
Public Works and Infrastructure Committee

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

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Start Time	9:30 AM	E-mail	pwic@toronto.ca
Location	Committee Room 1, City Hall		

PW14.2	NO AMENDMENT			Ward: All
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Community Program for Stormwater Management Grant Approvals

City Council Decision

City Council on April 28 and 29, 2008, adopted the following motions:

- The following projects be approved for funding in the amount of \$150,041.00, net of GST, including a 10 percent administrative fee for TRCA under the Community Program for Stormwater Management:
 - Rainwater Harvesting at the Brickworks - Evergreen;
 - Stormwater Management (Source Reduction) – Toronto Chinese for Ecological Living;
 - Black Creek Project's Riparian and Steep Slope Planting Program – Black Creek Conservation Project;
 - Stormwater Runoff Native Plant Garden – North American Native Plant Society;
 - Reesor Wetland Creation – Friends of the Rouge Watershed; and
 - Ontario Food Terminal Bio-Swale Project – Ontario Food Terminal.
- The appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

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

Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

- 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	NO AMENDMENT			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

City Council Decision

City Council on April 28 and 29, 2008, adopted the following motions:

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 Part 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 Parts 1 and 2, the appropriate officials be authorized and directed to take necessary actions to give effect thereto.

(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: CPW060-02						
Additional Pumping Equipment	\$0	\$1,904,000.00	\$1,391,000.00	\$1,392,089.00	\$0	\$4,687,089
CPW063-06						
Process Equipment Upgrade Engineering	\$250,000.00	\$500,000.00	\$700,000.00	\$700,000.00	\$700,000.00	\$2,850,000
Total Annual Cash Flow / Project Cost for CPW063-06	\$250,000.00	\$2,404,000.00	\$2,091,000.00	\$2,092,089.00	\$700,000.00	\$7,537,089.00

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>)

PW14.4	NO AMENDMENT			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

City Council Decision

City Council on April 28 and 29, 2008, adopted the following motions:

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 Part 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.

(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>)

PW14.6	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)

City Council Decision

City Council on April 28 and 29, 2008, adopted the following motions:

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, 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. Metrolinx be included as a consultation partner and stakeholder.
5. In developing the pedestrian realm on York Street, consideration be given to a design that will eliminate or at least minimize the illegal staging of limousines and private buses that presently occurs.
6. 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.
7. The appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

(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)

Speakers

Jacob van Vliet, student, Ontario College of Art and Design
Councillor Pam McConnell, Ward 28, Toronto Centre-Rosedale
Janice Etter, Union Station Revitalization Public Advisory Group

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>

PW14.9	AMENDED			Ward: All
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Increased Penalties for Red-Light Running Offences

City Council Decision

City Council on April 28 and 29, 2008, adopted the following motions:

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. Should the Province agree to the increased fine, the Directors of Prosecution and Court Services be requested to report back to the Public Works and Infrastructure Committee in 18 months after the increased fine has been implemented on the average in-court fine.

4. The Ontario Minister of Transportation be requested to consider devising an amendment to the Highway Traffic Act, under the driver nomination process, that will apply demerit points and/or other penalties to the driver who is operating the vehicle that is apprehended by the red light camera.
5. 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.
6. 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.
7. 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.
8. A copy of this Item be forwarded to the Pedestrian Committee for its information.

(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 <i>HTA</i> 144.18 (driver liability offence)	Applicable to <i>HTA</i> 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)

Speakers

Robert Tremblay, Insurance Bureau of Canada
Councillor Michael Thompson, Ward 37, Scarborough Centre
Councillor Howard Moscoe, Ward 15, Eglinton-Lawrence

PW14.10	AMENDED			Ward: All
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Contract and Resource Approval Required for Red-Light Camera Operations

City Council Decision

City Council on April 28 and 29, 2008, adopted the following motions:

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 \$729,900.00, \$748,200.00, \$766,900.00 and \$786,000.00, 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 \$548,900.00. 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.
4. The General Manager, Transportation Services, be requested to report to the Public Works and Infrastructure Committee in 2½ years' time, with an update on the status of the 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/bgnd/backgroundfile-11860.pdf>

PW14.11	NO AMENDMENT			Ward: All
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Permitting Motorcycles and Scooters Access to HOV Lanes: Follow-up Report

City Council Decision

City Council on April 28 and 29, 2008, adopted the following motions:

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. The Chief of Police be requested, through the Toronto Police Services Board, to conduct regular HOV Lane Enforcement.

(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)

Speakers

Peter Jacobs, President, Motorcyclists Confederation of Canada

Councillor Case Ootes, Ward 29, Toronto-Danforth

PW14.16	NO AMENDMENT			Ward: All
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Product Stewardship

City Council Decision

City Council on April 28 and 29, 2008, adopted the following motion:

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 Part 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.

(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>)

PW14.18	NO AMENDMENT			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

City Council Decision

City Council on April 28 and 29, 2008, adopted the following motions:

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.

Confidential Attachment 1 to the report (March 25, 2008) from the General Manager, Solid Waste Management Services, is now public in its entirety and contains the names of the following individuals appointed to the 3Rs Working Group:

Melodie Barnett

Vincent Higgins
Madhusudan Kannaiah Nambakkam
Cait Ryan
Charlotte Ueta
Sarah M. Webb

Confidential Attachment 2 to the report (March 25, 2008) from the General Manager, Solid Waste Management Services, remains confidential in its entirety, at this time, in accordance with the provisions of the City of Toronto Act, 2006, as it contains personal information about identifiable individuals, including municipal or local board employees. The names in Confidential Attachment 2 will be made public, one by one, as each replacement member is appointed.

(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>)

Speakers

Heather Ducharme, Chair, Toronto 3RWG

PW14.19	NO AMENDMENT			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**

City Council Decision

City Council on April 28 and 29, 2008, adopted the following motions:

1. Council adopt the confidential instructions to staff in Attachment 1.
2. Provided that Part 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.

Confidential Attachment 1 to the report (March 26, 2008) from the General Manager, Solid Waste Management Services, remains confidential in its entirety, at this time, in accordance with the provisions of the City of Toronto Act, 2006, as it contains information related to the security of the property of the municipality or local board. The confidential information and recommendations in Confidential Attachment 1 will be made public after the transaction closing date.

(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	NO AMENDMENT			Ward: All
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Car Free Day

City Council Decision

City Council on April 28 and 29, 2008, adopted the following motions:

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.

(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>)

Noted and Filed Item:

The Public Works and Infrastructure Committee noted and filed the following agenda item:

PW14.5 Streets of Heroes

(March 11, 2008) Letter from the City Clerk forwarding Member Motion M17.4 by Councillor Ford, seconded by Councillor Holyday.

Submitted Wednesday, April 9, 2008

Councillor Glenn De Baeremaeker, Chair, Public Works and Infrastructure Committee