

Supplementary Report - Peel-Gladstone Reconstruction Class Environmental Assessment Study

Date:	February 19, 2010
To:	City Council
From:	General Manager, Transportation Services
Wards:	Ward 18 – Davenport
Reference Number:	p:\2010\ClusterB\tra\tim\cc10008tim

SUMMARY

Public Works and Infrastructure (PWI) Committee, at its meeting on February 2, 2010, in considering a staff report titled “Peel-Gladstone Reconstruction Class Environmental Assessment Study” dated January 20, 2010 (PW30.11) recommended that the report be submitted to City Council, without recommendation. PWI Committee also requested that the General Manager, Transportation Services, in consultation with the local Councillor, submit a report directly to City Council with amended recommendations which address the concerns of Toronto Fire Services.

As requested by PWI Committee, the purpose of this report is to recommend the adoption of a revised design for the reconfiguration of Peel Avenue and Gladstone Avenue resulting from the development and assessment of alternative designs, in consultation with the local Councillor, and which satisfies the requirements of Toronto Fire Services and the Building Code.

A Notice of Study Completion reflecting this revised design must now be issued and the Project File placed in the public record for a 30-day review period in accordance with the requirements of the Municipal Class Environmental Assessment.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. The “Refined Recommended Solution” included as Attachment 1 of this report, which incorporates a minimum 6.4m clear pavement width that satisfies the requirements of Toronto Fire Services, be adopted;

2. Urban Forestry staff to be directed develop a tree planting plan for Peel and Gladstone Avenues that will identify the appropriate species of trees and soil conditions that will be incorporated into the detailed design of the road reconfiguration;
3. Staff be requested to report to the Toronto and East York Community Council recommending that Legal Services amend § 313-33 and § 313-50 of the former City of Toronto Municipal Code Chapter 313, Streets and Sidewalks, to prohibit the construction and maintenance of fences, retaining, ornamental and toe walls and hard landscaping within the Peel Avenue and Gladstone Avenue public rights-of-way;
4. Authority be granted to the General Manager of Transportation Services to issue a Notice of Study Completion and to file the Project File for the Peel-Gladstone Reconstruction Class Environmental Assessment Study in the public record for 30-days in accordance with the requirements of the Municipal Class Environmental Assessment; and
5. Appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

Financial Impact

The estimated cost of the road modifications required to narrow Peel Avenue and a portion of Gladstone Avenue, between Peel Avenue and Queen Street West, in accordance with the “Refined Recommended Solution” attached to this report, is approximately \$270,000. This is the same as the cost estimate of the recommended design in the previous January 20, 2010 staff report.

Therefore, the financial impact of adopting the recommendations in this report is the same as the financial impact contained in the previous report with which the Deputy City Manager and Chief Financial Officer had reviewed and agreed.

DECISION HISTORY

Public Works and Infrastructure (PWI) Committee, at its meeting on February 2, 2010, in considering a staff report titled “Peel-Gladstone Reconstruction Class Environmental Assessment Study” dated January 20, 2010 (PW30.11) recommended that the report be submitted to City Council, without recommendation. PWI Committee also requested that the General Manager, Transportation Services, in consultation with the local Councillor, submit a report directly to City Council with amended recommendations which address the concerns of Toronto Fire Services.

COMMENTS

In accordance with the request from PWI Committee, Transportation Services developed and assessed several design alternatives for the narrowing of Peel Avenue and Gladstone Avenue that would satisfy the requirements of Toronto Fire Services for a minimum clear pavement width of 6.0 metres. As a result of this assessment, and in consultation with the local Councillor, a “Refined Recommended Solution” was developed as described below.

Refined Recommended Solution

The “Refined Recommended Solution” includes the following elements:

- Roadway generally narrowed from approximately 13.1 metres to approximately 8.6 metres which includes a 2.2m wide parking lane on alternating sides of the street;
- Single northbound lane on Gladstone Avenue (one-way operation);
- Single westbound lane on Peel Avenue (one-way operation);
- Sidewalk/boulevard width of approximately 5.7 metres; and
- Double row of trees provided where possible (subject to utility locations and detailed design).

The configuration satisfies Toronto Fire Services requirement for a minimum 6.0-metre clear pavement width (i.e. excluding parking).

A plan of the Refined Recommended Solution is shown in Attachment 1 of this report.

Tree Plantings

Urban Forestry has recommended that the planting of large canopy native trees be included with this road reconstruction project. Accordingly, it is recommended that Urban Forestry staff be directed to develop a tree planting plan identifying the appropriate species and the soil conditions to be incorporated into the detailed design of this project.

Property Impacts

There are no requirements to acquire private property for this project.

Other Issues

The local Councillor has requested that the construction of fences, walls, and hard landscaping be prohibited within the Peel and Gladstone rights-of-way. This will require an amendment to the appropriate sections of the Municipal Code, which City Council has delegated authority to the Community Councils. Therefore, a separate report must be submitted to Toronto and East York Community Council to give effect to foregoing.

The Councillor also requested an enhanced treatment that would clearly demarcate the limits of the public right-of-way. Staff will review the feasibility and implications of such a demarcation for inclusion in the detailed design of the road reconstruction.

Next Steps

Pending approval of this report by City Council, the Project File will be compiled and filed in the public record for a minimum 30-day period. Once EA approval is received, design and construction of the Refined Recommended Solution may proceed, and is currently planned to occur in 2010, in conjunction with works already planned in the Capital Works Program.

CONTACT

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SIGNATURE

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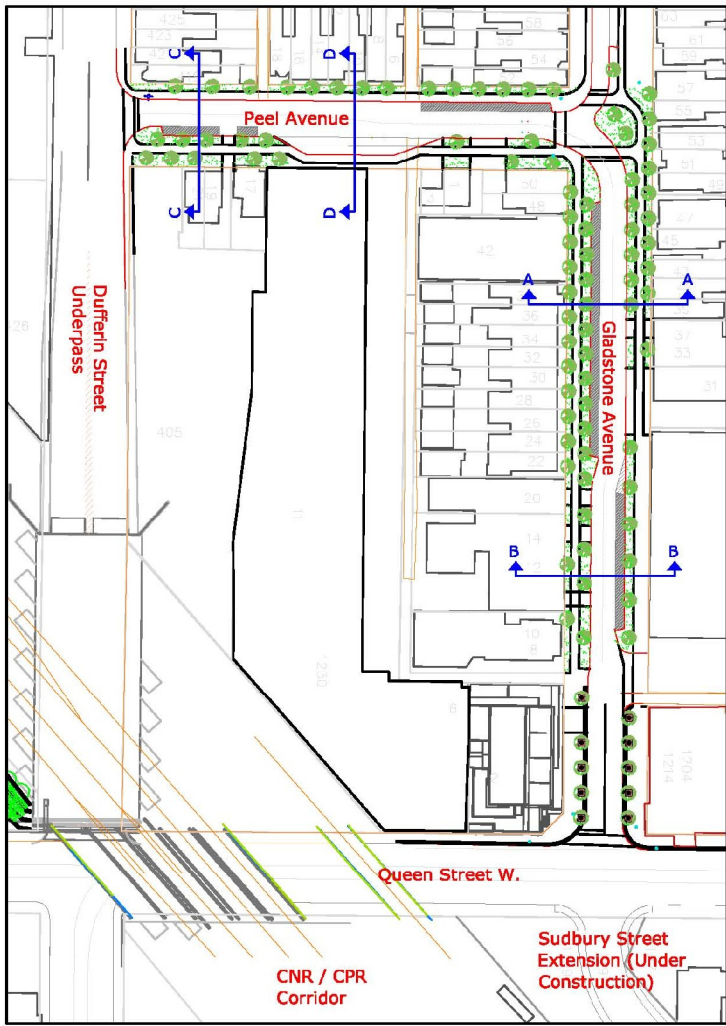
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ATTACHMENT

1. Refined Recommended Solution

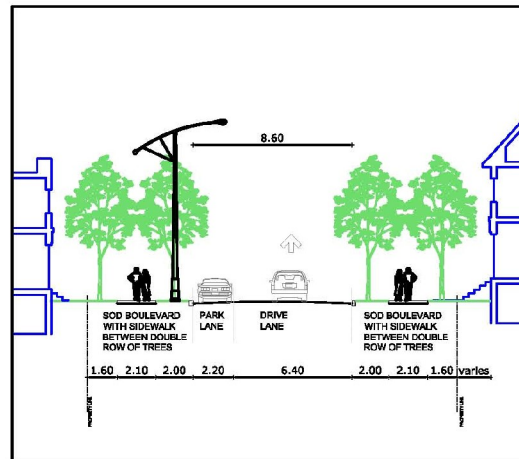
Attachment 1

Peel-Gladstone Reconstruction Class Environmental Assessment Study Refined Recommended Solution

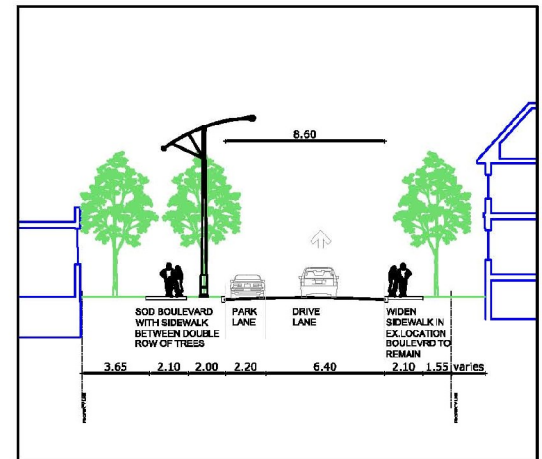


Site Plan

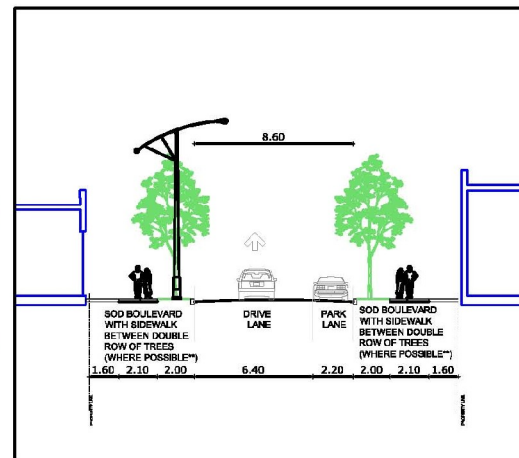
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Section A-A - Gladstone Avenue

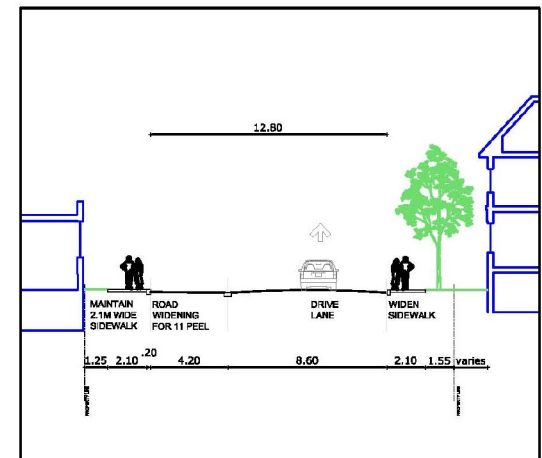


Section C-C - Peel Avenue



Section B-B - Gladstone Avenue
(At existing Price Chopper)

Note: All Dimensions (in metres) are approximate
Tree planting subject to utility locations and detailed design



Section D-D - Peel Avenue -at 11 Peel widening