

Clause embodied in Report No. 10 of the Planning and Transportation Committee, which was considered by the Council of the City of Toronto at its meeting held on October 29, 30 and 31, 2002.

**3a****Leslie Sheppard Gateway Project**

*(City Council on October 29, 30 and 31, 2002, received this Clause)*

(City Council on October 1, 2 and 3, 2002, deferred consideration of this Clause to the next regular meeting of City Council scheduled to be held on October 29, 2002.)

**The Planning and Transportation Committee recommends that:**

- (1) the report (August 19, 2002) from the City Solicitor be received;**
- (2) Council authorize the demolition and removal of the Leslie Sheppard Gateway Structure such demolition and removal to be undertaken at no cost to the City and to the satisfaction of the Commissioner of Urban Development Services; and**
- (3) Councillor Jones be asked to determine if her community has any interest in the Leslie Sheppard Gateway Structure being relocated in her Ward and if so, such relocation to be carried out at no additional cost to the City.**

**The Planning and Transportation Committee submits the following report (August 19, 2002) from the City Solicitor:**

Purpose:

The purpose of this report is to respond to a report request of the Planning and Transportation Committee.

Financial Implications and Impact Statement:

There are no direct financial implications of this report.

Recommendations:

It is recommended that

- (1) the Commissioner of Urban Development Services be instructed to meet with the architect of the Leslie Sheppard Gateway Structure (the “structure”), and arrive at a proposal for modifying the structure to make it more difficult to climb onto, thus discouraging climbers; and
- (2) the Commissioner of Urban Development Services, in consultation with the City Solicitor, the Chief Financial Officer and Treasurer (Risk Management), the Toronto Police Service, and the Commissioner of Works and Emergency Services be instructed to report to the Planning and Transportation Committee on the results of these discussions and on the costs of any steps recommended in that report.

Background:

At its meeting of April 16, 17 and 18, 2002, City Council had before it a motion from Councillor Sutherland that the “gateway treatment project” at Leslie and Sheppard be removed. City Council referred the motion to the Planning and Transportation Committee. On April 29, 2002, the Planning and Transportation Committee considered the motion and a report from the Commissioner of Urban Development Services. The Committee requested that I submit a report directly to City Council for its meeting of May 21, 2002. The following is that request:

The City Solicitor enter into discussions with the Insurance and Risk Management Office of Treasury and Financial Services, the Toronto Police Services Board and Metropolitan Action Committee on Violence Against Women and Children and report to Council on any safety concerns or potential liability issues arising therefrom.

As I did not receive the input requested by the Planning and Transportation Committee in time to report earlier, I requested instructions from the Planning & Transportation Committee to report directly to the July meeting of City Council. The Committee, instead, instructed me to report to its September meeting. I have recently received all of the input requested by the Planning and Transportation Committee.

Comments:

The Structure:

The Leslie Sheppard Gateway structure is located on the north west corner of Leslie and Sheppard streets. It is a metal structure consisting of a beam supported by posts to be covered with vines. The vines have yet to grow to cover the beams. I am informed by staff of Planning and Works and Emergency Services that the structure is owned by the City of Toronto and is mostly within the road allowance, but that a portion of it is on City parkland.

### Safety Concerns:

Two safety concerns were raised at the Planning and Transportation Committee meeting of April 29, 2002. Concern was expressed that youth or children could climb onto the structure and walk along a metal ledge, potentially falling and injuring themselves. Concern was also expressed about potential attackers hiding behind the metal posts and taking potential victims by surprise as these potential victims walked by the structure.

The following input has been received with respect to the safety of the structure:

A memo from the City's Insurance and Risk Management staff is attached as Appendix "A" to this report. The memo states the following:

Insurance and Risk Management concur with the Police Service finding that anyone who fell from the structure while climbing it could be injured. ... A solution to mitigate the risk may involve modification of the structure to further discourage climbers. A section of ledge on the back (ravine side) of the cap at the north end could be removed or modified which would prevent climbing access. ... The existence of the structure in its present form does expose the City of Toronto to liability from anyone who is injured while climbing. The exposure can be mitigated with minor structural changes. The architect and structural engineer should be consulted before any changes are made to ensure that the structural integrity is not compromised by any modifications.

METRAC conducted a safety audit and prepared a report, which is attached to this report as Appendix "B". The report states that as METRAC "works on issues of violence, it does not make any comment on the safety of children playing or climbing on the structure." The report reaches the following conclusion:

From the Safety Audit it appears that the combination of the Structure and the ravine somewhat impacts on the community's feeling of safety in this area. Nevertheless it does not appear that the Structure significantly increases the community's exposure to violence, or the threat of violence.

Additionally it is the dense shrubbery, which is part of the ravine that significantly impedes the view onto the pathway. The Structure does not affect the community's safety more so than any type of structure such as a bus shelter or several newspaper stands.

Risk Management's memo indicates that it concurs with METRAC's conclusions in this regard.

A letter from the Toronto Police Service, 33 Division (see Appendix "C"), states the following:

The manner in which this structure has been constructed allows for a child or an adult to physically endanger themselves by climbing to the escalated end.

It is recommended that modifications be made to prevent this activity. Further, if this structure does not serve any purpose, the City may consider dismantling this structure in order to address all of the concerns raised.

The passage above refers to “all of the concerns raised”. The letter also raises a “low priority” issue that “it may be possible for culprits to use this structure as a source of cover”. It also mentions as a “minor consideration” the fact that “gang-related youth choose such structures to ‘tag’ their markings”.

#### Potential Liability Issues Arising from the Safety Concerns Raised:

Negligence has been defined as the breach of a duty of care arising from a foreseeable and unreasonable risk of harm to one person created by the act or omission of another.

Much of the structure is within the road allowance. The duty and standard of care imposed on the City with respect to highways is set out in s. 284(1) of the Municipal Act. Subsection 284(1) creates a statutory duty to keep highways “in a state of repair that is reasonable in light of all the circumstances”.

There is an exception created for maintenance defaults outside of the travelled portion of the highway; however, I suggest that Council approach this matter without relying on the protection afforded by that exception. Courts have held that that exception “protects a municipality from liability for injuries arising from conditions of non-repair in locations where the public would not be expected to go.” As the structure is behind a guardrail, it would likely be found to be outside of the travelled portion of the highway. Despite this, it is likely that this exception would not apply to the current situation. The case law addresses highway and property maintenance issues. It does not address situations where the City has deliberately placed an object that may create a safety risk on (or adjacent to) the untravelled portion of the highway.

As well, one end of the structure appears to be within what would be considered a travelled portion of the highway. It rests on cement blocks that are adjacent to and form a level surface contiguous with the sidewalk. It is clear that people are intended to walk through this area onto the ravine trails.

In addition, part of the structure is on City parkland. The Occupiers Liability Act (which does not apply to public highways), applies to the City as an owner of parkland. It establishes that the City has a “duty to take such care as in all the circumstances of the case is reasonable to see that persons are reasonably safe while on the premises.”

The question to be asked when applying s. 284(1) of the Municipal Act, the Occupiers Liability Act or the common law, is whether the structure on City property creates a situation, which is not reasonably safe for users of the City’s property. Both the Police Service and the City’s own Insurance and Risk Management staff have suggested that the structure creates a risk to children who might climb it. They both suggest that the structure be modified to reduce the risk that the structure will be climbed. The Police Service does not make a specific suggestion, but Risk Management does. It suggests that “a section of the ledge on the back (ravine side) of the cap at the north end could be removed or modified which would prevent climbing access.”

The memo from Risk Management states that the architect and structural engineer should be involved in the process of deciding how the structure should be modified. Risk Management's reason for this is to ensure that the structural integrity is not compromised by modifications.

There is a further reason for involving the architect. When an original structure is created, the Copyright Act gives the creator "moral rights" in the integrity of the design. If the structure is to be modified, the consent of the creator must be obtained. Otherwise, the City could be liable for damages to be paid to the creator, in this case the architect. Moral rights cannot be assigned but may be waived. It is not clear that moral rights were waived by the architect in favour of the City in this case. A court might find that the moral rights were waived, but first the court would have to interpret the request for proposals and the architect's proposal together to determine the nature of the agreement reached between the parties. I hesitate to attempt to predict the outcome of this process. For this reason, I suggest that any modification of the structure should maintain the integrity of the design as much as possible while addressing safety concerns.

Conclusions:

It is recommended that the Chief Planner in consultation with the architect who designed the structure, Chief Financial Officer and Treasurer (Risk Management), the City Solicitor, the Toronto Police Service, and the Commissioner of Works and Emergency Services report to Council on the manner in which the structure can be modified to reduce the risk that it will be climbed by children.

This report was prepared in consultation with the City of Toronto's Insurance and Risk Management Division, the Toronto Police Service, METRAC and staff of both City Planning and Works and Emergency Services.

Contact:

Wendy E. Walberg, Solicitor, Legal Services Division  
Tel: (416) 392-8078; Fax: (416) 392-3848  
Email: wwalberg@city.toronto.on.ca

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**The Planning and Transportation Committee also submits the following communication (June 20, 2002) from the City Clerk:**

City Council, at its meeting held on June 18, 19 and 20, 2002, had before it, Clause No. 2 contained in Report No. 8 of The Planning and Transportation Committee, headed "Leslie/Sheppard Gateway Project, West Corner of Sheppard Avenue East and Leslie Street".

Council struck out and referred this Clause back to the Planning and Transportation Committee for further consideration.

(Clause No. 2 of Report No. 8 of the Planning and Transportation Committee, titled “Leslie/Sheppard Gateway Project West Corner of Sheppard Avenue East and Leslie Street”, which was before the Council of the City of Toronto at its meeting held on June 18, 19 and 20, 2002)

(City Council on June 18, 19 and 20, 2002, struck out and referred this Clause back to the Planning and Transportation Committee for further consideration.)

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(City Council on May 21, 22 and 23, 2002, deferred consideration of this Clause to the next regular meeting of City Council scheduled to be held on June 18, 2002.)

(Clause No. 11 of Report No. 6 of The Planning and Transportation Committee)

**The Planning and Transportation Committee recommends that the Leslie/Sheppard Gateway Project be maintained as originally designed by the architect and re-evaluated when planting matures.**

The Planning and Transportation Committee reports having requested that the following reports be submitted directly to City Council for its next meeting on May 21, 2002:

- (1) the Commissioner of Urban Development Services to report on the projected costs for planting and plant maintenance for this structure; and
- (2) the City Solicitor to enter into discussions with the Insurance and Risk Management Office of Treasury and Financial Services, the Toronto Police Services Board and Metropolitan Action Committee on Violence Against Women and Children and report to Council on any safety concerns or potential liability issues arising therefrom.

**The Planning and Transportation Committee submits the following communication (April 24, 2002) from the City Clerk:**

City Council, at its meeting held on April 16, 17 and 18, 2002, referred the following Motion to the Planning and Transportation Committee:

Removal of Aesthetic Gateway Treatment - West Corner of Sheppard Avenue East and Leslie Street

Moved by: Councillor Sutherland

Seconded by: Councillor Duguid

“WHEREAS a structure was erected on the northwest corner of Sheppard Avenue and Leslie Street, referred to as an ‘aesthetic gateway treatment’ of a park entrance; and

WHEREAS a general budget for a large number of projects, and including this project, was passed by the former North York Council in September 1997; and  
WHEREAS no specific details were provided, in September 1997, of the design or costs of the 'gateway treatment' project; and

WHEREAS staff neglected to advise the current Councillor for Ward 33 of the proposed construction of this project; and

WHEREAS City staff claim that they were not familiar with the revised Ward boundaries and, hence, the local Councillor for Ward 33 was not notified; and

WHEREAS, although local area residents were advised in writing of other unrelated improvements to the intersection (including bridge and sewer rehabilitation), they were not advised of the construction of this project, nor were the Executives of the local area Ratepayer and Community Interest Associations consulted or advised; and

WHEREAS the structure is a deplorable eyesore and detracts from the natural beauty of the surrounding area; and

WHEREAS I have received numerous calls, e-mails, faxes and letters from Ward 33 residents who want this structure removed immediately; and

WHEREAS petitions have been circulated and signed by hundreds of residents, requesting the immediate dismantling and removal of the structure; and

WHEREAS these residents are extremely upset about the aesthetics, but are also very concerned about potential safety issues; and

WHEREAS it is my opinion, and that of local area residents, that youths or children could climb on the structure and attempt to walk along the narrow metal edge, and possibly injure themselves; and

WHEREAS the Board of Directors of the Shepways Condominium Corporation provided the City's Legal Department with notice that they consider the structure to be potentially dangerous; and

WHEREAS the estimated cost to remove this structure is approximately \$50,000.00; and

WHEREAS these monies should be found in the existing 2001 Urban Development Services budget or in the 2002 budget process;

NOW THEREFORE BE IT RESOLVED THAT the appropriate City staff immediately initiate the removal of the structure known as the gateway treatment project (including the portion that includes the concrete support pillars and the pre-treated rusted metal girder);

AND BE IT FURTHER RESOLVED THAT the cost of the dismantling and removal of the structure come out of the existing 2001 Urban Development Services Budget or their 2002 budget;

AND BE IT FURTHER RESOLVED THAT in future, staff ensure that the local Ward Councillor is advised prior to the construction commencement of such a project.”

City Council also had before it during consideration of the Motion, a report (April 2, 2002) from the Commissioner of Urban Development Services, entitled “Leslie/Sheppard Gateway Project (Ward 33)”.

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(Report dated April 2, 2002 from the  
Commissioner, Urban Development Services,  
addressed to City Council)

Purpose:

This report provides the background information on the Leslie/Sheppard Gateway project and options available with respect to this structure as requested by City Council at its meeting held on February 13, 14 and 15, 2002.

Financial Implications and Impact Statement:

There are no financial implications resulting from this report.

Recommendations:

It is recommended that the project be maintained as originally designed by the architect and re-evaluated when planting matures.

Background:

On September 17, 1997, the former North York Council approved the Sheppard Avenue East Streetscape Masterplan developed by MBTW Landscape Architects in collaboration with Berridge Lewinberg Greenberg Dark and Gabor and Marshall Macklin Monaghan. The approved Masterplan recommended the greening of the boulevards, the construction of a recreational trail on the north boulevard, valley gateways for pedestrian access into the ravine and a landscaped median along Sheppard Avenue East. The report also developed a phasing program for the streetscape project and recommended that the project be implemented in two phases. The report indicated an estimated cost of \$1.41 million for two phases of the project.

Comments:

The first phase of the project included the greening of the boulevards along Sheppard Avenue East between Leslie Street and Bayview Avenue and construction of the recreational trail on the



north side of the street. This phase was implemented in 1998. The second phase of the Masterplan included the Gateways into the ravine and the Landscaped Median along Sheppard Avenue East between Leslie Street and Provost Drive.

The design of both projects, the Gateway and the Landscaped Median, was developed by following the City of Toronto standard process for retaining design consultants. The Request for Proposals was released on July 2, 1999, and all proposals were evaluated. The Terms of Reference stated that “the gateway should connect the street to the existing pedestrian route along the Don River and incorporate public amenities such as a pergola, benches and signage” as per the approved Masterplan recommendation. Architects Alliance was selected to provide the design and tender package for the Gateway project. The Terms of Reference and evaluation criteria are described in detail in the Request for Proposals released by the Purchasing Department in July 1999.

The Gateway design consists of a small open space with pathways connecting to the main trail, a seating area, and a vertical structure and planting. The Gateway structure, a beam supported by posts to be covered by vines, forms an edge for a limited portion of the ravine along Leslie Street East. The project connects the Sheppard/Leslie area to the Don River ravine and further adds to the initial intent of the Sheppard Avenue East Masterplan of greening the street.

The consultant developed design was reviewed at different stages by Works and Emergency Services, the Parks and Recreation Division of Economic Development, Culture and Tourism, as well as the Toronto Conservation Authority. The project was designed to meet all relevant safety regulation standards and the tender drawings were signed by both the structural engineer and the architect. The Works and Emergency Services Department reviewed the Gateway design prior to the tendering and construction phase and stated that the structure and all associated work are safe for the road users (pedestrians and motorists). In November 1999, the drawings and tender documents were handed over to Works and Emergency Services for implementation. The Works and Emergency Services Department undertook the construction of the Gateway project, as part of a larger public works project (estimated at \$3.8 million) that was associated with the new TTC subway line. Due to unforeseen underground problems the project, which was expected to start in the fall of 1999, was delayed. The construction started in the summer of 2001 and the project was completed in December 2001. The cost of the Gateway structure was \$130,000.00.

### Public Consultation Process

The preparation of the Sheppard Avenue East Streetscape Masterplan included an extensive public consultation process. On May 23, 1997, a charette was organized with representatives from the residential community, former City of North York and Metro staff. Also, the two community meetings held on May 27, 1997, and September 11, 1997, were well attended by the residents in the area.

The requests for funding presented to the Budget Committee in 1997 included the description of both phases of the project. The City of Toronto Council approved the total of \$1,510,000.00 for the first two phases of the project on April 30, 1998.

On February 13, 2001, Urban Development Services and Works and Emergency Services held a public information session on the Leslie Sheppard Environmental Assessment and Bessarion Leslie Context Plan where all components of the Sheppard project were displayed. Residents between Finch Avenue and York Mills Road, and Bayview Avenue and Don Mills Road, as well

as all area Councillors were invited to that meeting. Rendered drawings of the Gateway project were displayed for information purposes and a project information sheet containing the scope of the project was also available. No negative comments were recorded.

Participants at that meeting signed up to join the Steering Committee for Bessarion-Leslie Context Plan. The Steering Committee met on April 10, 2001, when an Urban Design Group and a Transportation Work Group were formed. On May 24, 2001, participants who signed-up and the local Councillor were invited to participate in the Urban Design Work Group.

Conclusions:

No action should be taken at this time. The Gateway consists of a metal frame structure combined with landscaping that is an integral part of the project. While the metal structure and hardscape construction have been completed, the planting only occurred late last fall. The plantings will take approximately one season to get established, and two or three seasons to mature. The project should be maintained as originally designed by the architect and re-evaluated when the planting matures.

Contact:

Alka Lukatela  
Program Manager, Civic Improvements  
Tel: 416-392-1131  
Fax: 416-392-1744  
Email: alukatel@city.toronto.on.ca

Robert Freedman  
Director, Urban Design  
Tel: 416-392-1126  
Fax: 416-392-1744  
Email: rfreedm@city.toronto.on.ca



Sheppard Avenue East Streetscape Master Plan Boundary  
Location of Gateway Project

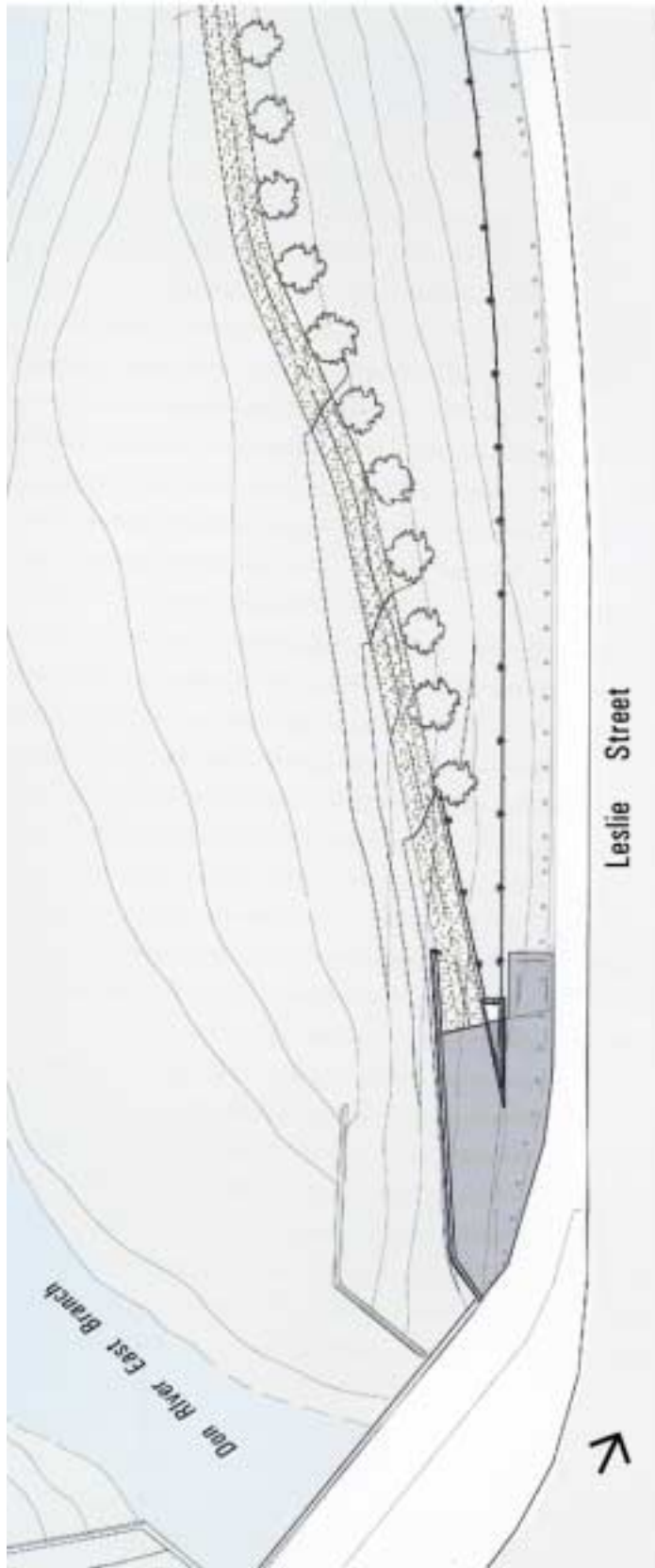
File # TC-022829



Not to Scale  
04/12/02

Attachment 1





Site Plan



Leslie Street - East Elevation



**Leslie Sheppard Gateway Project**

Item to Scale  
04/12/02

File # TC-022829

Attachment **3**

The Planning and Transportation Committee also had before it the following material and copies thereof are on file in the office of the City Clerk, City Hall:

- Public Information Notice dated February 7, 2001.
- Map respecting Willowdale/Don Valley East, filed by Councillor Shiner.
- Pictures filed by Councillor Shiner.
- Petition from 80 area residents supporting the removal of the steel art structure at the Don River trail entrance at Leslie and Sheppard that straddles the ward boundary.

Adrian DeCatri, Architect, Architects Alliance answered questions posed by Members of Council in connection with the foregoing matter.

(City Council on May 21, 22 and 23, 2002, had before it, during consideration of the foregoing Clause, a report (May 3, 2002) from the Commissioner of Urban Development Services, reporting, as requested by the Planning and Transportation Committee, on the projected costs for planting and plant maintenance for the Sheppard/Leslie Gateway Project.)

(City Council also had before it, during consideration of the foregoing Clause, a report (May 15, 2002) from the City Solicitor, reporting, as requested by the Planning and Transportation Committee, on any safety concerns or potential liability with respect to the aesthetic gateway treatment on the west corner of Sheppard Avenue East and Leslie Street:

(Having regard that City Council deferred consideration of this Clause to its next regular meeting scheduled to be held on June 18, 2002, the aforementioned reports will be resubmitted to Council.)

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(City Council on June 18, 19 and 20, 2002, had before it, during consideration of the foregoing Clause, the following report (May 3, 2002) from the Commissioner of Urban Development Services:

Purpose:

This report provides information on the projected costs for planting and plant maintenance for the Sheppard/Leslie Gateway Project as requested by the Planning and Transportation Committee at its meeting on April 29, 2002.

Financial Implications and Impact Statement:

Starting in 2004, \$300.00 per year will be included in the Economic Development, Culture and Tourism Department's operating budget for the trimming of the vines.

Recommendation:

It is recommended that this report be received for information.

Background:

At its meeting on April 29, 2002, the Planning and Transportation Committee requested that: “the Commissioner of Urban Development Services report on the projected costs for planting and plant maintenance for the Sheppard/Leslie Gateway Structure”. This report is prepared in consultation and with concurrence of the Economic Development, Culture and Tourism Department, Parks and Recreation Division, North District, East Region.

Comments:

The Sheppard/Leslie Gateway Project, including the planting, was completed in the Fall of 2001. The selection of plant material and the method of installation have met the approval of the Parks and Recreation Division. Civic Improvement and Parks and Recreation staff met on-site to discuss additional planting opportunities and maintenance issues. Parks and Recreation staff advised that a more thorough assessment of the existing planting will be done at the end of May 2002, and the contractor will be requested to replace the plants that have not survived the winter. There are two vines planted at the base of every post and they are expected to grow approximately two to three meters during the first season. Parks and Recreation staff advised not to plant any additional planting. Virginia Creeper is a fast growing, very hardy vine and no other plant would be able to compete with it in this environment. Parks and Recreation staff agreed to fertilize the vines once a month during the first summer. The regular maintenance work will be included in their on-going operating budget requests. Trimming of the vines will not be necessary in the first two years. In the following years the trimming will be done by the Parks and Recreation Division, North District, East Region for an approximate cost of \$300.00 per year.

Conclusions:

The maintenance of the Sheppard/Leslie Gateway structure has minimal long-term maintenance impact. A need for additional planting, which Parks and Recreation staff does not suggest at the present time as the existing vines will not allow proper growth of any other plant, will be assessed in two years.

Contact:

Mihaela Marcu  
Urban Designer, Civic Improvement  
Tel: 416-392-1136  
Fax: 416-392-1744  
Email: mmarcu@city.toronto.on.ca

Robert J. Freedman  
Director, Urban Design  
Tel: 416-392-1126  
Fax: 416-392-1744  
Email: rfreedm@city.toronto.on.ca)

(City Council also had before it, during consideration of the foregoing Clause, the following report (May 15, 2002) from the City Solicitor:

Purpose:

The purpose of this report is to address a request from the Planning and Transportation Committee.

Financial Implications and Impact Statement:

There are no direct financial implications from this report.

Recommendation:

It is recommended that this report be received for information.

Background:

At its meeting of April 16, 17 and 18, 2002, City Council had before it a motion from Councillor Sutherland that the “gateway treatment project” at Leslie and Sheppard be removed. City Council referred the motion to the Planning and Transportation Committee. On April 29, 2002, the Planning and Transportation Committee considered the motion and a report from the Commissioner of Urban Development Services. The Committee requested that I submit a report directly to City Council for its meeting of May 21, 2002. The following is the request:

The City Solicitor enter into discussions with the Insurance and Risk Management Office of Treasury and Financial Services, the Toronto Police Services Board and Metropolitan Action Committee on Violence Against Women and Children and report to Council on any safety concerns or potential liability issues arising therefrom.

Comments:

As directed, my staff initiated discussions with Risk Management, the Police and the Metropolitan Action Committee on Violence Against Women and Children. The Toronto Police Service unit responsible for crime prevention through environmental design indicated that it was unable to provide input before the May meeting of City Council. The Metropolitan Action Committee on Violence Against Women and Children was also unable to comment within that timeframe. For this reason, I am proposing to report to the June meeting of the Planning and Transportation Committee.

Conclusions:

I hope to receive comments from all three organizations in time to prepare a report for the June meeting of the Planning and Transportation Committee.

Contact:

Wendy Walberg, Solicitor, Legal Services



Tel: (416) 392-8078; Fax: (416) 392-3848;  
Email: wwalberg@city.toronto.on.ca)

The Planning and Transportation Committee also had before it the following material and copies thereof are on file in the office of the City Clerk, City Hall:

- The following material appended to the report (August 19, 2002) from the City Solicitor:
  - Appendix A - Memorandum (July 22, 2002) from Brian Laur, Sr. Risk Management Analyst, Insurance and Risk Management, Finance Department;
  - Appendix B - Women's Safety Audit of the Leslie Sheppard Aesthetic Gateway – Final Report of the Metropolitan Action Committee on Violence Against Women and Children; and
  - Appendix C - correspondence (June 3, 2002) addressed to Councillor Sutherland from Toronto Police Service.
- communication (September 9, 2002) from Adrian DiCatri, Partner, Architects Alliance advising that in their opinion the structure does not represent a safety hazard, however, if slight modifications are required a meeting could be arranged to resolve the situation;
- communication (undated) from Sam Metalin requesting that the City remove the structure, or alternatively permit local residents to remove the structure at their own expense provided that a qualified demolition or salvage contractor is used;
- communications filed by Councillor Sutherland regarding an open meeting and an estimate for the removal of the structure at the north west corner of Sheppard Avenue and Leslie Street; and
- map filed by Councillor Shiner.

Mr. Sam Metalin appeared before the Planning and Transportation Committee in connection with the foregoing matter.

*(City Council on October 1, 2 and 3, 2002, had before it, during consideration of the foregoing Clause, a communication (September 9, 2002) from Namby Vithianathan, forwarding comments with respect to the Leslie/Sheppard gateway structure.)*

*(Having regard that City Council deferred consideration of this Clause to its next regular meeting scheduled to be held on October 29, 2002, the aforementioned communication will be resubmitted to Council.)*

*(City Council on October 29, 30 and 31, 2002, had before it, during consideration of the foregoing Clause, the following communications with respect to the Leslie/Sheppard gateway structure:*

- (a) *(September 9, 2002) from Namby Vithianathan;*

- (b) (September 23, 2002) from Mark Cullen, President, Weall & Cullen; and*
- (c) (undated) a copy of photographs depicting the Leslie/Sheppard gateway structure once the vines have fully grown, as submitted by Councillor Olivia Chow.)*