 1 illuminated fascia sign at 429 Bloor Street East, and require that energy efficient lights be used; and
2. Toronto and East York Community 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

This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision. This report reviews and makes recommendation on a request by Mark Klein, with Zip Signs, for Trios Corporation for approval of variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for identification purposes, 2 non-illuminated first party fascia signs and 1 illuminated first party fascia sign, at 429 Bloor Street East. Staff recommends approval of the application. The variances are minor and are within the general intent and purpose of the Municipal Code.

Background Information

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2076.pdf>

TE4.43	ACTION		Delegated	Ward: 28
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Sign Variance - 77 Adelaide Street West (100 King Street West)

(February 7, 2007) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. Toronto and East York Community Council approve the request for variances to permit, for identification purposes, a triangular shape, tempered glass, illuminated showcase with a corporate name "Harry Rosen" displayed at the top panel, on each side of the showcase located along the Bay Street frontage of the property at 77 Adelaide Street West (100 King Street West) and require the owner to use energy efficient LED

lights; and

2. Toronto and East York Community Council direct the City Clerk’s Office to advise the applicant, upon approval of a variance, of the requirement to obtain the necessary sign permits from the Chief Building Official.

Summary

This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision. This report reviews and makes recommendations on a request by Stacey Murty of Harry Rosen Inc. on behalf of Brook Field Properties for approval of variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for identification purposes, a triangular shape, tempered glass, illuminated showcase with a corporate name “Harry Rosen” displayed at the top panel, on each side of the showcase located along the Bay Street frontage of the property at 77 Adelaide Street West (100 King Street West). Staff recommends approval of this application. The variances are minor and within the general intent and purpose of the Municipal Code.

Background Information

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1914.pdf>

TE4.44	ACTION		Delegated	Ward: 28
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Sign Variance - 303 Bay Street

(March 1, 2007) report from Director, Community Planning, Toronto and East York District

Recommendations

The City Planning Division recommends that:

1. Toronto and East York Community Council approve the request for variances to permit, an illuminated fascia sign, for a period not to exceed one year at 303 Bay Street and require that energy efficient lights be used; and
2. Toronto and East York Community 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

This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision. This report reviews and makes recommendations on a request by David Mackie, with Titan Outdoor, for approval of a variance from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, an illuminated fascia sign for a period not to exceed one year at 303 Bay Street. Staff recommends approval of the application. The variances are minor and within the general intent and purpose of the Municipal

Code.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2349.pdf>)

TE4.45	ACTION		Delegated	Ward: 20
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Encroaching Decorative Lights - 340 Front Street West

(March 12, 2007) report from Manager, Right of Way Management, Transportation Services
Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council:

1. approve the ongoing maintenance of decorative lights encroaching on the Blue Jays Way flank of 340 Front Street West, subject to the owner entering into an encroachment agreement with the City of Toronto, agreeing to but not limited to the following:
 - a. indemnify the City from and against all actions, suits, claims or demands and from all loss, costs, damages and expenses that may result from such permission granted and providing of an insurance policy for such liability for the lifetime of the Agreement in a form as approved by the Deputy City Manager and Chief Financial Officer and in the amount not less than \$2,000,000 or such greater amount as the Deputy City Manager and Chief Financial Officer may require;
 - b. maintain the decorative lights at their own expense in good repair and a condition satisfactory to the General Manager of Transportation Services and will not make any additions or modifications to the encroachment beyond what is allowed under the terms of the Agreement;
 - c. obtain approval for associated work on private property from the Toronto Building Division;
 - d. the decorative lights are to be maintained by the owner for the life of the building; and
 - e. accept such additional conditions as the City Solicitor or the General Manager of Transportation Services may deem necessary in the interest of the City;
2. direct Legal Services and/or the General Manager of Transportation Services to extend the Encroachment Agreement to the new owner, in the event of sale or transfer of the property abutting the encroachment, subject to the approval of the General Manager of Transportation Services; and

- request Legal Services to prepare and execute the Encroachment Agreement.

Summary

This staff report is about a matter which Community Council has delegated authority from City Council to make a final decision. Transportation Services has assessed a request from the agent of the owner of 340 Front Street West to allow the ongoing maintenance of existing decorative lights attached to the building wall that encroach over the public right of way by 0.2 m, on the Blue Jays Way flank of 340 Front Street West. The existing decorative lights do not impact negatively on the public right of way. Staff recommend approval of these encroachments.

Background Information

Appendix A - photos

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2314.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2313.pdf>)

TE4.46	ACTION		Transactional	Ward: 28
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Proposed Bicycle Lanes on Yonge Street from Queens Quay to Front Street

(March 12, 2007) report from Director, Transportation Infrastructure Management

Recommendations

Transportation Services Division recommends that City Council:

- approve the installation of bicycle lanes on the west side of Yonge Street, from Queens Quay to Front Street, and on the east side from Queens Quay to The Esplanade, as detailed in Appendix A of this report;
- approve the amendments to the traffic and parking regulations detailed in Appendix B of this report;
- approve the narrowing of the travelled portion of Yonge Street from Queens Quay to a point 110 metres north of Queens Quay, by realigning the curb on the east side of the roadway to reduce the pavement width from 19.6 metres to 15.5 metres, generally as shown on the attached Drawing No. 421F-8638, dated December 2006;
- approve adjusting the width of Yonge Street, from Harbour Street to Lake Shore Boulevard East, by realigning the curb on the east side of the roadway to provide a consistent pavement width of 20.7 metres, generally as shown on the attached Drawing No. 421F-8639, dated December 2006;
- approve the realignment of the westbound F.G. Gardiner Expressway off-ramp, from

Yonge Street to a point approximately 38.0 metres east, to provide a right-angle intersection with Yonge Street, and approve adjusting the width of Yonge Street, from Lake Shore Boulevard East to the westbound F. G. Gardiner Expressway off-ramp, by realigning the curb on the east side of the roadway to provide a consistent pavement width of 19.4 metres, generally as shown on the attached Drawing No. 421F-8640, dated December 2006;

- 6 approve adjusting the width of Lake Shore Boulevard East, from Yonge Street to a point approximately 57 metres east, by realigning the curb on the north side of the roadway to provide a consistent pavement width of 8.2 metres, generally as shown on the attached Drawing No. 421F-8641, dated December 2006; and
7. authorize and direct the appropriate City officials to take the necessary action to give effect thereto, including the introduction of all necessary bills.

Financial Impact

Funds to implement the road alterations and pavement markings to install bicycle lanes on Yonge Street, in the estimated amount of \$432,000.00, are provided for within the Transportation Services Division 2007 Capital Budget in the Cycling Infrastructure Account CTP 806-05.

Summary

The purpose of this report is to obtain authority to install bicycle lanes on Yonge Street from Queens Quay to Front Street and to undertake the necessary road alterations to accommodate the bicycle lanes. The installation of bicycle lanes on Yonge Street will require modifications to the existing curbs on the east side of Yonge Street. Generally, the existing traffic lane configuration will be maintained, with the exception of the section just north of Queens Quay where there will be a reduction in the northbound traffic lanes from two lanes to one lane with the removal of the existing taxi stand lay-by and its relocation adjacent to the new curb. The provision of bicycle lanes will also require the removal of the existing five to six on-street parking spaces on the west side of Yonge Street, south of Front Street.

Background Information

Attachment 1 - Appendix A & B

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2250.pdf>)

Attachment 6 - Drawing No. 421F-8640

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2252.pdf>)

Attachment 5 - Drawing No. 421F-8638

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2256.pdf>)

Attachment 4 - Drawing No. 421P0014

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2254.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2249.pdf>)

Attachment 3 - Drawing No. 421P0013

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2251.pdf>)

Attachment 2 - Drawing No. 421P0012

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2255.pdf>)

Attachment 7 - Drawing No. 421F-8641

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2253.pdf>)

Attachment 6 - Drawing No. 421F-8639

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2248.pdf>)

TE4.47	ACTION		Transactional	Ward: 30
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Proposed Bicycle Lanes on Eastern Avenue from Logan Avenue to Leslie Street

(March 12, 2007) report from Director, Transportation Infrastructure Management

Recommendations

Transportation Services Division recommends that City Council:

1. approve the installation of bicycle lanes on both sides of Eastern Avenue, from Logan Avenue to Leslie Street, as detailed in Appendix A of this report;
2. approve the amendments to the traffic and parking regulations detailed in Appendix B of this report; and
3. authorize and direct the appropriate City officials to take the necessary action to give effect thereto, including the introduction of all necessary bills.

Financial Impact

Funds to implement the bicycle lanes on Eastern Avenue, in the estimated amount of \$20,000.00, are provided for within the Transportation Services Division 2007 Capital Budget in the Cycling Infrastructure Account CTP 806-05.

Summary

The purpose of this report is to obtain authority to install bicycle lanes on Eastern Avenue from Logan Avenue to Leslie Street. The installation of bicycle lanes within the existing Eastern Avenue pavement width will require the reduction from four traffic lanes to two traffic lanes with parking provided on only one side of the street. The traffic analysis for this proposal indicates that there will be additional delays at the Carlaw Avenue - Eastern Avenue intersection in the morning peak period. It is expected that these delays will result in some traffic redistribution and will not have a significant impact on Eastern Avenue east of Leslie Street. The existing demand for parking on Eastern Avenue can be accommodated with the reduced number of on-street parking spaces resulting from this proposal.

Background Information

Attachment 3 - Drawing No. 421P-0018

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2264.pdf>)

Attachment 1 - Appendix A & B

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2263.pdf>)

Attachment 2 - Drawing No. 421P-0017

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2265.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2262.pdf>)

TE4.48	ACTION		Delegated	Ward: 20
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Lane Closure for Construction - Peter Street

(March 12, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council approve the following actions:

1. close the sidewalk and curb lane on the west side of Peter Street from a point 8.3 metres south of Adelaide Street West to a point about 40 metres further south from March 2007 to May 2008;
2. during this period, replace the existing parking regulations on both sides of Peter Street from a point 25 metres north of Adelaide Street West to a point 50 metres south of Adelaide Street West with no stopping anytime; and
3. return Peter Street to its pre-construction traffic and parking regulations when the project is completed.

Financial Impact

There is no financial impact on the City. Vanbots Construction Corporation will bear the costs.

Summary

This staff report is about a matter which Community Council has delegated authority from City Council to make a final decision. Vanbots Construction Corporation is building a 16-storey hotel at 92 Peter Street, on the west side of Peter Street, south of Adelaide Street West. For this reason, Transportation Services must: (a) close the west sidewalk for 14 months; and (b) make a temporary pedestrian walkway in the west curb lane on Peter Street.

Background Information

Attachment 1 Map

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2282.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2281.pdf>)

TE4.49	ACTION		Delegated	Ward: 20
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Lane Closure for Construction - Wellington Street West

(March 12, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council approve the following actions:

1. close the sidewalk and curb lane on the south side of Wellington Street West from a point 110 metres west of Simcoe Street to a point 70 metres further west from March 2007 to December 2009;
2. replace the existing parking regulations on south side of Wellington Street West, from Simcoe Street to John Street, with no stopping anytime on the south side;
3. replace the existing parking regulations on the north side of Wellington Street West, from Simcoe Street to a point about 77 metres east of John Street with no standing anytime; and
4. return Wellington Street West to its pre-construction traffic and parking regulations when the project is completed.

Financial Impact

There is no financial impact on the City. Ellisdon Corporation will bear the costs.

Summary

This staff report is about a matter which Community Council has delegated authority from City Council to make a final decision. Ellisdon Corporation is building a 53-storey hotel and Condominium at 181-183 Wellington Street West, on the south side of Wellington Street West between Simcoe Street and John Street. For this reason, Transportation Services must: (a) close the south sidewalk from March 2007 to December 2009; and (b) make a temporary pedestrian walkway in the south curb lane on Wellington Street West at the same time.

Background Information

Attachment 1 Map

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2309.pdf>

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2308.pdf>

TE4.50	ACTION		Delegated	Ward: 21
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Lane Closure for Construction - Public Lane at Rear of 500 St. Clair Avenue West

(March 12, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council approve the following actions:

1. close the public lane located about 42 metres north of St. Clair Avenue West (on the north side of 500 St. Clair Avenue West) from Bathurst Street to a point 43 metres west for 24 months, from March 2007 to March 2009; and
2. return the public lane to its pre-construction condition when the project is completed.

Financial Impact

There is no financial impact on the City. The Goldman Group will bear the costs.

Summary

This staff report is about a matter which Community Council has delegated authority from City Council to make a final decision. The Goldman Group is building a 22-storey condominium fronting on the north side of St. Clair Avenue West. This site known as 500 St. Clair Avenue West abutts Bathurst Street to east and a public lane to the north. For this reason, Transportation Services must close the public lane to the north of the property for 24 months.

Background Information

Attachment 1 Map

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2312.pdf>

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2311.pdf>

TE4.51	ACTION		Delegated	Ward: 20
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Lane Closure for Construction - John Street and Widmer Street

(March 12, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council approve the following actions:

1. close the sidewalk and curb lane on the west side of John Street and the sidewalk and

portion of the curb lane on the east side of Widmer Street, from King Street West to a point 43 metres north for 48 months, from March 2007 to March 2011;

2. during this period, replace the existing parking regulations on both sides of John Street from a point 43 metres north of King Street West to a point 30 metres south of King Street West and on the east side of Widmer Street from King Street West to a point 43 metres north, with No Stopping Anytime; and
3. return John Street and Widmer Street to their pre-construction traffic and parking regulations when the project is completed.

Financial Impact

There is no financial impact on the City. Daniels Corporation will bear the costs.

Summary

This staff report is about a matter which Community Council has delegated authority from City Council to make a final decision. Daniels Corporation is building a 36-storey condominium on top of a 6-storey commercial podium at 350 King Street West, on the north side of King Street West between John Street and Widmer Street. For this reason, Transportation Services must: (a) close the west sidewalk on John Street for 4 years; (b) make a temporary pedestrian walkway in the west curb lane on John Street; and (c) close the sidewalk and a portion of the curb lane on the east side of Widmer Street and reroute pedestrians to the west sidewalk.

Background Information

Attachment 1 Map

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2316.pdf>

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2315.pdf>

TE4.52	ACTION		Delegated	Ward: 28
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Laneway Closure for Construction - Adelaide Street East

(February 26, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council approve the closure of the public laneway on the north side of Adelaide Street East, east of Yonge Street to vehicular traffic for 6 months, from April 25, 2007 to October 31, 2007.

Financial Impact

There is no financial impact on the City. Phoenix Restoration will bear the costs.

Summary

This staff report is about a matter which Community Council has been delegated authority from

City Council to make a final decision. Phoenix Restoration is restoring a 4-storey building at 8 and 10 Adelaide Street East, on the north side of Adelaide Street East, east of Yonge Street. For this reason, Transportation Services must: - close the public laneway to vehicles on the west side of the property for 6 months - make a temporary pedestrian walkway on the west side of the laneway for 6 months.

Background Information

Attachment 1 Map

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2305.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2304.pdf>)

TE4.53	ACTION		Transactional	Ward: 28
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Lane Closure for Construction - Richmond Street East

(March 6, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Council approve the following actions:

1. close the sidewalk and curb lane on the north side of Richmond Street East between a point 4 metres west of Sherbourne Street and a point 86 metres west of Sherbourne Street to traffic for 9 months, from April 25, 2007 to January 25, 2008;
2. during this period, replace the existing parking and stopping regulations on the north side of Richmond Street East between a point 4 metres west of Sherbourne Street and a point 86 metres west of Sherbourne Street with No Stopping Anytime;
3. close the east half of Stonecutters Lane, between Richmond Street East and a point 10 metres north of Richmond Street East to traffic for 9 months, from April 25, 2007 to January 25, 2008; and
4. return Richmond Street East and Stonecutters Lane to their pre-construction traffic and parking regulations when the project is completed.

Financial Impact

There is no financial impact on the City. Celotti Building Corporation will bear the costs^[S1].

Summary

Celotti Building Corporation is building a six-storey condominium at 294 Richmond Street East, on the north-east corner of Richmond Street East and Sherbourne Street. For this reason, Transportation Services must: - close the north sidewalk for 9 months - make a temporary pedestrian walkway in the north curb lane on Richmond Street East for 9 months - close the east half of Stonecutters Lane for 9 months.

Background Information

Attachment 1 Map

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2279.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2278.pdf>)

(Deferred from January 16, 2007)

TE4.54	ACTION		Delegated	Ward: 18
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Traffic Calming - 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 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.

Background Information

Appendix "A" - Table 1: Traffic Calming Warrant Criteria

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1901.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1900.pdf>)

(Deferred from January 16, 2007 - 2007.TE2.33a)**54a Speed Hump Traffic Study - Hickson Street**

(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

(Deferred from January 16, 2007)

TE4.55	ACTION		Delegated	Ward: 18
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Traffic Calming - 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 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.

Background Information

Appendix "A" - Table 1: Traffic Calming Warrant Criteria

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1904.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1903.pdf>)

(Deferred from January 16, 2007)

TE4.56	ACTION		Delegated	Ward: 18
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Traffic Calming - 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 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.

Background Information

Appendix "A" - Table 1: Traffic Calming Warrant Criteria

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1906.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1905.pdf>)

TE4.57	ACTION		Delegated	Ward: 21
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Exclusive Right Turn Lane - Elm Ridge Drive, west of Bathurst Street

(February 28, 2007) report from Elm Ridge Drive, west of Bathurst Street – Exclusive Right Turn Lane

Recommendations

Transportation Services recommends that Toronto and East York Community Council designate the southerly eastbound lane on Elm Ridge Drive, from Bathurst Street to a point 30.5 metres west, for right turns only.

Financial Impact

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

Summary

This staff report is about a matter which Community Council has been delegated authority from City Council to make a final decision. Transportation Services, as part of the proposed 2007 reconstruction of Bathurst Street from Lawrence Avenue West to Shallmar Boulevard, identified the need to improve the lane configuration at the intersection of Bathurst Street and Elm Ridge Drive/Roselawn Avenue. The designation of the eastbound curb lane on Elm Ridge Drive for right turns only, will improve the overall traffic operations and safety at the intersection of Bathurst Street and Elm Ridge Drive/Roselawn Avenue.

Background Information

Attachment 1 Map

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2342.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2341.pdf>)

(Deferred from January 16, 2007)

TE4.58	ACTION		Delegated	Ward: 21
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Traffic Calming - Helena Avenue, between Bathurst Street and Wychwood Avenue

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

Recommendations

Transportation Services recommends that 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.

Background Information

Appendix "A" - Table 1: Traffic Calming Warrant Criteria

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1911.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1910.pdf>)

(Deferred from January 16, 2007)

TE4.59	ACTION		Delegated	Ward: 21
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Traffic Calming Study Results - Vesta Drive, between Bathurst Street and Mayfair Avenue

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

Recommendations

Transportation Services recommends that 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.

Background Information

Appendix "A" - Table 1: Traffic Calming Warrant Criteria

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1925.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1924.pdf>)

(Deferred from January 16, 2007)

TE4.60	ACTION		Delegated	Ward: 21
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Results of speed hump poll - Fairleigh Crescent, between Eglinton Avenue West and W. R. Allen Bridge

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

Recommendations

Transportation Services recommends that, 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.

Background Information

Drawing 431F-7324, dated March 2004

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1899.pdf>

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1898.pdf>

TE4.61	ACTION		Transactional	Ward: 19
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“Stop” sign - Princes’ Boulevard and Ontario Drive

(March 12, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Council approve the installation of a new “Stop” sign for westbound traffic at the newly realigned intersection of the east/west leg and the north/south leg of Princes’ Boulevard.

Financial Impact

All costs associated with the work necessary to remove and install the “stop” signs are the responsibility of Exhibition Place.

Summary

Transportation Services is requesting approval to install a new “Stop” sign for westbound

traffic at the intersection of Princes' Boulevard and Ontario Drive. This action is required as a result of road realignment which was done in connection with the construction of the BMO Field soccer stadium on the Exhibition Place grounds.

Background Information

Attachment 1 Map

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2277.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2276.pdf>)

TE4.62	ACTION		Delegated	Ward: 21
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Lane designations - St. Clair Avenue West and Christie Street

(February 23, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council approve:

1. the designation of the westerly northbound lane on Christie Street, from St. Clair Avenue West to a point 30.5 metres south thereof, for left turns only; and
2. the designation of the easterly northbound lane on Christie Street, from St. Clair Avenue West to a point 30.5 metres south thereof, for right turns only.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget interim appropriations	\$ 500.00

Summary

This staff report is about a matter which Community Council has been delegated authority from City Council to make a final decision. Transportation Services has evaluated a request to designate exclusive northbound left-turn and right-turn lanes at the intersection of St. Clair Avenue West and Christie Street. Safety concerns have been raised due to a recent collision in which a northbound vehicle lost control and mounted the north side sidewalk. Designating exclusive northbound turn lanes on Christie Street at St. Clair Avenue West, in conjunction with other measures, will provide better guidance to motorists and reinforce that Christie Street ends at St. Clair Avenue West.

Background Information

Attachment 1 Map

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2288.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2287.pdf>)

(Deferred from January 16, 2007)

TE4.63	ACTION		Delegated	Ward: 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.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1897.pdf>)

(Deferred from January 16, 2007)

TE4.64	ACTION		Delegated	Ward: 22
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Results of speed hump poll - Kilbarry Road, between Forest Hill Road and Oriole Parkway

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

Recommendations

Transportation Services recommends that, 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.

Background Information

Appendix "A" - Letter from Toronto Fire Services

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1923.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1922.pdf>)

(Deferred from January 16, 2007)

TE4.65	ACTION		Delegated	Ward: 28
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Speed Humps on Dermott Place, between Carlton Street and Spruce Street

(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
3. 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.

Background Information

Clause 74 of Toronto and East York Community Council Report 7
<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1913.pdf>
 Letter from City Clerk
<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1912.pdf>

TE4.66	ACTION		Transactional	Ward: 30
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"Stop" sign - Howie Avenue at Clark Street

(March 12, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that City Council approve a “Stop” sign for southbound

traffic on Howie Avenue at its intersection with Clark Street.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget interim appropriations	\$250.00

Summary

Transportation Services is seeking Council approval to install a “Stop” sign for southbound traffic on Howie Avenue at its intersection with Clark Street in order to more clearly define right-of-way and enhance vehicular and pedestrian safety at this “T- type” intersection.

Background Information

Attachment 1 Map

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2271.pdf>

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2270.pdf>

TE4.67	ACTION		Delegated	Ward: 30
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Traffic Calming - Brooklyn Avenue

(March 5, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends to Toronto and East York Community Council that traffic calming not be installed on Brooklyn Avenue, between Queen Street East and Dundas Street East.

Financial Impact

The adoption of the above-noted recommendation will not result in any financial impact. If, however, Toronto and East York Community Council decides speed humps on Brooklyn Avenue would be beneficial, the following financial impact will result:

1. the estimated cost for installing four speed humps would be \$12,000.00. Transportation Services has requested funds in the amount of \$750,000.00 be allocated in the 2007 Capital Budget for traffic-calming initiatives. Installing speed humps on Brooklyn Avenue would be subject to competing priorities and funding availability.

Summary

This staff report is about a matter which Community Council has been delegated authority from City Council to make a final decision. Transportation Services staff have investigated installing traffic calming to reduce the operating speed of Brooklyn Avenue, between Queen Street East and Dundas Street East. Our assessment indicates the operating speeds on the street are already

below a level which would benefit from traffic calming. Therefore, speed humps should not be installed on Brooklyn Avenue at this time.

Background Information

Attachment 2 - Letter

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2229.pdf>)

Attachment 1 - Table

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2228.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2227.pdf>)

TE4.68	ACTION		Delegated	Ward: 30
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Traffic Calming - Carlaw Avenue, between Danforth Avenue and Riverdale Avenue

(March 5, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends to Toronto and East York Community Council that traffic calming not be installed on Carlaw Avenue, between Danforth Avenue and Riverdale Avenue.

Financial Impact

The adoption of the above-noted recommendation will not result in any financial impact. If, however, Toronto and East York Community Council decides speed humps on Carlaw Avenue would be beneficial, the following financial impact will result:

1. the estimated cost for installing seven speed humps would be \$21,000.00. Transportation Services has requested funds in the amount of \$750,000.00 be allocated in the 2007 Capital Budget for traffic-calming initiatives. Installing speed humps on Carlaw Avenue would be subject to competing priorities and funding availability.

Summary

This staff report is about a matter which Community Council has been delegated authority from City Council to make a final decision. Transportation Services staff have investigated installing traffic calming to address residents' concerns with the speed of traffic on Carlaw Avenue, between Danforth Avenue and Riverdale Avenue. Our assessment indicates the speeds on the street are already below a level which would benefit from traffic calming. Therefore, speed humps should not be installed on this section of Carlaw Avenue at this time.

Background Information

Attachment 2

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2198.pdf>)

Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2197.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2196.pdf>)

TE4.69	ACTION		Delegated	Ward: 30
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Traffic Calming - Garnock Avenue, between Hampton Avenue and Logan Avenue

(March 5, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends to Toronto and East York Community Council that traffic calming not be installed on Garnock Avenue, between Hampton Avenue and Logan Avenue.

Financial Impact

The adoption of the above-noted recommendation will not result in any financial impact. If, however, Toronto and East York Community Council decides speed humps on Garnock Avenue would be beneficial, the following financial impact will result:

1. the estimated cost for installing three speed humps would be \$9,000.00. Transportation Services has requested funds in the amount of \$750,000.00 be allocated in the 2007 Capital Budget for traffic calming initiatives. Installing speed humps on Garnock Avenue would be subject to competing priorities and funding availability.

Summary

This report is about a matter which Community Council has been delegated authority from City Council to make a final decision. Transportation Services staff have investigated installing traffic calming to address residents' concerns with the speed of traffic on Garnock Avenue. Our assessment indicates the speeds on the street are already below a level which would benefit from traffic calming. Therefore, speed humps should not be installed on Garnock Avenue at this time.

Background Information

Attachment 2 - Letter

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2212.pdf>)

Attachment 1 - Table

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2211.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2210.pdf>)

TE4.70	ACTION		Delegated	Ward: 30
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Traffic Calming - Ivy Avenue

(March 5, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends to Toronto and East York Community Council that traffic calming not be installed on Ivy Avenue, between Greenwood Avenue and Leslie Street.

Financial Impact

The adoption of the above-noted recommendation will not result in any financial impact. If, however, Toronto and East York Community Council decides speed humps on Ivy Avenue would be beneficial, the following financial impact will result:

1. the estimated cost for installing five speed humps would be \$15,000.00. Transportation Services has requested funds in the amount of \$750,000.00 be allocated in the 2007 Capital Budget for traffic-calming initiatives. Installing speed humps on Ivy Avenue would be subject to competing priorities and funding availability.

Summary

This staff report is about a matter which Community Council has been delegated authority from City Council to make a final decision. Transportation Services staff have investigated installing traffic calming to address residents' concerns with the speed of traffic on Ivy Avenue, between Greenwood Avenue and Leslie Street. Our assessment indicates the speeds on the street are already below a level which would benefit from traffic calming. Therefore, speed humps should not be installed on Ivy Avenue at this time.

Background Information

Attachment 1

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2231.pdf>

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2230.pdf>

TE4.71	ACTION		Delegated	Ward: 30
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Traffic Calming - Simpson Avenue

(February 28, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends to Toronto and East York Community Council that traffic calming not be installed on Simpson Avenue, between Howland Avenue and Carlaw Avenue.

Financial Impact

The adoption of the above-noted recommendation will not result in any financial impact. If, however, Toronto and East York Community Council decides speed humps on Simpson Avenue would be beneficial, the following financial impact will result:

1. the estimated cost for installing four speed humps would be \$12,000.00. Transportation services has requested funds in the amount of \$750,000 be allocated in the 2007 Capital Budget for traffic calming initiatives. Installing speed humps on Simpson Avenue would be subject to competing priorities and funding availability.

Summary

This staff report is about a matter which Community Council has been delegated authority from City Council to make a final decision. Transportation Services staff have investigated installing traffic calming to address residents' concerns with the speed of traffic on Simpson Avenue, between Howland Avenue and Carlaw Avenue. Our assessment indicates the speeds on the street are already below a level which would benefit from traffic calming. Therefore, speed humps should not be installed on Simpson Avenue at this time.

Background Information

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2216.pdf>

Attachment 1

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2217.pdf>

TE4.72	ACTION		Delegated	Ward: 31
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Results of the Speed Hump Poll - Coleman Avenue, between Barrington Avenue and Dawes Road

(February 21, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that no speed humps be installed on Coleman Avenue, between Barrington Avenue and Dawes Road.

Financial Impact

Adopting the recommendation carries no financial impact. If, however, Toronto and East York Community Council decides to approve the three requested speed humps, the estimated cost for installing them would be \$9,000.00.

Transportation Services has asked for an allocation of \$750,000.00 in the 2007 Capital Budget for traffic-calming initiatives. The speed humps on Coleman Avenue would have to compete with other priorities for these limited funds.

Summary

This staff report is about a matter which Community Council has been delegated authority from City Council to make a final decision. This report gives the results of the poll to determine support for installing speed humps on Coleman Avenue, between Barrington Avenue and Dawes Road. The poll results showed less than 50 percent plus one ballot return rate, and staff recommend no further action.

Background Information

Map

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2224.pdf>)

(Deferred from January 16, 2007)

TE4.73	ACTION		Delegated	Ward: 32
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Traffic calming - Bingham Avenue, between Kingston Road and Gerrard Street East

(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.

Background Information

Appendix "B" - Letter dated December 8, 2006, Fire Services
<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1896.pdf>
 Appendix "A" - Table 1: Traffic Calming Warrant Criteria
<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1895.pdf>
 Staff Report
<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1894.pdf>

TE4.74	ACTION		Transactional	Ward: 32
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Stop Signs - Hanson Street and Bastedo Avenue

(March 12, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends to Council that stop signs not be installed on Hanson Street at Bastedo Avenue.

Financial Impact

The adoption of the above-noted recommendations will not result in any financial impact. If, however, Council decides all-way stop control at Hanson Street and Bastedo Avenue would be beneficial, the following financial impact will result:

1. the estimated cost of installing “stop” signs would be \$500.00. These funds would be available in Transportation Services’ 2007 Operating Budget.

Summary

Transportation Services staff have investigated installing all-way stop control at Hanson Street and Bastedo Avenue. Our assessment indicates the intersection of Hanson Street and Bastedo Avenue operates well and does not warrant all-way stop control.

Background Information

Appendix A
<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2244.pdf>
 Appendix B
<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2245.pdf>
 Staff Report
<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2243.pdf>

TE4.75	ACTION		Delegated	Ward: 32
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Speed Bump in Public Lane, south of Queen Street East, Between Boardwalk Drive and Woodbine Avenue

(March 12, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council approve the installation of a speed bump in the first east-west public lane south of Queen Street East, between Boardwalk Drive and Woodbine Avenue, of the type and design noted and at the location shown on Drawing No. 421F-8651 dated January 2007.

Financial Impact

Type of funding	Source of funds	Amount
Available within Capital Budget	Transportation Services Division Traffic Calming Account No. CTP-807-06	\$600.00

Summary

This staff report is about a matter which the Community Council has delegated authority from City Council to make a final decision. Transportation Services has assessed the feasibility, and is recommending the installation of a speed bump in the public lane south of Queen Street East, between Boardwalk Drive and Woodbine Avenue.

Background Information

Attachment 1 - Map

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2233.pdf>

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2232.pdf>

TE4.76	ACTION		Delegated	Ward: 32
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Traffic Calming - Bastedo Avenue, between Hanson Street and Danforth Avenue

(March 12, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends to Toronto and East York Community Council that:

1. traffic calming not be installed on Bastedo Avenue, between Hanson Street and Danforth Avenue.

Financial Impact

The adoption of the above-noted recommendation will not result in any financial impact. If, however, Council decides speed humps on Bastedo Avenue would be beneficial, the following financial impact will result:

1. the estimated cost for installing five speed humps would be \$15,000.00. Transportation Services has requested funds in the amount of \$750,000.00 be allocated in the 2007 Capital Budget for traffic-calming initiatives. Installing speed humps on Bastedo Avenue would be subject to competing priorities and funding availability.

Summary

This staff report is about a matter which Community Council has been delegated authority from City Council to make a final decision. Transportation Services staff have investigated installing traffic calming to address residents' concerns with the speed of traffic on Bastedo Avenue, between Hanson Street and Danforth Avenue. Our assessment indicates the speeds on the street are already below a level which would benefit from traffic calming. Therefore, speed humps should not be installed on this section of Bastedo Avenue, at this time.

Background Information

Attachment 2 - Letter

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2190.pdf>)

Attachment 1 - Table

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2189.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2188.pdf>)

TE4.77	ACTION		Delegated	Ward: 32
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Traffic Calming - Richard Avenue

(March 1, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends to Toronto and East York Community Council that: traffic calming not be installed on Richard Avenue, between Greenwood Avenue and Highfield Avenue.

Financial Impact

The adoption of the above-noted recommendation will not result in any financial impact. If, however, Toronto and East York Community Council decides speed humps on Richard Avenue would be beneficial, the following financial impact will result:

1. The estimated cost for installing three speed humps would be \$9,000.00. Transportation Services has requested funds in the amount of \$750,000.00 be allocated in the 2007 Capital Budget for traffic-calming initiatives. Installing speed humps on Richard Avenue would be subject to competing priorities and funding availability.

Summary

This staff report is about a matter which Community Council has been delegated authority from

City Council to make a final decision. Transportation Services staff have investigated installing traffic calming to address residents' concerns with the speed of traffic on Richard Avenue, between Greenwood Avenue and Highfield Avenue. Our assessment indicates the speeds on the street are already below a level which would benefit from traffic calming. Therefore, speed humps should not be installed on Richard Avenue at this time.

Background Information

Attachment 2 - Letter

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2206.pdf>)

Attachment 1 - Table

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2205.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2204.pdf>)

TE4.78	ACTION		Delegated	Ward: 32
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Traffic Calming - Willow Avenue

(March 5, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends to Toronto and East York Community Council that traffic calming not be installed on Willow Avenue, between Queen Street East and Park Avenue.

Financial Impact

The adoption of the above-noted recommendation will not result in any financial impact. If, however, Toronto and East York Community Council decides speed humps on this section of Willow Avenue would be beneficial, the following financial impact will result:

1. the estimated cost for installing two speed humps would be \$6,000.00. Transportation Services has requested funds in the amount of \$750,000.00 be allocated in the 2007 Capital Budget for traffic-calming initiatives. Installing speed humps on Willow Avenue would be subject to competing priorities and funding availability.

Summary

This staff report is about a matter which Community Council has been delegated authority from City Council to make a final decision. Transportation Services staff have investigated installing traffic calming to address residents' concerns with the speed of traffic on Willow Avenue, between Queen Street East and Park Avenue. Our assessment indicates the speeds on the street are already below a level which would benefit from traffic calming. Therefore, speed humps should not be installed on Willow Avenue at this time.

Background Information

Attachment 2 - Letter

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2222.pdf>)

Attachment 1 - Table

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2221.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2220.pdf>)

TE4.79	ACTION		Delegated	Ward: 32
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Traffic Calming - Dengate Avenue and Enroutes Street

(March 1, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends to Toronto and East York Community Council that:

1. traffic calming not be installed on Dengate Avenue and the north/south section of Enroutes Street, between Gerrard Street East and the east/west section of Enroutes Street.

Financial Impact

The adoption of the above-noted recommendation will not result in any financial impact. If, however, Toronto and East York Community Council decides speed humps on Dengate Avenue and the north/south section of Enroutes Street would be beneficial, the following financial impact will result:

Installing speed humps on Dengate Avenue and the north/south section of Enroutes Street would be subject to competing priorities and funding availability.

Summary

This staff report is about a matter which Community Council has been delegated authority from City Council to make a final decision. Transportation Services staff have investigated installing traffic calming to address residents' concerns with the speed of traffic on Dengate Avenue and the north/south section of Enroutes Street, between Gerrard Street East and the east/west section of Enroutes Street. Our assessment indicates speeds on the street are already below a level which would benefit from traffic calming. Therefore, speed humps should not be installed on these sections of Dengate Avenue and Enroutes Street at this time.

Background Information

Attachment 2

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2195.pdf>)

Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2194.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2193.pdf>)

TE4.80	ACTION		Transactional	Ward: 18
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Road Alterations, Traffic and Parking Regulations - Lansdowne Avenue, between College Street and Bloor Street West

(March 12, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that City Council approve:

1. the alteration of Lansdowne Avenue, between College Street and Bloor Street West, as follows:
 - “the narrowing of the roadway on Lansdowne Avenue, between College Street and Bloor Street West, generally as shown in the attached prints of Drawing Nos. 421F-8467, 421F-8468, 421F-8469 and 421F-8470 (dated March 2007)”;
2. the following changes to parking and traffic regulations co-incident with the reconstruction of Lansdowne Avenue:
 - (a) 4:00 p.m. to 6:00 p.m., except Saturdays, Sundays and holidays on the east side of Lansdowne Avenue, between College Street and Bloor Street West;
 - (b) 7:00 a.m. to 9:00 a.m., except Saturdays, Sundays and holidays on the west side of Lansdowne Avenue, between Dundas Street West and Bloor Street West;
 - (c) Lansdowne Avenue, between a point 63.5 metres south of Bloor Street West and a point 5.5 metres further south, in effect at all times;
 - (d) Lansdowne Avenue, between a point 326 metres north of College Street and a point 5.5 metres further north, in effect at all times;
 - (e) rescind the existing permit parking in effect from 12:01 a.m. to 7:00 a.m., daily, on the east side of Lansdowne Avenue, between College Street and Bloor Street West;
 - (f) Lansdowne Avenue, between College Street and Bloor Street West;
 - (g) Lansdowne Avenue, from Bloor Street West to a point 30.5 metres further north thereof, for left turns only;
 - (h) Lansdowne Avenue, from College Street to a point 30.5 metres further south thereof, for left turns only (TTC vehicles excepted); and
3. the prohibition of parking at all times on both sides of College Street, between Dovercourt Road and Dundas Street West, from June 25, 2007 to November 20, 2007.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division 2007 Capital Budget City Planning	\$1,700,000.00 \$120,000.00

Summary

In consultation with Councillor Adam Giambrone and area residents, staff of Transportation Services, Technical Services and City Planning developed a plan to widen sidewalks, improve the pedestrian walking environment, safety, landscaping features and provide a calming effect on vehicular traffic on Lansdowne Avenue. As part of the Transportation Services 2007 Capital Works Programme, Lansdowne Avenue, between College Street and Bloor Street West, will be reconstructed. This provides an opportunity to cost-effectively implement the alterations necessary to achieve these community goals.

Background Information

Attachment 3 - Drawing No. 421F-8469

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2319.pdf>)

Attachment 2 - Drawing No. 421F-8468

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2321.pdf>)

Attachment 1 - Drawing No. 421F-8467

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2318.pdf>)

Attachment 4 - Drawing No. 421F-8470

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2320.pdf>)

Attachment 5 - Drawing No. 421F-8732

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2322.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2317.pdf>)

TE4.81	ACTION		Delegated	Ward: 18
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Thursday parking prohibition, various streets

(March 12, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council prohibit parking each Thursday, from April 1st to November 30th, at the locations described in Schedule "A" attached to this report in order to facilitate mechanical street sweeping operations.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget interim appropriations.	\$6,000.00

Summary

This staff report is about a matter which Community Council has delegated authority from City Council to make a final decision. Transportation Services is requesting approval from Toronto and East York Community Council to introduce Thursday parking prohibitions, beginning April 1st through November 30th, yearly, to enhance mechanical street sweeping operations, within the area bounded by the north and west boundary limits of Ward 18, Bloor Street West to the south and Dufferin Street to the east. Thursday parking prohibitions benefit residents by allowing the City's street cleaning services to provide a planned and scheduled service on both sides of a street in keeping with the City's clean and beautiful initiative.

Background Information

Attachment 2 - Map

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2239.pdf>)

Attachment 1 - Schedule A

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2238.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2237.pdf>)

TE4.82	ACTION		Delegated	Ward: 18
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Alternate Side Parking, Various Streets

(March 12, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council introduce alternate side parking by enacting the regulations for each of the streets in the area bounded by the north and west boundary limits of Ward 18, Bloor Street West to the south and Dufferin Street to the east, as set out in Schedule "A", in order to facilitate mechanical street sweeping operations.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget interim appropriations.	\$3,000.00

Summary

This staff report is about a matter which Community Council has delegated authority from City

Council to make a final decision. Transportation Services is requesting approval from Toronto and East York Community Council to introduce alternate parking on various streets within the area bounded by the north and west boundary limits of Ward 18, Bloor Street West to the south and Dufferin Street to the east. Alternate side parking benefits residents by allowing the City's street cleaning services to provide a planned and scheduled service on both sides of a street in keeping with the City Council's clean and beautiful initiative.

Background Information

Attachment 2 - Map

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2236.pdf>)

Attachment 1 - Schedule A

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2235.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2234.pdf>)

TE4.83	ACTION		Delegated	Ward: 19
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Disabled Persons Loading Zone - 435 Concord Avenue

(March 12, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council approve establishing an on-street loading zone for disabled persons, from 7:00 a.m. to 6:00 p.m., daily, on the east side of Concord Avenue, from a point 256.8 metres south of Hallam Street to a point 5.0 metres further south.

Financial Impact

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

Summary

This staff report is about a matter which Community Council has delegated authority from City Council to make a final decision. Transportation Services is requesting approval from Toronto and East York Community Council to establish a disabled persons loading zone on the east side of Concord Avenue, from a point 256.8 metres south of Hallam Street to a point 5.0 metres further south, operating from 7:00 a.m. to 6:00 p.m. to facilitate curb-side access for WheelTrans vehicles.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2215.pdf>)

Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2214.pdf>)

TE4.84	ACTION		Transactional	Ward: 19
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On-Street Parking Space for Persons With Disabilities - Ossington Avenue

(March 13, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that City Council approve the installation of an on-street parking space for persons with disabilities on the east side of Ossington Avenue, between a point 76 metres north of Churchill Avenue and a point 5.5 metres further north.

Financial Impact

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

Summary

The purpose of this report is to obtain approval for the installation of an on-street parking space for persons with disabilities on Ossington Avenue.

Background Information

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2269.pdf>

TE4.85	ACTION		Transactional	Ward: 19
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Stopping Regulations - Ossington Avenue, fronting St. Luke Catholic School

(February 26, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that City Council prohibit stopping from 7:00 a.m. to 4:00 p.m., Monday to Friday, on the east side of Ossington Avenue, between Harrison Street and a point 70.0 metres further north.

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 buses at St. Luke 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. Because a TTC bus route operates on this section of road, this matter must be approved by City Council.

Background Information

Attachment 1 - Map

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2352.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2334.pdf>)

TE4.86	ACTION		Delegated	Ward: 20
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Proposed “No Standing Anytime” regulation - Robertson Crescent

(March 8, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council approve a No Standing at Anytime prohibition on the west side of the east leg of Robertson Crescent, from a point 43 metres south of Queens Quay West to a point 28 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	\$200.00

Summary

This staff report is about a matter which the Community Council has delegated authority from City Council to make a final decision. Transportation Services, in consultation with Councillor Adam Vaughan on behalf of local residents, is requesting approval from Toronto and East York Community Council to introduce a no standing at anytime prohibition on the west side of the east leg of Robertson Crescent, from a point 43 metres south of Queens Quay West to a point 28 metres further south thereof. Introduction of a no standing at all times prohibition will prevent long term parking and idling from occurring.

Background Information

Attachment 1 Map

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2326.pdf>

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2325.pdf>

TE4.87	ACTION		Delegated	Ward: 21
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Thursday parking prohibition, various streets

(March 12, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council prohibit parking each Thursday, from April 1st to November 30th, at the locations described in Schedule “A” attached to this report in order to facilitate mechanical street sweeping operations.

Summary

This staff report is about a matter which Community Council has delegated authority from City Council to make a final decision. Transportation Services is requesting approval from Toronto and East York Community Council to continue the program of Thursday parking prohibitions, commencing April 1st through to November 30th, which was introduced as a pilot in 2006, to enhance mechanical street cleaning operations, within the area bounded by St. Clair Avenue West to the north, Winona Drive to the west, Davenport Road to the south and Bathurst Street to the east. Thursday parking prohibitions benefit residents by allowing the City’s street cleaning services to provide a planned and scheduled service on both sides of a street in keeping with the City’s clean and beautiful initiative.

Background Information

Attachment 1 - Schedule A

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2242.pdf>

Attachment 2 - Map

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2241.pdf>

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2240.pdf>

TE4.88	ACTION		Delegated	Ward: 21
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Disabled persons loading zone - 26 Rains Avenue -

(March 12, 2007) memo from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council establish an on-street disabled persons loading zone on the west side of Rains Avenue, from a point 39 metres south of Davenport Road to a point 5.5 metres further south, operating from 7:00 a.m. to 6:00 p.m., commencing the 16th day of each month to the last day of each month, April 1st to November 30th.

Financial Impact

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

Summary

This staff report is about a matter which Community Council has delegated authority from City Council to make a final decision. Transportation Services is requesting approval from Toronto and East York Community Council to establish a disabled persons loading zone on the west side of Rains Avenue, from a point 39 metres south of Davenport Road to a point 5.5 metres further south, operating from 7:00 a.m. to 6:00 p.m. to facilitate curb side access for WheelTrans vehicles.

Background Information

Attachment 1 Map

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2333.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2332.pdf>)

TE4.89	ACTION		Delegated	Ward: 22
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Parking Amendments - Macpherson Avenue

(March 12, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council approve:

1. rescinding the one-hour maximum parking regulation, from 8:00 a.m. to 12:00 midnight, Monday to Friday, on the south side of Macpherson Avenue, from Poplar Plains Road to Rathnelly Avenue;
2. rescinding permit parking, from 12:01 a.m. to 8:00 a.m., Monday to Friday, on south side of Macpherson Avenue, between Poplar Plains Road and Rathnelly Avenue;
3. a no stopping at anytime prohibition on the south side of Macpherson Avenue, from

Poplar Plains Road to a point 33 metres further east;

4. a no parking at anytime prohibition on the south side of Macpherson Avenue, from a point 33 metres east of Poplar Plains Road to a point 91 metres further east and from a point 150.5 metres east of Poplar Plains Road to east curb of Rathnelly Avenue; and
5. a one hour maximum parking limit from 10:00 a.m. to 6:00 p.m., daily, and permit parking, from 6:00 p.m. of one day to 10:00 a.m. of the next following day, daily on the south side of Macpherson Avenue, from a point 124 metres east of Poplar Plains Road and a point 26.5 metres further east.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Toronto Transportation Services 2007 operating budget interim appropriations	\$1,500

Summary

This staff report is about a matter which Community Council has delegated authority from City Council to make a final decision. Transportation Services is requesting approval to amend parking regulations on the south side of Macpherson Avenue, between Poplar Plains Road and Rathnelly Avenue. The proposed amendments will improve traffic safety and provide parking permit holders with a longer time period in which parking is available for their use only.

Background Information

Attachment 1 Map

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2331.pdf>

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2330.pdf>

TE4.90	ACTION		Delegated	Ward: 22
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Proposed Layby - Tarlton Road, Beside 491 Eglinton Avenue West

(March 5, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council approve:

1. widening Tarlton Road from a width of 7.4 metres to a width varying between 7.4 metres to 9.9 metres by the construction of a layby on the east side, from a point 15 metres south of Eglinton Avenue West to a point 16 metres further south; generally as shown on Drawing No. 421F-8707, dated February 2007, copy attached, subject to the conditions outlined in this report;

2. amending the “No Parking Anytime” prohibition on the east side of Tarlton Road, from Eglinton Avenue West to Chaplin Crescent, to operate from Eglinton Avenue West to a point 15 metres south and from a point 31 metres south of Eglinton Avenue West to Chaplin Crescent; and
3. prohibiting standing at anytime on the east side of Tarlton Road, from a point 15 metres south of Eglinton Avenue West to a point 16 metres further south.

Financial Impact

All costs associated with the work necessary to construct the proposed layby and change the parking regulation signage are the responsibility of the owners of No. 491 Eglinton Avenue West.

Summary

This staff report is about a matter which Community Council has delegated authority from City Council to make a final decision. Transportation Services is requesting approval to construct a layby with a “Passenger Loading Zone”, on the east side of Tarlton Road, beside 491 Eglinton Avenue West. The proposed construction of this layby will provide an area off the driven portion of the roadway where disabled and elderly patients can be dropped-off/picked-up safely and conveniently while visiting the medical offices located at 491 Eglinton Avenue West.

Background Information

Attachment 1 Map

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2285.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2284.pdf>)

TE4.91	ACTION		Delegated	Ward: 28
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“No Parking” zone - Aberdeen Avenue, north side, west of Parliament Street

(March 8, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council prohibit parking at all times, on the north side of Aberdeen Avenue, from a point 44.5 metres west of Parliament Street to a point 5.5 metres further west.

Financial Impact

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

Summary

This staff report is about a matter which Community Council has delegated authority from City Council to make a final decision. Transportation Services has assessed a request to create a “No Parking” zone on the north side of Aberdeen Avenue, west of Parliament Street. The proposed “No Parking” zone will provide residents with increased visibility when exiting from the laneway on the north side of Aberdeen Avenue.

Background Information

Attachment 1 Map

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2290.pdf>

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2289.pdf>

TE4.92	ACTION		Delegated	Ward: 27
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Parking Regulations - Mathersfield Drive

(March 8, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council:

1. prohibit parking at all times as follows:
 - a. on the east side of the westerly north/south branch of Mathersfield Drive, from Pricefield Road to the east/west branch of Mathersfield Drive;
 - b. on the south side of the east/west branch of Mathersfield Drive, from the westerly north/south branch of Mathersfield Drive to the easterly north/south branch of Mathersfield Drive;
 - c. on the west side of the easterly north/south branch of Mathersfield Drive, from the north end of the street to the east/west branch of Mathersfield Drive; and
 - d. on the north side of the east/west branch of Mathersfield Drive, from the public lane beside Premises No. 38 to a point 9 metres south of the east/west branch, on the west side of the westerly north/south branch of Mathersfield Drive.

Financial Impact

All costs associated with the installation of parking signs on Mathersfield Road are the responsibility of the developer. There is no cost to the City.

Summary

This staff report is about a matter which Community Council has delegated authority from City Council to make a final decision. Transportation Services is requesting Toronto and East York

Community Council's authority to prohibit parking on various sections of Mathersfield Drive. Allowing parking on only one side of the street will ensure that it is clear for two-way traffic and emergency access.

Background Information

Attachment 1 Map

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2303.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2302.pdf>)

TE4.93	ACTION		Delegated	Ward: 29
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Disabled persons' loading zone - 156 Floyd Avenue

(March 12, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council designate a loading zone for a disabled person on the north side of Floyd Avenue, from a point 20 metres west of Pape Avenue to a point 10.5 metres further west.

Financial Impact

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

Summary

This staff report is about a matter which the Community Council has delegated authority from City Council to make a final decision. Transportation Services is requesting Community Council's approval to introduce a loading zone for a disabled person on the north side of Floyd Avenue, near No. 156. This will provide Wheel-trans buses with a convenient pick-up/drop-off location.

Background Information

Attachment 1 Map

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2299.pdf>)

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2298.pdf>)

TE4.94	ACTION		Transactional	Ward: 29
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10-minute parking zone - Danforth Avenue, south side, east of Broadview Avenue

(March 12, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that City Council allow parking for a maximum period of ten minutes at all times except from 4:00 p.m. to 6:00 p.m., Monday to Friday, on the south side of Danforth Avenue, from a point 127 metres east of Broadview Avenue to a point 15.5 metres further east.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget interim appropriations	\$ 500

Summary

Transportation Services has assessed a request to create three short-term parking spaces on the south side of Danforth Avenue, in front of the Danforth Music Hall. With a 10-minute parking zone, local customers would be able to leave their vehicles for a short time.

Background Information

Attachment 1 Map

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2274.pdf>

Staff Report

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2273.pdf>

(Deferred from January 16, 2007 - 2007.TE2.71)

TE4.95	ACTION		Delegated	Ward: 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.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1893.pdf>)

TE4.96	ACTION		Delegated	Ward: 32
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Installation/Removal of On-Street Parking Spaces for Persons With Disabilities - March 2007

(March 13, 2007) report from Director, Transportation Services Toronto and East York District

Recommendations

Transportation Services recommends that Toronto and East York Community Council approve the installation and removal of on-street parking spaces for persons with disabilities at various locations as identified in the attached Appendix A.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget interim appropriations.	\$1,800.

Summary

This staff report is about a matter which Community Council has delegated authority from City Council to make a final decision. The purpose is to obtain approval for the installation/removal of a number of on-street parking spaces for persons with disabilities.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2336.pdf>)

TE4.97	ACTION		Delegated	Ward: 18
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Nominees for the City Board for McCormick Playground Arena

(March 12, 2007) letter from Mark Bekkering Senior Management Consultant

Summary

In accordance with the Civic Appointments Policy, the City Board for McCormick Playground Arena has put forth through me, the following residents of the City of Toronto for appointment to the City Board for McCormick Playground Arena for a term expiring at the end of this term of Council: • Mr. Michael English • Mr. Alfred Epifanio • Mr. John Hermann • Mr. Ken Sherbanowski • Mr. William Reynolds • Mr. Stephen Lee • Mr. Robert Gagne • Ms. Gina Dynak • Ms. Donna Kairys Wojpylo; and • Mr. Chris Korwin-Kuczynski.

Background Information

Letter

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2291.pdf>)

TE4.98	ACTION		Transactional	Ward: 17, 22, 28
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Board of Management Appointments, Additions and Deletions - Fairbank Village, Old Queen Street and The Eglinton Way Business Improvement Areas

(March 8, 2007) report from Donald G. Eastwood, General Manager Economic Development, Culture & Tourism

Recommendations

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

1. Council approve the deletion and addition to the Board of Management of The Eglinton Way BIA set out in Attachment No. 1;

2. Council approve the establishment of Boards of Management for the Old Queen Street BIA and for the Fairbank Village BIA, and the appointment of the nominees for the Fairbank Village BIA set out in Attachment No. 1; and
3. Schedule A of the Toronto Municipal Code Chapter 19, Business Improvement Areas, be amended to reflect the addition of and changes to these BIA Boards.

Summary

The purpose of this report is to make changes to the Boards of Management (the “Board”) of The Eglinton Way Business Improvement Areas (the “BIA”), to establish a Board for the Fairbank Village BIA and the Old Queen Street BIA, and to appoint nominees to the Fairbank Village BIA. As the Fairbank Village and The Eglinton Way BIAs are governed by the North York Community Council and the Toronto and East York Community Council, City Council has to approve the recommendations for these BIAs.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2199.pdf>)

TE4.99	ACTION		Delegated	Ward: 20, 21, 27, 28, 32
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Board of Management Appointments, Additions and Deletions - Church-Wellesley Village, Old Queen Street, Queens Quay Harbourfront, The Beach and the Wychwood Heights Business Improvement Areas

(March 8, 2007) report from General Manager Economic Development, Culture & Tourism

Recommendations

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

1. Toronto and East York Community Council approve the deletions and additions to the Boards of Management of The Beach BIA, Queens Quay Harbourfront BIA and Church-Wellesley Village BIA;
2. Toronto and East York Community Council approve the nominees to the Old Queen Street BIA effective when the Board is established by Council and approve the nominees to the Wychwood Heights BIA Board as set out in Attachment No.1; and
3. Schedule A of the Toronto Municipal Code Chapter 19, Business Improvement Areas, be amended to reflect the changes to these BIA Boards.

Summary

The staff report is about a matter over which the community council has the delegated authority

to make a final decision. The purpose of this report is to make changes to the Boards of Management (the “Board”) of the following Business Improvement Areas (the “BIA”): Church-Wellesley Village BIA, Queens Quay Harbourfront BIA, The Beach BIA; to appoint nominees to the Old Queen Street BIA Board effective when the Board is established by Council and to appoint nominees to the Wychwood Heights BIA Board.

Background Information

Staff Reports

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2075.pdf>)

TE4.100	ACTION		Delegated	Ward: 20
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Nominees for the City Board for William H. ‘Bill’ Bolton Arena

(March 12, 2007) letter from Mark Bekkering Senior Management Consultant

Summary

In accordance with the Civic Appointments Policy, the City Board for William H. ‘Bill’ Bolton Arena has put forth through me, the following residents of the City of Toronto for appointment to the City Board for William H. ‘Bill’ Bolton Arena for a term expiring at the end of this term of Council: • Mr. Brian McGroaty; • Mr. Peter Groves; • Mr. Jan Hughes; • Ms. Yvonne O’Hara; • Mr. Gus Falcioni; • Mr. Doug Croker; • Ms. Susan O’Connor; • Mr. John Fulford; and • Mr. Fred Freedman.

Background Information

Letter

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2301.pdf>)

TE4.101	ACTION		Transactional	Ward: 27
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Request for Council's Appointment of Citizen Members to the Yonge-Dundas Square Board of Management

(March 12, 2007) letter from General Manager, Yonge-Dundas Square Board of Management

Recommendations

1. Yonge-Dundas Square Board of Management therefore recommends that Council appoint the members named in this correspondence to the Board, effective upon the date of Council approval.
2. The Staff of the Board of Management and City Officials be authorized and directed to

take the necessary action to give effect thereto.

Summary

The purpose of this communication is to recommend that Council appoint residents of Toronto to the Yonge-Dundas Board of Management, to a term expiring at the end of the current term of Council, or as soon thereafter as successors are appointed.

TE4.102	ACTION		Delegated	Ward: 27
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Appointments to the 519 Church Street Community Centre Board of Management

(January 9, 2007) letter from Executive Director 519 Church Street Community Centre

Recommendations

That the following people be appointed to the 519 Church Street Community Centre Board of Management.

Salah Bachir
 Martin Boily-Côté
 Mathieu Chantelois
 Jason Ford (Kamenz)
 Mike Karapita
 Lyle Kersey
 Marv Lucey
 Derrick Navarro
 Michael Went

Summary

Submitting names for appointment to the 519 Church Street Community Centre Board of Management.

Background Information

Letter

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrrd/backgroundfile-1928.pdf>)

TE4.103	ACTION		Delegated	Ward: 27
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Nominees for the City Board for Moss Park Arena

(March 12, 2007) letter from Mark Bekkering Senior Management Consultant

Summary

In accordance with the Civic Appointments Policy, the City Board for Moss Park Arena has put forth through me, the following residents of the City of Toronto for appointment to the City Board for Moss Park Arena for a term expiring at the end of this term of Council: • Mr. Frank Delaney • Mr. Bill Brown • Mr. Joey Gladding • Mr. Morris Hill • Mr. Paul Dineen • Ms. Kathleen Kelly; and • Ms. Joanne Lindsay.

Background Information

Letter

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2286.pdf>)

TE4.104	ACTION		Delegated	Ward: 32
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Nominees for the City Board for Ted Reeve Community Arena

(March 12, 2007) letter from Mark Bekkering Senior Management Consultant

Summary

The Board for the Toronto East Arena Gardens Incorporated, in accordance with the 1954 agreement between the organization and the City, has put forth through me, the following residents of the City of Toronto for appointment to the City Board for Ted Reeve Community Arena for a term expiring at the end of the term of this Council. • Mr. Robert Acton; • Ms. Linda Blogg; • Mr. Jack Lee; • Mr. John McKay; • Ms. Jeanette McPherson; and • Ms. Jennifer Price.

Background Information

Letter

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2300.pdf>)

TE4.105	ACTION		Transactional	
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Heritage Toronto Board of Directors - Nomination of Two Citizen Representatives

Confidential Attachment - Personal matters about an identifiable individual, including municipal or local board employees

(March 9, 2007) report from Nomination Selections Committee, Heritage Toronto

Recommendations

The Nominations Selection Committee for the Heritage Toronto Board recommends:

1. That the Toronto and East York Community Council recommend to Council the appointment of the selected individuals listed in confidential Attachment No. 1, to the Heritage Toronto Board of Directors for a term commencing upon approval for the current term of Council, or until a successor is appointed; and
2. That the names become public once Council appoints them.

Summary

The Heritage Toronto Nominations Selection Committee recommends two citizen representatives from the Toronto and East York Community Council area to be approved as members of the Heritage Toronto Board of Directors for the 2006 - 2010 term of Council.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2091.pdf>)

TE4.106	ACTION		Transactional	
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Requests for Endorsement of Events for Liquor Licensing Purposes

Summary

Seeking Council's endorsement of various events for liquor licencing purposes.

106a

20th Annual Portugal Week 2007 Festival

(March 12, 2007) letter from Deputy Mayor Joe Pantalone

Summary

Requesting that City Council, for liquor licence purposes, declare the 20th Annual Portugal Week 2007 Festival taking place at Trinity Bellwoods Park on June 8, 9 and 10, 2007 to be an event of municipal/community significance and advise that it has no objection to it taking place.

Communications

(March 12, 2007) letter from Deputy Mayor Joe Pantalone - TEMain

106b

Grand Prix of Toronto

Recommendations

It is recommended that City Council, for liquor licence purposes, declare the Grand Prix of Toronto taking place on July 6, 7 and 8, 2007 to be an event of community and/or municipal significance, as well as the following events being held in conjunction:

- a. Big Bike for the Heart and Stroke Foundation, taking place on Tuesday, July 3, 2007 at the Exhibition Place, from 6:00 p.m. to 9:00 p.m.;
- b. Bike for Tykes, take place on Wednesday, July 4, from 12 noon to 4:00 p.m., venue to be determined;
- c. Gala Dinner, taking place on Thursday, July 5, at the Four Season's Hotel, from 6:00 p.m. to midnight, and Grand Prix Street Party, at John Street, from 7:00 p.m. to midnight;
- d. Drivers' Party, taking place on Friday, July 6, at Muzik, Exhibition Place, from 7:00 p.m. to midnight; and
- e. Grand Prix Party, taking place on July 7 at Muzik, Exhibition Place, from 7:00 p.m. to midnight.

Summary

Seeking Council's endorsement of this event for liquor licence purposes

Background Information

Member Motion

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1942.pdf>

106c

Festival on Bloor

(March 12, 2007) letter from

Summary

Requesting that City Council, for liquor licence purposes, declare the Festival on Bloor to be an event of municipal significance and advise that it has no objection to participating restaurants on both sides of Bloor Street from Spadina Avenue to Bathurst Street, being permitted to serve and sell alcohol on the sidewalk between 12.00 noon and 6.00 p.m. on June 10, 2007.

Communications

(March 12, 2007) letter from Suzanne Landriault, Miles Nadal Jewish Community Centre - TEMain

106d

North by Northeast (NXNE) Music Festival and Conference

Recommendations

Recommending to City Council that the North By Northeast (NXNE) Music Festival taking

place on June 6, 7, 8, 9 and 10, 2007 in various locations be declared an event of municipal significance and indicate that it has no objection to it taking place, nor to the following establishments being permitted to sell and serve alcohol until 4.00 a.m. from June 6 to June 10, 2007:

Drake Hotel, 1150 Queen Street West
 Bovine Club, 542 Queen Street West
 Horseshoe Tavern, 370 Queen Street West
 El Mocambo, 464 Spadina Avenue
 Lees Palace, 529 Bloor Street West
 Now Lounge, 189 Church Street
 The Silver Dollar Room, 486 Spadina Avenue

Summary

Recommending that City Council, for liquor licence purposes, endorse this event for liquor licence purposes

Background Information

NXNE Music Festival

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-1938.pdf>)

TE4.107	ACTION		Transactional	Ward: 20
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Metro Bar, 296 Richmond Street West

(March 27, 2007) Member Motion from Councillor Vaughan

Recommendations

It is recommended that:

1. City Council supports the application for a liquor licence for Metro Bar, 296 Richmond Street West (the “premises”) provided that the following conditions, in the form substantially set out below, are attached to the liquor licence:
 - a. At all times while the premises are open to patrons and for at least one hour after the premises are closed to patrons, the premises shall be staffed with at least one visibly identifiable and bonded security guard for every 50 patrons on the premises.
 - b. All security guards shall wear identification or clothing by which they can readily be identified as security guards.
 - c. At all times while the premises are open the Licensee shall ensure that there are clearly visible and functioning security cameras at every exit and entrance and in

every public space.

- d. The Licensee shall retain all digital records from the security cameras for a minimum of 90 days.
- e. The Licensee shall provide the name and contact information of the Head of Security and the General Manager of the premises to the City of Toronto Police, 52 Division, Plain Clothes Unit.
- f. One of the persons named in clause (e) shall be on the premises at all times when the premises are open to patrons.
- g. The Licensee shall ensure that every entrance to the premises is staffed with at least one security guard equipped with a metal detector.
- h. The Licensee shall submit a Noise Control Plan to the City of Toronto which shall include the maximum levels for music within the premises, and ensure that the windows are closed during all hours of operation.
- i. The Licensee shall use and allow only a single queue, with a maximum width of 1 metre, for people waiting to enter the premises. The queue will extend east along Richmond Street from the entrance of the premises. No queuing will be allowed on the west side of the entrance. A barrier or rope separator shall be used to clearly distinguish the area to be used for queuing from the remainder of the sidewalk which shall be maintained free and clear for passing pedestrians. The licensee shall ensure that during all hours of operation, the queuing area is monitored by clearly visible and functioning security cameras. The licensee shall further maintain a minimum of four clearly identifiable security personnel outside the premises for the purposes of providing security at the door, actively maintaining an orderly queue, and actively ensuring that the remainder of the sidewalk along the full frontage of the building and along the full length of the queue is not encumbered by people queuing or conversing with people in the queue.
- j. The Licensee shall submit a Litter Control Plan to the City of Toronto which shall ensure that all areas immediately adjacent to the premises are clean and free of litter, refuse and other debris and shall install and maintain containers for the deposit of litter, refuse and other debris.
- k. The Licensee shall operate in accordance with the Noise, Crowd and Litter

Control Plans at all times.

- l. All managers, employees and security staff working at the premises must successfully complete a Commission approved server training course within ninety (90) days of the start of employment at the premises.
 - m. The Licensee shall ensure that high intensity lighting is mounted across the full width of the front of the premises so that the sidewalk is fully lighted and that these lights are fully operational and turned on from the time of opening until daybreak the following day. The licensee shall also ensure that high-intensity lighting is mounted across the full width of the back of the premises using directional light fixtures that fully light the laneway while not shining into residences above stores on Queen Street. The Licensee shall ensure that these lights are fully operational and turned on from the time of opening until daybreak the following day.
2. Subject to the approval by the Registrar or Board, as the case may be, of the Alcohol and Gaming Commission, the conditions as set out in paragraph 1 above, be attached to any liquor licence issued to the premises and the applicant, 1704543 Ontario Inc., shall agree that prior to the issuance of a liquor licence, it shall file with the Registrar written consent to the said conditions being attached to any liquor licence for the premises.
 3. The City Solicitor be authorized to make such stylistic and technical changes to the said conditions as may be required and further be directed to take all necessary actions so as to give effect to this Motion.”

Summary

At its meeting of September 25, 26 and 27, 2006, City Council authorized the City Solicitor to oppose the application for a liquor licence for Metro Bar Inc., 296 Richmond Street West (the “premises”). The existing liquor licence was revoked by the Board of the Alcohol and Gaming Commission on March 24, 2006. The Board’s order was suspended because the Licensee was granted a stay, with conditions, by the courts which means that the existing liquor licence is still in effect. The Licensee is in the process of selling the premises to a purchaser, 1704543 Ontario Inc. (the “Applicant”), which has made an application for a new liquor licence. There have been meetings and discussions with the Applicant and its lawyer to discuss concerns about public safety with establishments in that area which sell alcohol. As a result of those discussions, and with input and advice from Legal Services staff, the Applicant has agreed to have certain conditions attached to its liquor licence which will enhance public safety for residents as well as the patrons and employees of the premises. The proposed conditions are satisfactory to the King-Spadina Residents Association, the Ward Councillor and the Applicant. Once attached to a liquor licence, all conditions must be complied with by the licensee.

Background Information

Member Motion

<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2092.pdf>

TE4.108	ACTION		Transactional	Ward: 27
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Surplus Land Declaration and Proposed Closing of the Public Lane at the Rear of 76 Davenport Road

(March 12, 2007) report from General Manager, Transportation Services and Chief Corporate Officer

Recommendations

Transportation Services and Facilities and Real Estate Services recommend that Toronto City Council:

1. Permanently close the public lane shown as Part 1 on the attached Sketch No. PS-2007-046, (the “Lane”), subject to compliance with the requirements of the City of Toronto Municipal Code Chapter 162, and following City Council’s approval of the sale of the Lane;
2. Direct Transportation Services staff to give notice to the public of a proposed bylaw to close the Lane following City Council’s approval of the sale of the Lane and that this be done in accordance with the requirements of Chapter 162 of the City of Toronto Municipal Code, and that the Toronto and East York Community Council hear any member of the public who wishes to speak to this matter during consideration of the proposed bylaw;
3. Declare the Lane surplus to the City’s requirements and authorize the Chief Corporate Officer to invite an offer to purchase the Lane from Diamante Development Corporation (the “Applicant”); and
4. Take all steps necessary to comply with Chapter 213 of the City of Toronto Municipal Code.

Summary

Transportation Services and Facilities and Real Estate staff request that the public lane at the rear of 76 Davenport Road be closed and be declared surplus to the City’s requirements. In addition, Facilities and Real Estate staff are also requesting authorization to invite an offer to purchase the lane from Diamante Development Corporation.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2335.pdf>)

TE4.109	ACTION		Transactional	Ward: 28
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Sale of a Portion of the Public Lane Abutting 286 King Street East and 501 Adelaide Street East

(March 6, 2007) report from Chief Corporate Officer

Recommendations

The Chief Corporate Officer recommends that:

1. The Offer to Purchase from Context (King Adelaide) Inc. (“Context”) to purchase a portion of the public lane abutting 286 King Street East and 501 Adelaide Street East, shown as Part 1 on Sketch No. PS-2005-145 (the “Lane”), in the amount of \$222,000.00 be accepted substantially on the terms and conditions outlined in Appendix “A” to this report, and that each of the Chief Corporate Officer and the Director of Real Estate Services be authorized severally to accept the Offer on behalf of the City.
2. Authority be granted to direct a portion of the proceeds of closing to fund the outstanding expenses related to the Lane and the completion of the sale transaction.
3. The City Solicitor be authorized to complete the transaction on behalf of the City, including making payment of any necessary expenses and amending the closing and other dates to such earlier or later date(s) and on such terms and conditions as she may from time to time consider reasonable.

Financial Impact

Revenue in the amount of \$222,000.00 plus GST if applicable, less closing costs and the usual adjustments is anticipated.

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

Summary

The purpose of this report is to authorize the sale of a portion of the public lane abutting 286 King Street East and 501 Adelaide Street East, more particularly described in the recommendations below, and shown as Part 1 on Sketch No. PS-2005-145 attached as Appendix “B”. Having completed negotiations with the adjoining land owner, Context (King Adelaide) Inc., we are recommending acceptance of that Offer to Purchase substantially on the terms and conditions outlined in the attached Appendix “A”. The terms for completing the transaction, as set out herein, are considered to be fair, reasonable and reflective of market value.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2213.pdf>)

TE4.110	ACTION		Transactional	Ward: 28
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Surplus Land Declaration and Proposed Closing of a Below-Grade Portion of Bremner Boulevard

(March 12, 2007) report from General Manager, Transportation Services and Chief Corporate Officer

Recommendations

Transportation Services and Facilities and Real Estate Services recommend that Toronto City Council:

1. Permanently close the below-grade portion of Bremner Boulevard, shown as Part 1 on the attached Sketch No. PS-2006-112 (the “Highway”), as a public highway, subject to compliance with the requirements of the City of Toronto Municipal Code Chapter 162, and following City Council’s approval of the sale of the Highway;
2. Direct Transportation Services staff to give notice to the public of a proposed bylaw to close the Highway following City Council’s approval of the sale of the Highway, and that this be done in accordance with the requirements of Chapter 162 of the City of Toronto Municipal Code, and that the Toronto and East York Community Council hear any member of the public who wishes to speak to this matter during consideration of the proposed bylaw;
3. Declare the Highway surplus to the City’s requirements and authorize the Chief Corporate Officer to invite an offer to purchase the Highway in exchange for the privately owned below-grade lands shown as Part 2 on the subject sketch, subject to permitted encroachments, from York Bremner Developments Limited, (the “Applicant”);
4. Direct Transportation Services staff to dedicate the private lands for public highway purposes upon acquisition by the City of the private lands; and
5. Take all steps necessary to comply with Chapter 213 of the City of Toronto Municipal Code.

Summary

Transportation Services and Facilities and Real Estate staff request that a below-grade portion of Bremner Boulevard be closed and be declared surplus to the City’s requirements. In addition, Facilities and Real Estate staff are also requesting authorization to invite an offer to purchase the below-grade portion of Bremner Boulevard in exchange for privately owned lands below Bremner Boulevard, from York Bremner Developments Limited, representing premises No. 15 York Street.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2283.pdf>)

TE4.111	ACTION		Delegated	Ward: 30
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Proposed renaming of Eastview Park to Kempton Howard Park

(March 7, 2007) report from Brenda Librecz, General Manager, Parks, Forestry and Recreation

Recommendations

The General Manager of Parks, Forestry and Recreation Division recommends that the Toronto and East York Community Council approve the renaming of Eastview Park, located at 150 Blake Street, to Kempton Howard Park.

Summary

This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision. Kempton Howard was a respected youth leader in the Blake/Boulton community who was fatally shot on December 13, 2003. To commemorate his life, the Blake/Boulton Resource Group proposed the renaming of Eastview Park to Kempton Howard Park. A letter requesting the name change, on behalf of the neighbourhood, was authored by the Executive Director of Eastview Neighbourhood Community Centre and forwarded to the Ward Councillor. This report recommends that the Eastview Park be renamed the Kempton Howard Park.

Background Information

Staff Report

(<http://www.toronto.ca/legdocs/mmis/2007/te/bgrd/backgroundfile-2187.pdf>)

TE4.Bills	ACTION		Delegated	
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General Bills

Confirmatory Bill