

## Public Works and Infrastructure Committee

<b>Meeting No.</b>	14	<b>Contact</b>	Rosalind Dyers, Committee Administrator
<b>Meeting Date</b>	Wednesday, April 9, 2008	<b>Phone</b>	416-392-8018
<b>Start Time</b>	9:30 AM	<b>E-mail</b>	pwic@toronto.ca
<b>Location</b>	Committee Room 1, City Hall		

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

### *How to Read the Decision Document:*

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

*Minutes Confirmed – Meeting of February 8, 2008*

PW14.1	Information	Amended		Ward: All
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### **Summary of Sewer Use By-law Compliance and Enforcement Activities**

(February 4, 2008) Report from the General Manager, Toronto Water.

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

The Public Works and Infrastructure Committee:

1. referred the submissions from the Toronto Environmental Alliance, Karen Buck and Karey Shinn to the General Manager, Toronto Water with a request that the issues raised in these submissions be considered in an expanded annual report on the Sewer Use By-law; and further requested the General Manager, Toronto Water to report back

to the Public Works and Infrastructure Committee, prior to the 2009 budget, on the financial impacts of incorporating and implementing an enhanced monitoring program for all Sewer Use By-law parameters; and

2. requested the General Manager, Toronto Water to report to the Public Works and Infrastructure Committee, through the Wet Weather Flow Master Plan (WWFMP) Advisory Committee, on water volumes and discharge substances (loading) and impact of discharges on Combined Sewer Overflows, and water quality in the Don Watershed related to the Industrial Waste Surcharge Agreements, as soon as the information is available.

### **Financial Impact**

There are no financial implications to the City as a result of this report.

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

### **Summary**

The City of Toronto's Sewer Use By-law (Municipal Code Chapter 681 – Sewers) sets strict limits on heavy metals and toxic organic compounds in wastewater discharged to sanitary and storm sewers. It also has requirements for those industrial or commercial activities that may discharge any of the 38 subject pollutants identified in the By-law to submit Pollution Prevention (P2) Plans or comply with industry specific Best Management Practices (BMP). All these provisions are enforceable under the By-law. The maximum fine for a corporation who contravenes any provision of the By-law is \$100,000 and for every person other than a corporation the maximum fine is \$20,000.

Toronto Water has structured its monitoring and enforcement activities into four general programs. The programs are as follows:

- Routine Industrial Monitoring and Sampling Program;
- Industrial Waste Surcharge Agreement Program;
- Pollution Prevention (P2) Plan Program; and
- Stormwater Monitoring and Sampling Program.

In 2007, all of the monitoring and enforcement activities resulted in 4,418 inspections and 14,682 samples being collected that were analyzed by the Toronto Water Laboratory. Toronto Water enforcement action for non-compliance of the Sewer Use By-law resulted in the issuance of 418 written Notice of Violations (NOV), preparation of 26 prosecution cases, 17 of which are still before the courts and 9 concluded in convictions totalling \$49,000 in fines.

There were 135 active Industrial Waste Surcharge Agreements (IWSA) monitored by Toronto Water which generated \$7.1 million in revenue for the City in 2007.

Monitoring of industries for compliance with the Sewer Use By-law has established greater protection of sewer infrastructure, safer environments for staff working in the sewer system or wastewater treatment plants, reduced amount of contaminants into the wastewater stream that cannot be removed through current treatment plant processes and ensures biosolids meet the strict regulations set out by the Province in the Nutrient Management Act to allow application on agricultural land.

### Background Information

2008-04-09-pw14.1

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11872.pdf>)

### Communications

(April 9, 2008) Submission from Karen Buck (PW.New.PW14.1.1)

(April 9, 2008) Submission from Karey Shinn (PW.New.PW14.1.2)

(April 9, 2008) Submission from The Toronto Environmental Alliance (PW.New.PW14.1.3)

PW14.2	ACTION	Adopted		Ward: All
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### Community Program for Stormwater Management Grant Approvals

(March 26, 2008) Report from the General Manager, Toronto Water.

### Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. The following projects be approved for funding in the amount of \$150,041, net of GST including a 10% administrative fee for TRCA under the Community Program for Stormwater Management:
  - a. Rainwater Harvesting at the Brickworks - Evergreen;
  - b. Stormwater Management (Source Reduction) – Toronto Chinese for Ecological Living;
  - c. Black Creek Project's Riparian and Steep Slope Planting Program – Black Creek Conservation Project;
  - d. Stormwater Runoff Native Plant Garden – North American Native Plant Society;
  - e. Reesor Wetland Creation – Friends of the Rouge Watershed; and
  - f. Ontario Food Terminal Bio-Swale Project – Ontario Food Terminal.
2. The appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

### Financial Impact

The total value of projects identified in this report is \$150,041 net of GST, including a 10% administrative fee for TRCA and is included in the approved 2008 Toronto Water Capital

Budget, WBS Element CWW447-03 – Wet Weather Flow Master Plan – Public Education.

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

### Summary

This report recommends approval of grants to community organizations to carry out stormwater management projects that were submitted to the Community Program for Stormwater Management for the March 7, 2008 application deadline.

### Background Information

2008-04-09-pw14.2

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11851.pdf>)

PW14.3	ACTION	Adopted		Ward: 6
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### **Request for Proposal 9117-07-7304 - Professional Engineering Services for the Process Equipment Update Project at the R.L. Clark Water Treatment Plant**

(March 13, 2008) Report from the Executive Director, Technical Services and the Director, Purchasing and Materials Management Division.

### Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. Funds in the amount of \$4,687,089.00 net of GST be reallocated to CPW063-06 Process Equipment Upgrade Engineering from CPW060-02 Additional Pumping Equipment, as outlined below in the Financial Impact Statement. Funding is included in the approved 2008 Toronto Water Capital Budget. The additional cash flow and project cost is to be reallocated (net of GST) as follows: \$1,904,000.00 in 2009, \$1,391,000.00 in 2010 and \$1,392,089.00 in 2011.
2. Subject to approval of Recommendation 1, authority be granted to enter into agreements in the amount of \$7,537,089.00 net of GST including provisional items, disbursements and contingencies to Associated Engineering (Ont.) Ltd. having submitted the highest scoring proposal meeting the requirements of the RFP, for the provision of professional engineering services for the Process Equipment Upgrade Project at the R. L. Clark Water Treatment Plant as follows:
  - a. for the pre-design and detailed design, an amount not to exceed \$3,709,014.00 net of GST including provisional items and disbursements. This amount includes a contingency allowance of \$350,000.00 net of GST, for additional services, if necessary and authorized by the Executive Director, Technical Services;

- b. for services during construction including general office administration and site supervision services, an amount not to exceed \$3,476,824.00 net of GST including provisional items and disbursements for a construction period of up to 208 weeks. This amount includes a contingency allowance of \$325,000.00 net of GST, to cover resident staff services during construction beyond a period of 208 weeks, at a rate not to exceed \$7,500.00 net of GST per week including disbursements, if necessary and authorized by the Executive Director, Technical Services; and
  - c. for the post-construction services, an amount not to exceed \$351,251.00 net of GST including provisional items and disbursements. This includes a contingency allowance of \$30,000.00 net of GST, for additional services, if necessary and authorized by the Executive Director, Technical Services.
3. Subject to approval of Recommendations 1 and 2, the appropriate officials be authorized and directed to take necessary actions to give effect thereto.

### **Financial Impact**

The total contract award identified in this report is \$7,913,943.45 including all applicable taxes and charges. The cost to the City net of GST is \$7,537,089.00. Funding is available in the approved 2008 Toronto Water Capital Budget, WBS Element CPW063-06 – Process Equipment Upgrade Engineering. However, at this time, the uncommitted cash flow is insufficient and additional cash flow authority is required to meet these commitments.

The funding approved for WBS Element CPW063-06 is \$2,850,000.00, net of GST and an additional \$4,687,089.00 is required in order to complete the engineering services for a total of \$7,537,089.00, net of GST. The cash flow requirements for this project are \$250,000.00 in 2008, \$2,404,000.00 in 2009, \$2,091,000.00 in 2010, \$2,092,089.00 in 2011, and \$700,000.00 in 2012, all net of GST.

The engineering estimate for this project is \$5,000,000.00 net of GST. The estimate, however, did not include the rehabilitation work identified in the R. L. Clark Condition Assessment Report. The Condition Assessment Report completed in August 2007 established the infrastructure rehabilitation and upgrade requirements at the R. L. Clark Water Treatment Plant for 5-year (immediate), 10-year (intermediate) and 20-year (long term) period. The 5-year rehabilitation work as identified in the Condition Assessment report has been included in this assignment as these items have been identified as posing risk within the next 5 years to the operation and reliability of the plant as a result of its condition and/or age.

The additional cash flow and project cost (all net of GST) is to be reallocated from CPW060-02 to CPW063-06 in the approved 2008 Toronto Water Capital Programme (with net impact of \$0) as follows:

Account	2008	2009	2010	2011	2012	Total
Reallocate from: <b>CPW060-02</b> Additional Pumping Equipment	\$0	\$1,904,000.00	\$1,391,000.00	\$1,392,089.00	\$0	<b>\$4,687,089</b>
<b>CPW063-06</b> Process Equipment Upgrade Engineering	\$250,000.00	\$500,000.00	\$700,000.00	\$700,000.00	\$700,000.00	<b>\$2,850,000</b>
Total Annual Cash Flow / Project Cost for <b>CPW063-06</b>	\$250,000.00	\$2,404,000.00	\$2,091,000.00	\$2,092,089.00	\$700,000.00	<b>\$7,537,089.00</b>

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 advise on the results of the Request for Proposal (RFP) 9117-07-7304 for the provision of professional engineering services for the Process Equipment Upgrade Project at the R. L. Clark Water Treatment Plant, and to request authority to enter into agreements with the recommended proponent.

### Background Information

2008-04-09-pw14.3

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11852.pdf>)

<b>PW14.4</b>	ACTION	Adopted		Ward: 11
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### 0 St. Clair Avenue West at Jane Street - Authority to Accept Lands Outside of the Harmonized Peer Review Process

(March 26, 2008) Report from the Executive Director, Technical Services.

### Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. The City take title to the top 3.5 metre strata of the approximately 0 metre to 3.4 metre wide conveyance along the St. Clair Avenue West frontage of the 0 St. Clair Avenue West property at Jane Street with no Record of Site Condition.

2. A condition of accepting this conveyance is that all Environmental Site Assessment Reports prepared on behalf of Canadian Pacific Railways for the lands to be conveyed to the City be submitted to the City's Peer Reviewer for review and concurrence, at Canadian Pacific Railways' expense.
3. A condition of accepting this conveyance is that Canadian Pacific Railways will provide the City with a Record of Site Condition once their remediation efforts have been completed and once they have completed a Risk Assessment to the satisfaction of the Ontario Ministry of the Environment and the City's Peer Reviewer.
4. Upon fulfilling Recommendation 3 above, Canadian Pacific Railways will convey to the City the balance of the lands below the 3.5 metre top strata.
5. Council authorize the City Solicitor to enter into the appropriate agreements with Canadian Pacific Railways to give effect thereto.

### **Financial Impact**

There are no financial impacts arising from this report.

### **Summary**

The purpose of this report is to obtain Council authority to accept lands to be conveyed to the City through the Planning Act development process in a manner that is different than that outlined in the Council-approved Harmonized Peer Review Process.

Canadian Pacific Railways (CPR) is in the process of remediating lands in the vicinity of St. Clair Avenue West and Jane Street for the purpose of selling off a portion of these lands for development. In order to proceed with the sale of these lands CPR has submitted a consent application to create three distinct parcels of land. As a condition of approval for the consent CPR will be required to convey a strip of land ranging in width from 0 metres to 3.4 metres to the City along the St. Clair Avenue West frontage of the property. However, due to ongoing remediation efforts, CPR will not be able to provide the City with a Record of Site Condition (RSC) at the time of severance. As a result, this report seeks Council authority to take title to the top 3.5 metre strata of land prior to receiving a Record of Site Condition. CPR will provide RSC documentation to the City at the completion of their remediation. This would allow the City to take title to the lands required for any future extension of the St. Clair Avenue West Streetcar right-of-way.

### **Background Information**

2008-04-09-pw14.4

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11853.pdf>)

PW14.5	ACTION	Noted/Filed		Ward: All
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## **Streets of Heroes**

(March 11, 2008) Letter from the City Clerk.

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

The Public Works and Infrastructure Committee noted and filed the Member Motion by Councillor Ford, seconded by Councillor Holyday, respecting Streets of Heroes.

### **Summary**

Advising that City Council on March 3, 4 and 5, 2008, referred the following motion M17.4 by Councillor Ford, seconded by Councillor Holyday, to the Public Works and Infrastructure Committee:

#### **SUMMARY:**

Canada is committed to the United Nations mandated mission in Afghanistan until the end of 2011, on the condition that Canada can secure a partner that will provide a battle group of approximately 1,000, as well as medium helicopter lift capacity and high performance Unmanned Aerial Vehicles.

Canada is paying a very dear price in the effort to help bring peace, order, prosperity and democracy to the people of Afghanistan.

Last August, the Province of Ontario designated Highway 401, from Trenton to Toronto, as the “Highway of Heroes”, to honour Canada’s soldiers killed in Afghanistan.

#### **RECOMMENDATIONS:**

1. That City Council honour those who have given their lives serving Canada and helping the people of Afghanistan.
2. That City Council amend the Toronto Street Naming Policy so that, with the permission of next of kin, any new public highways and private streets are named after our fallen Canadian soldiers.
3. That, upon the completion of the mission, the designation of streets for the late members of Joint Task Force Afghanistan continue until the roll of names is exhausted.

### **Background Information**

2008-04-09-pw14.5

<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11854.pdf>



PW14.6	ACTION	Amended		Ward: 20, 28
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### **Municipal Class Environmental Assessment Study (Schedule "C") for a New Northwest PATH Connection (Union Station to Wellington Street)**

(March 13, 2008) Report from the Acting Chief Planner and Executive Director, City Planning and the General Manager, Transportation Services.

#### **Committee Recommendations**

The Public Works and Infrastructure Committee recommends that:

1. City Council endorse the Preferred Alternative set out in this report and contained in the Environmental Study Report, to provide additional pedestrian facilities at-grade and below-grade on York Street between Union Station and Wellington Street to support Union Station revitalization.
2. The Acting Chief Planner and Executive Director, City Planning Division be authorized to issue a Notice of Completion and to file the Environmental Study Report for the Municipal Class Environmental Assessment Study (Schedule "C") for a new northwest PATH connection (Union Station to Wellington Street) in the public record for 30 days in accordance with the requirements of the Municipal Class Environmental Assessment.
3. *City Council grant authority to the Chief Corporate Officer, in consultation with the General Manager, Transportation Services and the Acting Chief Planner and Executive Director, City Planning, to pursue a tri-partite partnership of provincial, federal and municipalities and private sector stakeholders to secure commitments and related agreements to fund the construction and maintenance of a new Union Station northwest PATH pedestrian connection.*
4. The General Manager, Transportation Services report back during the 2009 Capital Budget process on the results of the funding discussions and 2009-2013 Capital Budget impact associated with construction of a new northwest PATH pedestrian connection, as well as on the ownership of the facility and associated maintenance and security arrangements.
5. 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 resulting from the recommendations contained in this report. However the funds required for the construction and any other costs related to the construction and maintenance of the Preferred Alternative set out in this report are not currently available and have not been included in Transportation Services 2008 Capital Budget and 2009-2012 Capital Plan.

Based on the work completed in this study, the cost of this project is \$65 million, of which \$62.5 million is required for construction of the new pedestrian tunnel and \$2.5 million is

required for at-grade public realm improvements. Project costs include a dedication of one percent (1%) to public art.

City staff recognize that funding partnerships with other levels of government are crucial for the successful implementation of this initiative. Preliminary discussions with government agencies such as GO Transit, during the course of this EA Study indicate a keen interest in moving this project forward, and GO Transit staff have indicated they are prepared to support a recommendation to fund one-third of the cost, as a Provincial contribution. This project responds to GO Transit's expanding services and as such, should be supported by Provincial and Federal orders of government. City staff will pursue a tri-partite partnership with the other levels of government.

This project is a "growth related capital project" and as such, will be included as an eligible project in the City's Development Charges by-law which is currently being updated. In addition, the private sector (those properties which will have a direct benefit associated with new PATH connections) have indicated potential support for this project. City staff will also pursue these sources of funds in order to keep the City's debt to a minimum.

With the authorization of Council, City staff are prepared to undertake formal discussions with government agencies and private sector stakeholders to secure appropriate funding and cost-sharing arrangements and enter into any required operating and maintenance agreements necessary for this project. Agreements may also be required with the affected utility companies for the relocation of existing utilities in conflict with the undertaking. The financial obligations of the City will be determined in more detail and reported back during the 2009 Capital Budget process.

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

## **Summary**

A Municipal Class Environmental Assessment (EA) study has been undertaken to develop, examine and evaluate a number of alternative solutions and designs in order to recommend a new northwest pedestrian connection between Union Station and the existing PATH pedestrian underground network in the vicinity of Wellington Street. The project is based on an overwhelming need to plan and prepare for significant increases in pedestrian demand within Union Station and its environs over the next 15 to 20 years and beyond.

The study has concluded that additional pedestrian facilities are needed to provide the capacity required to relieve congestion and support future downtown growth and pedestrian activities generated by GO Transit's ongoing service expansion. The evaluation of a reasonable range of alternative solutions, which included consultation with the public, adjacent property owners and review agencies, resulted in the following preferred alternative:

- A new underground pedestrian tunnel situated primarily below the York Street right-of-way. The new tunnel would start at the northwest corner of the Union Station property and extend northerly to the existing underground PATH system at two locations – at the PATH level at 70 York Street and immediately south of the property located at 100 Wellington Street West.

- An expanded and improved at-grade pedestrian realm on York Street, which is achieved by reconfiguring the street to two travel lanes (one-way northbound) and allocating additional space within the right-of way to wider sidewalks and other enhancements (e.g., tree planting, boulevard treatments and new surface connections to the proposed pedestrian tunnel).

The preferred alternative has the benefit of:

- supporting current City Council direction and policy with respect to promoting public transit and other more sustainable modes of transportation as well as the goals and objectives of Union Station revitalization;
- providing expanded pedestrian capacity and effectively accommodating a range of pedestrian demands (more effective distribution and connectivity, weather protection and direct routing to demand areas northwest of Union Station);
- providing pedestrians with a safe and comfortable environment for commuting to and from Union Station;
- seeking to minimize potential disruptions and impacts to utilities, vehicular and transit operations; and
- maximizing public amenity opportunities and providing potential benefits to adjacent private properties.

GO Transit has indicated that the construction of the new northwest PATH pedestrian connection will be critical to the phasing of their operational improvement program, including a key component of station revitalization that includes opening of a new west GO (York Street) concourse area in Union Station (targeted for 2012), and must move forward to design and implementation on an urgent basis. GO Transit staff has indicated that they are prepared to support a recommendation to fund a one-third share of the cost, as a Provincial contribution. Given the need for these expanded pedestrian services is in large part, the result of GO Transit's improvement program to support downtown employment, a tri-partite partnership of provincial, federal and municipalities should be pursued.

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

## **Background Information**

2008-04-09-pw14.6

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11855.pdf>)

## **Communications**

(April 9, 2008) Submission from Janice Etter, Chair, Union Station Revitalization Public Advisory Group (PW.New.PW14.6.1)

## **6a Municipal Class Environmental Assessment Study (Schedule "C") for a New Northwest PATH Connection (Union Station to Wellington Street)**

(April 9, 2008) Letter from Councillor Pam McConnell, Ward 28, Toronto Centre-Rosedale.

### **Summary**

As the local Ward Councillor and as a member of the Union Station Revitalization Public Advisory Group, providing comments with respect to the project; expressing support of the Environmental Assessment process; and whole-heartedly agreeing with the conclusions and recommendations in the staff report.

### **Background Information**

2008-04-09-pw14.6a

<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-12101.pdf>

PW14.7	ACTION	Deferred		Ward: 42
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## **Kirkhams Road Bridge over the Rouge River Class Environmental Assessment Study**

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

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

The Public Works and Infrastructure Committee deferred consideration of the reports dated August 14, 2007 and March 20, 2008 from the General Manager, Transportation Services until its next meeting to be held on May 7, 2008.

### **Financial Impact**

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

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

### **Summary**

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

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

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

### **Background Information**

2008-04-09-pw14.7

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11856.pdf>)

## **7a Kirkhams Road Bridge over the Rouge River Class Environmental Assessment Study - Update**

(March 20, 2008) Report from the General Manager, Transportation Services.

### **Financial Impact**

There are no financial impacts arising from the receipt of this report. The financial impacts associated with the proposed removal of the Kirkhams Road Bridge are described in the Staff Report (August 14, 2007) from the General Manager, Transportation Services.

### **Summary**

This report provides the details of further meetings which took place between Transportation Services Division staff, the residents of Kirkhams Road and the Ward Councillor regarding the “Kirkhams Road Bridge over the Rouge River Class Environmental Assessment Study.” While it is believed that these meetings have resulted in a better appreciation for the issues on both sides, the Transportation Services Division does not propose any modifications to the conclusions and recommendations of the Class EA Study at this time.

### **Background Information**

2008-04-09-pw14.7a.

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11885.pdf>)

PW14.8	ACTION	Adopted		Ward: 39
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## **Extension of Redlea Avenue from Steeles Avenue East to McNicoll Avenue**

(March 25, 2008) Report from the General Manager, Transportation Services.

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

The Public Works and Infrastructure Committee recommended to the Budget Committee that:

1. Funding be reallocated from within the approved 2008 Transportation Services Capital Budget Account CTP 308-03 (local road resurfacing) in the amount of \$1.0 million for the Redlea Avenue extension from Steeles Avenue to Passmore Avenue, and a new account be set-up accordingly for this work.
2. A funding request of \$1.5 million for the Redlea Avenue extension from Passmore Avenue to McNicoll Avenue be included in the 2009 Transportation Services Capital Budget submission with a corresponding offset in order that established net debt targets are not affected.
3. A funding request of \$2.3 million for the Redlea Avenue extension from Passmore Avenue to McNicoll Avenue be included in the 2010 Transportation Services Capital Budget submission with a corresponding offset in order that established net debt targets are not affected.
4. The appropriate City Officials be authorized and directed to take necessary action to give effect thereto.

### **Financial Impact**

For 2008, there is a requirement for a reallocation of \$1.0 million of the approved 2008 Transportation Services Capital Budget. This will make a corresponding reduction from other approved 2008 debt projects for a zero net impact to debt.

A funding request for the inclusion of the Redlea Avenue extension from Passmore Avenue to McNicoll Avenue will be included in the 2009 and 2010 Transportation Capital Budget submissions, and will be referred for consideration during the 2009 and 2010 Capital Budget process, without affecting established targets.

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

### **Summary**

The City is finalizing the zoning by-law amendment and site plan approval for the owners of Splendid China, an existing retail mall in the area of Kennedy Road and Steeles Avenue East. One of the City's conditions of approval is that the developer is responsible for the construction

or provision of securities equal to 100 percent of the cost of implementation of the portion of the Redlea Avenue extension from Steeles Avenue East to Passmore Avenue, together with intersection improvements required at the Redlea Avenue and Steeles Avenue East intersection, before building permits will be issued. While the City owns the majority of the land required for this section of the Redlea Avenue extension, additional land acquisition is required prior to the commencement of road construction.

To minimize potential traffic infiltration impacts on the adjacent Heathwood residential community, the recommended staging for the construction of Redlea Avenue identifies the section between Steeles Avenue East and McNicoll Avenue as a single stage. This report describes the associated costs, funding sources, and potential timelines for the construction of Redlea Avenue from Steeles Avenue East to McNicoll Avenue, and associated recommended adjustments to the Capital Works Program.

### **Background Information**

2008-04-09-pw14.8

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11858.pdf>)

## **8a Extension of Redlea Avenue from Steeles Avenue East to McNicoll Avenue**

(April 4, 2008) Letter from Councillor Mike Del Grande, Ward 39, Scarborough-Agincourt.

### **Summary**

Advising of receipt of the above-mentioned report which is coming up for discussion and approval at the next Public Works and Infrastructure Committee meeting on April 9, 2008. Due to a scheduling conflict, I will not be able to attend this meeting to endorse the staff recommendations and to thank the staff personally for this report.

### **Background Information**

2008-04-09-pw14.8a

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-12069.pdf>)

PW14.9	ACTION	Amended		Ward: All
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## **Increased Penalties for Red-Light Running Offences**

(March 18, 2008) Report from the General Manager, Transportation Services.

### **Committee Recommendations**

The Public Works and Infrastructure Committee recommends that:

1. The increased fines and additional penalties itemized in this report be forwarded to the Ontario Minister of Transportation for consideration and implementation:

Increased Fine / Additional Penalty	Applicable to HTA 144.18 (driver liability offence)	Applicable to HTA 144.18.1 (owner liability offence)
Substantially increase the set fine	√	√
Increase the number of demerit points	√	
Require convicted driver/vehicle owner to attend a traffic regulation refresher training session. The cost of such sessions to be funded by increased fines	√	√
Immediately suspend the drivers licence of a motorist who causes an injury as a result of a red-light running offence	√	
Suspend the drivers licence of drivers convicted of multiple red-light running offences	√	
Immediately suspend the vehicle licence plate attached to a vehicle which causes an injury resulting from a red-light running offence		√
Suspend the vehicle licence plates of vehicles associated with multiple red-light running convictions		√
Authorize municipalities to publish the licence plate numbers of vehicles associated with red-light running convictions		√

2. *The Ontario Minister of Transportation be requested to consider setting a fine of \$500 for running a red light and to increase the demerit points from three (3) to five (5);*
3. *The General Manager, Transportation Services, in co-operation with the Insurance Bureau of Canada and the Ontario Ministry of Transportation, be requested to investigate the feasibility of distributing educational material to as many drivers as possible.*
4. The General Manager of Transportation Services be requested to include sufficient funds in the Transportation Services 2009 Operating budget submission for a traffic safety awareness campaign.
5. The City Clerk be requested to forward this report to the City of Toronto's partner municipalities (Cities of Ottawa and Hamilton and the Regional Municipalities of Peel and Waterloo) which operate red-light cameras.

### Decision Advice and Other Information

The Public Works and Infrastructure Committee requested the General Manager,



Transportation Services and the City Solicitor to report to the Public Works and Infrastructure Committee on draft wording for a new warning sign to be posted in red-light camera areas advising drivers of the fines and penalties associated with running a red light, such report to include the costs and timeframe for implementation.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **Summary**

To report on the Public Works and Infrastructure Committee request for a review of options for increased enforcement, fines, demerit points, licence suspensions and additional red-light cameras.

### **Background Information**

2008-04-09-pw14.9

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11859.pdf>)

### **Communications**

(April 9, 2008) e-mail from William Doyle-Marshall (PW.New.PW14.9.1)

PW14.10	ACTION	Adopted		Ward: All
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### **Contract and Resource Approval Required for Red-Light Camera Operations**

(March 18, 2008) Report from the General Manager, Transportation Services.

### **Committee Recommendations**

The Public Works and Infrastructure Committee recommends that:

1. Approval be granted to extend Contract No. 9119-00-7004 with Affiliated Computer Systems for the operation and maintenance of existing red-light camera systems for four additional years (November 20, 2008 to November 19, 2012) in the amounts of \$729,900, \$748,200, \$766,900 and \$786,000, respectively and inclusive of taxes, subject to annual budget approval.
2. Approval be granted to enter into an agreement with the Ontario Ministry of Transportation for the access and use of licence plate registration information, for the period 2008–2011, in the estimated amount of \$548,900. Such agreement to be on the terms and conditions as set out in this report and on other terms and conditions satisfactory to the General Manager of Transportation Services and in a form satisfactory to the City Solicitor.

3. Approval be granted to hire four FTEs Municipal Standards Officers and one FTE Supervisor, Red-Light Camera Operations, required to meet the processing requirements of additional red-light cameras being installed as part of the red-light camera expansion program.

### **Financial Impact**

Funds in the amount of \$3,179,223 (gross) and \$2,848,247 (net) are included in the Transportation Services 2008 Operating Budget submission, in Account TP0393, to fund the existing and expanded red-light camera operations in 2008.

The other municipalities partnering in the red-light camera program will cover their share of the additional staff costs, at \$56,400. Consequently, the net estimated cost of the additional staff for the City of Toronto is estimated at \$110,800. These funds have been made available in the Traffic Management Centre's 2008 Operating Budget.

Appendix A details the costs and revenues associated with the red-light camera expansion.

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

### **Summary**

This report summarizes the status of the City of Toronto red-light camera program. The report further requests authority to extend the contract for the operation of the current red-light camera program, authority to enter into a new agreement with the Ontario Ministry of Transportation for access to information required for the expansion of the program as approved by Council, and authority to hire the staff complement necessary to meet the processing requirements of the expanded red-light camera program.

### **Background Information**

2008-04-09-pw14.10

<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11860.pdf>

<b>PW14.11</b>	<b>ACTION</b>	Adopted		Ward: All
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### **Permitting Motorcycles and Scooters Access to HOV Lanes: Follow-up Report**

(March 25, 2008) Report from the General Manager, Transportation Services.

### **Committee Recommendations**

The Public Works and Infrastructure Committee recommends that:

1. Plated motorcycles and scooters be permitted to use City of Toronto controlled High Occupancy Vehicle (HOV) Lanes.

2. City Council issue an advisory to other jurisdictions in Ontario respecting this change in the use of High Occupancy Vehicle Lanes in the City of Toronto.
3. HOV signs be altered during the normal maintenance schedule to ensure there is no additional cost to implement the policy to allow motorcycle and scooter use of HOV Lanes and, in the interim, the present signage be amended by the addition of stickers, until such time as the signage is replaced, and the cost of these stickers be funded from within the existing Transportation Services budget.
4. The Greater Toronto Transportation Authority (GTTA), in their review of HOV facilities throughout the Greater Toronto Area (GTA), as requested by City Council in considering the report, titled “Sustainable Transportation Initiatives: Short-Term Proposals”, consider the use of HOV Lanes by motorcycles and scooters with one rider on a region-wide basis to ensure consistency and continuity.
5. That the Chief of Police be requested, through the Toronto Police Services Board, to conduct regular HOV Lane Enforcement.

### **Financial Impact**

There are funds available within the Transportation Services Operating Budget.

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

### **Summary**

The Public Works and Infrastructure Committee at its meeting of November 28, 2007, in considering a staff report, titled “Permitting Motorcycles and Scooters Access to HOV Lanes,” heard from a number of speakers and interested stakeholders on this matter. At a subsequent meeting, the Public Works and Infrastructure Committee requested the General Manager, Transportation Services, to meet with these speakers and interested stakeholders and report back on these discussions.

Accordingly, a meeting was held on February 20, 2008, with these speakers to discuss the issues of motorcycle and scooter emissions and the safety of their operations in high occupancy vehicle (HOV) lanes. While it is recognized that motorcycles emit fewer greenhouse gases (GHG) that impact global climate change, they also emit more contaminants that have an immediate impact on local air quality, relative to automobiles and light trucks. As it relates to operating in HOV lanes, it is worth noting that on a per-person basis, the single-rider motorcycle loses its advantage with respect to GHG emissions when compared to automobiles or light trucks with three or more occupants. While an analysis of motor vehicle collisions does not suggest a concern for motorcyclists operating in any lane within an HOV corridor, the attendees, nevertheless, did express a strong preference to operating in the HOV lane located next to the curb for increased safety.

## Background Information

2008-04-09-pw14.11

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11861.pdf>)

## Communications

(April 4, 2008) e-mail from Dr. Joe Regan (PW.New.PW14.11.1)

PW14.12	Information	Deferred		Ward: All
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## Feasibility and Benefits of Roundabouts in Toronto

(March 25, 2008) Report from the General Manager, Transportation Services.

## Decision Advice and Other Information

The Public Works and Infrastructure Committee deferred consideration of the report from the General Manager, Transportation Services until its meeting to be held on June 4, 2008, for public presentation and debate.

## Financial Impact

There are no financial impacts arising from the receipt of this report.

## Summary

This report discusses roundabouts and their operations and the consideration of their use within the City of Toronto. It is generally acknowledged that roundabouts can improve vehicle operations and safety if properly designed. Some of the benefits gained through their use include:

- reduced vehicle delays and queues;
- lower traffic speeds that reduce collision frequency and severity;
- reduced vehicle emissions through fewer starts and stops and less delay; and
- potentially reduced operation and maintenance costs when compared to signalized intersections.

Roundabouts also have some associated disadvantages when considered in a city that is as well developed as the City of Toronto. Of particular concern is that roundabouts:

- are not friendly to pedestrians and cyclists, particularly children, elderly, the disabled, blind and visually-impaired;
- are likely to require land acquisition; and
- are costly and disruptive to implement.

As a result of the foregoing, there are limited opportunities in the City to convert existing signalized intersections to roundabouts and, consequently, it is not recommended that a roundabout be implemented at a specific location even on a pilot-project basis. However, Transportation Services will continue to consider roundabouts as an option when assessing the reconfiguration of existing intersections and in the design of new intersections.

### **Background Information**

2008-04-09-pw14.12

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11862.pdf>)

PW14.13	Information	Deferred		Ward: All
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### **Alternate Side Parking - Grace Period for Changeover on Streets with Permit Parking**

(March 20, 2008) Report from the General Manager, Transportation Services.

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

The Public Works and Infrastructure Committee deferred consideration of the report from the General Manager, Transportation Services until its next meeting on May 7, 2008, for public presentation and debate.

### **Financial Impact**

There is no financial impact associated with the receipt of this report.

### **Summary**

Transportation Services, following consultation with the Toronto Police Service, is reporting on an inquiry from Councillor Joe Mihevc, St. Paul's Ward 21, to extend the grace period given by the Toronto Police Service – Parking Enforcement Unit to persons with overnight parking permits on streets where alternate side parking regulations are in effect.

The current policy provides a 12-hour grace period from 9:00 p.m. on the evening preceding the parking changeover to 9:00 a.m. on the morning of the changeover. It has been suggested the grace period be extended to apply from 6:00 p.m. on the evening preceding the parking changeover to noon on the day of the changeover.

Both Transportation Services and the Toronto Police Service feel the current grace period, which was adopted by Council in 2004 as City policy, is sufficiently generous and extending the grace period further is not recommended.

### **Background Information**

2008-04-09-pw14.13

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11863.pdf>)

2008-04-09-pw14.13.Appendix A

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11864.pdf>)

PW14.14	ACTION	Referred		Ward: All
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## **Indoor Bicycle Parking Facilities For Agencies, Boards and Commissions**

(March 17, 2008) Member Motion from Councillor A.A. (Adrian) Heaps, Ward 35, Scarborough Southwest.

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

The Public Works and Infrastructure Committee referred the Member Motion from Councillor A.A. (Adrian) Heaps, Ward 35, Scarborough Southwest, to the General Manager, Transportation Services for consideration and report on the financial impacts to the June 4, 2008 meeting of the Public Works and Infrastructure Committee.

### **Summary**

Each year, thousands of bicycle thefts are being reported to the City of Toronto Police Service. The Toronto Bike Plan (2001) states that a comprehensive bicycle parking program must provide two levels of parking to match cyclists' needs. In addition to short-term bicycle parking, an enhanced level of service is required for long-term bicycle parking that is geared toward employees, students, residents and others who will be parking for more than two hours. A comprehensive public attitude survey conducted in 1999 asked recreational cyclists what improvements would encourage them to use their bicycles to travel to work or school. Nine percent of respondents (representing 49,000 cyclists) identified secure bicycle parking as their second most important need, second only to more bike lanes. In addition, secure bicycle storage facilities at convenient locations are an important component of the Sustainable Transportation Implementation Strategy (2007).

Currently, the City's Bicycle Locker program has installed secure bicycle lockers outside at major transit hubs across the City, and an indoor, staffed Bicycle Station will be implemented near Union Station later this year. The high demand for secure bicycle storage facilities has been demonstrated by the long waiting lists for the current bicycle locker locations as well as numerous public requests for new locations. However, bicycle lockers are an interim solution until more permanent, secure bicycle parking facilities can be achieved. Since one of the biggest challenges is to secure sufficient property for installing these facilities, this motion recommends that high quality, secure bicycle parking facilities be included in the design and construction or rehabilitation of all City facilities in the future.

### **Recommendations:**

1. That managers of all City agencies, boards and commissions be requested to include secure long-term bicycle parking facilities in the design and construction or rehabilitation of all publicly-owned City facilities.

2. That the Chief General Manager of the TTC be requested to include secure long-term bicycle parking facilities in the design and construction phases of all current and future TTC stations, including Victoria Park, Pape and Kipling Stations.
3. That all new long-term bicycle parking facilities implemented in City-owned facilities be constructed according to City standards and guidelines for high quality bicycle parking facilities in new developments.

### Background Information

2008-04-09-pw14.14

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11865.pdf>)

PW14.15	ACTION	Referred		Ward: All
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### Winter Snow Removal on Bicycle Lanes

(March 25, 2008) Letter from the Toronto Cycling Advisory Committee.

### Decision Advice and Other Information

The Public Works and Infrastructure Committee referred the letter from the Toronto Cycling Advisory Committee to the General Manager, Transportation Services for consideration and report to the Public Works and Infrastructure Committee.

### Summary

Advising that the Chair of the Toronto Cycling Advisory Committee on March 17, 2008, requested members of the Advisory Committee to provide at its next meeting a listing of key priority bike lanes that should be kept clear of snow. That, once a final list has been prepared, a request be made for appropriate funding to be allocated in the 2008/2009 Transportation Services Division Operating Budget, snow clearing operations, to ensure that identified priority bike lanes are kept clear of snow during the 2008/2009 snow season.

### Background Information

2008-04-09-pw14.15

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11866.pdf>)

2008-04-09-pw14.15.Attach.

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11888.pdf>)

### Communications

(April 8, 2008) e-mail from Ralph Germaine (PW.New.PW14.15.1)

PW14.16	ACTION	Adopted		Ward: All
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## Product Stewardship

(March 25, 2008) Report from the General Manager, Solid Waste Management Services.

### Committee Recommendations

The Public Works and Infrastructure Committee recommends that the City of Toronto support the Association of Municipalities of Ontario/Association of Municipal Recycling Coordinators Committee recommendations to request the Province of Ontario to enact legislation to ensure that:

1. industry be responsible for 100% of Blue Box costs for all post consumer packaging and printed paper and 50% of the costs for packaging and printed paper in the Green Bin, waste and litter streams, to be fully implemented over a period of three years; and
2. following full implementation of Recommendation 1, industry be responsible for 100% of the costs of all post consumer packaging and printed paper managed in the Blue Box, Green Bin, litter and waste streams.

### Financial Impact

If the Province were to enact legislation requiring industry to be responsible for the full cost of managing all post consumer packaging and printed paper, the City would receive additional funding of approximately \$40 million annually (\$12 million in additional Blue Box funding and \$28 million for waste, litter and the Green Bin program).

### Summary

The City currently receives WDO funding for approximately one half of its Blue Box costs, but bears the remaining cost for the Blue Box program and 100% of Green Bin, litter and garbage costs. If the Province were to enact legislation that required industry to be responsible for 100% of the costs of managing post consumer packaging and printed material in the Blue Box, Green Bin, waste and litter streams, the City would receive additional funding of approximately \$40 million annually. These additional funds could be spent on the City's other diversion programs that are necessary to meet the 70% diversion goal and would result in a reduction in the solid waste utility rate of approximately \$40/household/year.

### Background Information

2008-04-09-pw14.16

<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11867.pdf>



<b>PW14.17</b>	Presentation	Received		Ward: All
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### **Update on the Work of the 3Rs Working Group**

(March 26, 2008) Letter from Heather C. Ducharme, Chair, and Elaine Lepage, Vice-Chair, Toronto 3Rs Working Group.

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

The Public Works and Infrastructure Committee received for information the presentation from the Chair of the 3Rs Working Group; and expressed appreciation for the work being undertaken by the Working Group.

### **Summary**

Advising that the 3Rs Working Group wish to make a brief introductory presentation to the Public Works and Infrastructure Committee summarizing the group's purpose and organization, activities to date and next steps.

### **Background Information**

2008-04-09-pw14.17

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11868.pdf>)

### **Communications**

(April 9, 2008) Submission from Heather Ducharme, Chair and Elaine LePage, Vice-Chair, 3Rs Working Group (PW.New.PW14.17.1)

<b>PW14.18</b>	ACTION	Amended		Ward: All
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### **Appointment of New Members to the 3Rs Working Group**

#### **Confidential Attachment - Personal matters about an identifiable individual, including municipal or local board employees - Confidential Attachments 1 and 2**

(March 25, 2008) Report from the General Manager, Solid Waste Management Services.

### **Committee Recommendations**

The Public Works and Infrastructure Committee recommends that:

1. Toronto residents listed in Confidential Attachment 1 be appointed immediately to the 3Rs Working Group in accordance with the approved 3Rs Working Group Terms of Reference.
2. The General Manager of Solid Waste Management Services be authorized and directed to appoint the Toronto residents listed in Confidential Attachment 2 to the 3Rs Working Group, in the order that they appear on the list, to fill vacancies as required.

3. Council authorize the release of Confidential Attachment 1 once it has approved the names for appointment to the 3Rs Working Group.
4. Council authorize the release of the names in Confidential Attachment 2, one by one, as each replacement member is appointed.

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

The Public Works and Infrastructure Committee concurred with the recommendation of the 3Rs Working Group in allowing Dr. Nesamoni Lysander a sabbatical, in accordance with Section 9 of the Terms of Reference for the 3Rs Working Group, referred to in the letter (March 26, 2008) from the Chair and Vice-Chair of the 3Rs Working Group.

### **Financial Impact**

The appointment of the 6 new members to the 3Rs Working Group will result in a 2008 impact of \$10,000 (6 members at \$2,500 per year, prorated for 8 months in 2008). This amount is included in the approved 2008 Capital Budget of Solid Waste Management Services under Waste Diversion Facilities Project – Residual Waste Processing Facilities (SAP Number CSW004-16).

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

### **Summary**

The 3Rs Working Group (“3RWG”) was approved by Council in June 2007 to be comprised of up to 15 community representatives. The 3RWG currently has 9 members. This report includes the recommendations of the Nominating Panel to immediately appoint 6 Toronto residents to the 3RWG and to appoint an additional 6 residents to a list of potential replacement members.

### **Background Information**

2008-04-09-pw14.18

<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11869.pdf>

## **18a 3Rs Working Group Membership Issues**

(March 26, 2008) Letter from Heather C. Ducharme, Chair and Elaine Lepage, Vice-Chair, Toronto 3Rs Working Group.

### **Summary**

Advising that, having fully participated in the development of the lists of appointments to Toronto's 3Rs Working Group through an open, competitive and equitable selection process, they endorse the nominees as listed in the report (March 25, 2008) from the General Manager, Solid Waste Management Services.

Further, with respect to the current membership of the 3Rs Working Group, requesting the concurrence of the Public Works and Infrastructure Committee in allowing Dr. Nesamoni Lysander a sabbatical for the purpose of fulfilling a teaching commitment in India until late March 2008, in accordance with Section 9 of the Terms of Reference for the 3Rs Working Group.

### Background Information

2008-04-09-pw14.18a

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11870.pdf>)

PW14.19	ACTION	Adopted		Ward: All
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### Assignment of Disposal Agreement, Occupancy License and Transition Agreement, Trade-Mark License Agreement and Radio Tower License Agreement

#### Confidential Attachment - The security of the property of the municipality or local board - Confidential Attachment 1

(March 26, 2008) Report from the General Manager, Solid Waste Management Services.

### Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. Council adopt the confidential instructions to staff in Attachment 1.
2. Provided that Recommendation 1 has been adopted, Council authorize the public release of the confidential information and recommendations in Attachment 1, after the transaction closing date.
3. City Council forward this staff report to the Budget Committee for information.

### Financial Impact

The impact of the proposed agreements is discussed in Attachment 1 – Confidential Information.

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

### Summary

This report requests authority to enter into an agreement or agreements for the assignment and assumption of the current Disposal Agreement, Occupancy License and Transition Agreement, Trade-Mark License Agreement and Radio Tower License Agreement between the City of Toronto and St. Thomas Sanitary Collection Service Limited Partnership and/or Green Lane Environmental Group Limited Partnership.

## Background Information

2008-04-09-pw14.19

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11871.pdf>)

PW14.20	ACTION	Adopted		Ward: All
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## Car Free Day

(April 4, 2008) Letter from Councillor Kyle Rae, Ward 27, Toronto Centre-Rosedale.

## Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. City Council express its support for International Car Free Day.
2. The appropriate City staff be authorized to participate in a working group with the Sierra Club and other agencies and report on a detailed plan for undertaking Car Free Day as a signature street event.

## Summary

Advising that International Car Free Day is an annual event celebrated by 100 million people on every continent and supported by the European Union, the United Nations, the Government of Canada and the leaders of 1,500 Cities around the world. Car Free Day began in Canada on September 22, 2001, when Toronto became the first North American City to officially host a Car Free Day event.

Car Free Day street events and forums highlight the many problems caused by our dependence on the private automobile, including air pollution, global warming, stress and safety issues. This international event emphasizes the rights of pedestrians and cyclists, the need for more and better public transit, and helps people rediscover their local community, outside the confines of their vehicle.

In November 2007, Dr. David McKeown, Toronto's Medical Officer of Health, released a study estimating that vehicle-borne pollution contributes to about 440 premature deaths in Toronto and costs the City's economy \$2.2-billion every year.

In recognition of the detrimental effects of our dependence on cars, Toronto should invite commuters to try alternative means of transportation by promoting walking, cycling, and non-motorized transit in order to encourage more environmentally-sustainable commuting patterns. While Toronto has hosted an annual Car Free Day event since 2001, there has been an expression of interest from the Sierra Club to partner with the City to create a signature street event.

This item is time-sensitive given the need to liaise with external agencies, including the Sierra Club, and potentially plan for a street event in September.

**Background Information**

2008-04-09-pw14.20

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-12042.pdf>)

2008-04-09-pw14.20.attach1

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-12060.pdf>)

**Meeting Sessions**

Session Date	Session Type	Start Time	End Time	Public or Closed Session
2008-04-09	Morning	9:45 AM	12:45 PM	Public