
Public Works and Infrastructure Committee

Meeting No.	9	Contact	Rosalind Dyers, Committee Administrator
Meeting Date	Wednesday, October 3, 2007	Phone	416-392-8018
Start Time	9:30 AM	E-mail	pwic@toronto.ca
Location	Committee Room 1, City Hall		

Item		Page
PW9.1	Markham By-pass - Morningside Avenue: Individual Environmental Assessment (Ward: 42)	1
PW9.2	Sustainable Transportation Initiatives: Short-term Proposals (Ward: All)	3
PW9.4	Etobicoke Residential Curbside Collection - Request for Quotation (RFQ) 6033-07-3232 (Ward: 1, 2, 3, 4, 5, 6)	10
PW9.5	Enactment of New Harmonized City Water Supply By-law 851 (Ward: All)	12
PW9.6	Research Partnerships with Toronto Water (Ward: All)	14
PW9.7	Contract 07FS-49WP, Tender Call No. 136-2007 Highland Creek Treatment Plant - Replacement of Aeration System in Tank No. 12 - Amend Purchase Order No. 6022903 (Ward: 44)	15
PW9.8	Purchase Order Amendment - Residue Management Facility – R.C. Harris Water Treatment Plant -Amendments to Contract 47009953 and Purchase Order 6015044 (Ward: 36)	16
PW9.9	Western Beaches Tunnel (Ward: 14, 19)	18

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PW9.1	AMENDED			Ward: 42
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Markham By-Pass - Morningside Avenue: Individual Environmental Assessment

City Council Decision

City Council on October 22 and 23, 2007, adopted the following motions:

- A. City Council adopt the following position regarding the Markham By-pass – Morningside Avenue Link:
1. City Council does not support the project being divided into three sections as proposed by the Provincial Development Facilitator;
 2. City Council will only support the releasing of Section 1, between Highway 407 and 9th Line, conditional upon:
 - a. York Region supporting the City's preferred alternative west of 9th Line, via 9th Line, Steeles Avenue and the new alignment of Morningside Avenue; and
 - b. York Region agreeing to evenly share with the City all costs related to improving and maintaining Steeles Avenue across the entire length of our boundary;
 3. City Council direct City Planning Division to secure the Morningside Avenue 36-metre right-of-way between Passmore Avenue and Steeles Avenue as part of the Plan of Subdivision process when processing development applications by Manulife Insurance Company and Tap-Steele Investment Ltd. in the Tapscott Employment District;
 4. Steeles Avenue East between 9th Line and Markham Road be widened to four

lanes, instead of the two lanes initially approved by City Council on June 14, 15 and 16, 2005, conditional upon York Region supporting the City's preferred alternative west of 9th Line, via 9th Line, Steeles Avenue and the new alignment of Morningside Avenue;

5. any bridges on Steeles Avenue East between 9th Line and Markham Road when reconstructed be widened to accommodate six lanes; and
 6. City Council approve the installation of "No Left Turn" signs for the morning rush hour and "No Right Turn" signs for the evening rush hour at the intersections (i.e. Staines Road and Tapscott Road) located between 9th Line and Markham Road.
- B. City Council request the Provincial Government, the Greater Toronto Transportation Authority, the Regional Municipalities of Durham and York, and the Town of Markham to consider the building of a GO line on the CP Havelock rail line, that runs north-east through the Morningside Heights community, east Markham, on towards the future town of Seaton, North Pickering, Uxbridge and Peterborough, in order to address the issue of transit grid-lock.
- C. The appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

(June 12, 2007) Report from the Chief Planner and Executive Director, City Planning Division.

Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

- A. City Council adopt the following position regarding the Markham By-pass – Morningside Avenue Link:
 1. City Council does not support the project being divided into three sections as proposed by the Provincial Development Facilitator;
 2. City Council will only support the releasing of Section 1, between Highway 407 and 9th Line, conditional upon:
 - a. York Region supporting the City's preferred alternative west of 9th Line, via 9th Line, Steeles Avenue and the new alignment of Morningside Avenue; and
 - b. York Region agreeing to evenly share with the City all costs related to improving and maintaining Steeles Avenue across the entire length of our boundary;
 3. City Council direct City Planning Division to secure the Morningside Avenue

36-metre right-of-way between Passmore Avenue and Steeles Avenue as part of the Plan of Subdivision process when processing development applications by Manulife Insurance Company and Tap-Steele Investment Ltd. in the Tapscott Employment District;

4. Steeles Avenue East between 9th Line and Markham Road be widened to four lanes instead of the two lanes initially approved by City Council on June 14, 15 and 16, 2005; and
 5. any bridges on Steeles Avenue East between 9th Line and Markham Road when reconstructed be widened to accommodate six lanes;
- B. City Council request the Provincial Government, the Greater Toronto Transportation Authority, the Regional Municipalities of Durham and York, and the Town of Markham to consider the building of a GO line on the CP Havelock rail line, that runs north-east through the Morningside Heights community, east Markham, on towards the future town of Seaton, North Pickering, Uxbridge and Peterborough, in order to address the issue of transit grid-lock; and
- C. the appropriate City Officials be authorized and directed to take the necessary action to give effect thereto.

Decision Advice and Other Information

The Public Works and Infrastructure Committee requested the General Manager, Transportation Services to report directly to Council for its meeting on October 22, 2007, on the feasibility of installing traffic signs on the south side of Steeles Avenue East, between 9th Line and Markham Road, that restricts traffic into the Morningside Heights Community.

Financial Impact

The recommendations in this report have no financial impact.

Summary

The purpose of this report is to advise City Council on the discussions that have taken place with the Provincial Development Facilitator regarding the differing positions of York Region Council and City of Toronto Council regarding the planned Markham By-pass-Morningside Road link. This report also recommends a new City position with respect to the resolution of this matter.

Background Information

2007-06-27-pw09-1

<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-5612.pdf>

Additional Background Information (City Council)

- Report (October 17, 2007) from the General Manager, Transportation Services ([PW9.1a](#))

Petition (City Council)

- Petition (undated) containing the signatures of approximately 888 individuals, in opposition to the widening of Steeles Avenue to more than four lanes, between 9th Line and Markham Road, submitted by Councillor Raymond Cho, Ward 42, Scarborough-Rouge River

Communications

- (June 25, 2007) submission from Steve Szilard (PW.Main.PW9.1.1)
- (June 27, 2007) submission from Cate Bokhout (PW.Main.PW9.1.2)
- (February 17, 2007) letter from Jim Robb, General Manager, Friends of the Rouge Watershed, addressed to the Project Officer, Ministry of the Environment (PW.Main.PW9.1.3)
- (June 27, 2007) submission from Andy McKinnon (PW.Main.PW9.1.4)
- (October 3, 2007) from Cate Bokhout presenting a Petition signed by approximately 500 residents of the City of Toronto opposed to Steeles Avenue East being widened to more than four lanes between Markham Road and 9th Line (PW.New.PW9.1.5)

Speakers

Cate Bokhout, Morningside Heights Residents Association
 Andy McKinnon
 Steve Szilard
 Jim Robb, General Manager, Friends of the Rouge Watershed
 Councillor Raymond Cho, Ward 42, Scarborough-Rouge River

1a Markham By-pass - Morningside Avenue: Individual Environmental Assessment

(September 4, 2007) Letter from the Executive Committee.

Summary

The Executive Committee on September 4, 2007, directed that the issue of the planned Markham By-pass-Morningside Road link, be considered by the Public Works and Infrastructure Committee, and referred the communication (June 27, 2007) back to the Public Works and Infrastructure Committee.

Background Information

2007-10-03-pw09-1a
<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7192.pdf>

PW9.2	AMENDED			Ward: All
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Sustainable Transportation Initiatives: Short-term Proposals

City Council Decision

City Council on October 22 and 23, 2007, adopted the following motions:

1. City Council support, in principle, the short-term Sustainable Transportation Initiatives contained in Appendix 1 to this report, in order to achieve, in part, the reduction targets for greenhouse gas emissions contained in the “Climate Change, Clean Air and Sustainable Energy Action Plan” approved by City Council.

Re: Pedestrians:

2. City Council:
 - a. direct the General Manager, Transportation Services, to develop criteria for the establishment of temporary pedestrian streets and zones, such as “Pedestrian Sundays”, and identify the appropriate resources to assist in the implementation and promotion of events satisfying these criteria;
 - b. direct the Chief Planner and Executive Director, City Planning, in consultation with appropriate City staff, to assess opportunities to establish a permanent pedestrian street and report to the Planning and Growth Management Committee on a public consultation process for the review and implementation of such a facility;
 - c. endorse, in principle, the following four types of enhancements at signalized intersections, as described more fully in the body of this report and in Appendix 2, which give significantly greater priority to, and enhanced safety for, pedestrians:
 - i. increasing the pedestrian crossing clearance times;
 - ii. replacing the flashing “DON’T WALK” displays with flashing “WALK” displays;
 - iii. introducing pedestrian scramble phases (Barnes’ dance) at appropriate locations on a pilot project basis; and
 - iv. expanding the “leading pedestrian intervals” or pedestrian head-start feature to other intersections;
 - d. direct the General Manager, Transportation Services, in accordance with Recommendation 2.c.iii., above, to evaluate and implement “pedestrian scramble phases” on a pilot project basis, at the following intersections:
 - i. Bloor Street and Bay Street;
 - ii. Bloor Street and Yonge Street;
 - iii. Yonge Street and Dundas Street; and
 - iv. Bay Street and Dundas Street;
 - e. direct the General Manager, Transportation Services, in accordance with Recommendation 2.c.iv. above, to identify approximately 20 appropriate intersections for the installation, in 2008, of “Leading Pedestrian Intervals”;

- f. direct the General Manager, Transportation Services, in consultation with appropriate City staff, to assess opportunities for the narrowing of pavements, in order to widen sidewalks and enhance landscaping, in conjunction with the design of all road reconstruction projects, and any feasible narrowings, following appropriate public consultation, be incorporated accordingly;
- g. direct the Chief Planner and Executive Director, City Planning, to finalize the Streetscape Manual and this manual be used as the standard in the design and reconstruction of all City streets; and
- h. direct the Chief Planner and Executive Director, City Planning, in consultation with appropriate City staff, to develop and report back on a comprehensive “green corridor plan” that would establish priority north-south green corridors across the waterfront and identify opportunities to link these initiatives with capital works and development-related projects.

Re: Cycling:

3. City Council:

- a. direct the Executive Director, Facilities and Real Estate, to assess the feasibility of a bike station in the redevelopment of Union Station;
- b. direct the Chief Planner and Executive Director, City Planning, to assess the feasibility of a Bike Share program for City staff at all Civic Centres and to develop a business case for commuter and community public bike share programs and report back to the Planning and Growth Management Committee on these initiatives;
- c. authorize the General Manager, Transportation Services, to retain a Transportation Consultant to undertake, in 2008, an Environmental Assessment of an east-west bicycle route through the downtown area, with the objective of implementing the recommended route in 2009;
- d. direct the General Manager, Transportation Services, to report on the feasibility of establishing a bikeway on Bloor Street and Danforth Avenue, from Royal York Road to Victoria Park Avenue, including the development of design options and an assessment of the parking and traffic impacts, and report to the Public Works and Infrastructure Committee on the results of this review;
- e. direct the General Manager, Transportation Services, in consultation with the General Manager, Parks, Forestry and Recreation, to investigate the feasibility, assess the maintenance requirements and responsibilities, undertake the detailed design and enter into negotiations with the owners and operators of the rail and hydro corridors for the implementation of the bicycle trails identified in the approved Bike Plan within these corridors, and to report

back on the results of this review; and

- f. direct the General Manager, Transportation Services to report back to the Public Works and Infrastructure Committee on options available to significantly improve cycling safety at intersections by:
 - i. identifying approximately three to four intersections on Queen Street or another street with a high volume of bicycle use and a high incidence of car-bicycle collisions at which to pilot 'leading bicycle intervals'; and
 - ii. identifying approximately three to four intersections along College Street or another street that currently has a bike lane and a high volume of bicycle use at which to pilot the creation of 'bike boxes'.

Re: Parking:

4. City Council:

- a. direct the General Manager, Transportation Services, to review and report on modifications to the peak period stopping and parking restrictions on arterial roads, where appropriate, on a City-wide basis, in order to reduce traffic congestion, improve surface transit service and increase cyclist safety during the "shoulder" periods; and
- b. request the Greater Toronto Transportation Authority (GTTA) to develop, in consultation with municipalities in the Greater Golden Horseshoe, GO Transit and other motor coach carriers, a strategy for the construction of commuter parking facilities throughout the Greater Toronto Area (GTA), in order to reduce the number and length of single-occupant vehicle trips.

Re: Transit:

5. City Council:

- a. direct the General Manager, Transportation Services, to review, in consultation with the Chief General Manager, Toronto Transit Commission, opportunities to introduce or extend left turn prohibitions at intersections, or alternatively introduce advanced exclusive left turn phases at signalized intersections, in order to reduce the delays to streetcar service and enact the necessary by-laws to implement these regulations as soon as possible;
- b. direct the General Manager, Transportation Services, in consultation with the Chief General Manager, Toronto Transit Commission, to explore opportunities to improve the current system of traffic signal priority for transit vehicles so that it would only apply to transit vehicles that are behind schedule or to maintain headways;

- c. direct the General Manager, Transportation Services, to review, in consultation with the Chief General Manager, Toronto Transit Commission, opportunities to introduce transit queue jump lanes and far side bus bays to improve transit service at congested intersections, keeping in mind the impact of these facilities on sidewalks and landscaping at these locations;
- d. endorse the implementation of shoulder bus lanes on the Don Valley Parkway, between York Mills Road and Lawrence Avenue East;
- e. direct the General Manager, Transportation Services, to request the Ministry of Transportation Ontario to undertake whatever amendments to the Highway Traffic Act are necessary to implement the shoulder bus lanes on the Don Valley Parkway and to report on the implementation as soon as possible;
- f. direct appropriate City and Toronto Transit Commission (TTC) staff to work with the Province to investigate the feasibility of a pilot project that would see the introduction of automated enforcement camera technology to enforce turning, stopping and parking prohibitions that are designed to improve transit service;
- g. direct the Chief General Manager, Toronto Transit Commission to ensure that all new Light Rail Transit (LRT) vehicles purchased by the TTC are equipped to handle some form of Proof-of-Payment (POP) system; and
- h. the General Manager, Transportation Services, be requested to bring forward an operational definition of 'transit priority' as it applies in Toronto with a view to determining how it might be enhanced to further assist the operations of the public transit system, and that he seek input from the Chief General Manager, Toronto Transit Commission in this regard.

Re: Transportation Demand Management (TDM) Initiatives:

6. City Council show leadership in promoting transportation demand management (TDM) strategies by:
 - a. directing staff to negotiate with the newly-created Greater Toronto Transportation Authority (GTTA) and other municipalities within the region to jointly fund and support the continuing TDM efforts of:
 - i. the region-wide Smart Commute Association; and
 - ii. the Smart Commute North Toronto, Vaughan and Smart Commute Northeast local transportation management associations;

and staff report back to the Public Works and Infrastructure Committee by the end of 2007 for funding approval upon completion of these negotiations; and further, in the meantime, Council authorize the extension of the terms of the existing Memorandum of Understanding between the City and the other

regional municipal partners regarding the governance of the Smart Commute initiative until December 31, 2007;

- b. supporting the implementation of the existing guidelines on alternative work arrangements (including compressed work weeks, flexible work hours and part-time hours) and directing the Executive Director, Human Resources to develop a policy on “teleworking”;
- c. supporting the provision of on-street, reserved parking spaces for car sharing vehicles in selected locations;
- d. encouraging the GTTA to undertake, as a priority, a region-wide study of road pricing; and
- e. the General Manger, Transportation Services, in consultation with the Manager, Fleet Operations, undertake a review of the literature on hybrid vehicles with a particular emphasis on their physical capacity to withstand 24-hour use on an ongoing basis.

Re: Other Initiatives:

7. City Council:

- a. direct the General Manager, Transportation Services and the Chief Planner and Executive Director, City Planning, to report on:
 - i. the establishment of a permanent City staff committee to liaise with representatives of the cartage and courier industries, building owners, managers and tenants on commercial vehicle servicing issues, including the access and parking needs of pick-up, delivery and servicing vehicles; and
 - ii. possible strategies to encourage a greater proportion of courier deliveries and pick-ups to be made by bicycle, transit and messengers on foot;
- b. direct the General Manager, Transportation Services, to incorporate the assessment of both the off-street and on-street impacts of the loading/pick-up/delivery/servicing needs of major new developments as a requirement of the City’s new Traffic Impact Study guidelines that staff are currently developing;
- c. endorse the use of taxis as an acceptable sustainable transportation alternative and direct the General Manager, Transportation Services, in consultation with representatives of the taxi industry, to examine opportunities and measures to make taxis more convenient and readily available to users;
- d. direct the General Manager, Transportation Services, to undertake a review of

the existing operations and regulations of the High Occupancy Vehicle (HOV) lanes in the City and report on effective changes, and the GTTA take the lead in a review of HOV facilities throughout the GTA to ensure consistency and continuity on a region-wide basis; and

- e. request the GTTA to meet with the transportation agencies in the GTA to explore opportunities for collaborative Intelligent Transportation System (ITS) initiatives.

(September 19, 2007) Report from Deputy City Manager Richard Butts.

Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

- 1. City Council support, in principle, the short-term Sustainable Transportation Initiatives contained in Appendix 1 to this report in order to achieve, in part, the reduction targets for greenhouse gas emissions contained in the “Climate Change, Clean Air and Sustainable Energy Action Plan” approved by City Council.

Re: Pedestrians:

- 2. City Council:
 - a. direct the General Manager, Transportation Services to develop criteria for the establishment of temporary pedestrian streets and zones, such as “Pedestrian Sundays”, and identify the appropriate resources to assist in the implementation and promotion of events satisfying these criteria;
 - b. direct the Chief Planner and Executive Director, City Planning, in consultation with appropriate City staff, to assess opportunities to establish a permanent pedestrian street and report to the Planning and Growth Management Committee on a public consultation process for the review and implementation of such a facility;
 - c. endorse, in principle, the following four types of enhancements at signalized intersections, as described more fully in the body of this report and in Appendix 2, which give significantly greater priority to, and enhanced safety for, pedestrians:
 - i. increasing the pedestrian crossing clearance times;
 - ii. replacing the flashing “DON’T WALK” displays with flashing “WALK” displays;
 - iii. introducing pedestrian scramble phases (Barnes’ dance) at appropriate locations on a pilot project basis; and
 - iv. expanding the “leading pedestrian intervals” or pedestrian head-start feature to other intersections;

- d. direct the General Manager, Transportation Services, in accordance with Recommendation No. 2.c.iii., above, to evaluate and implement “pedestrian scramble phases” on a pilot project basis at the following intersections:
 - i. Bloor Street and Bay Street; and
 - ii. Bloor Street and Yonge Street;
- e. direct the General Manager, Transportation Services, in accordance with Recommendation No. 2.c.iv. above, to identify approximately 20 appropriate intersections for the installation, in 2008, of “Leading Pedestrian Intervals”;
- f. direct the General Manager, Transportation Services, in consultation with appropriate City staff, to assess opportunities for the narrowing of pavements, in order to widen sidewalks and enhance landscaping, in conjunction with the design of all road reconstruction projects and that any feasible narrowings, following appropriate public consultation, be incorporated accordingly;
- g. direct the Chief Planner and Executive Director, City Planning to finalize the Streetscape Manual and that this manual be used as the standard in the design and reconstruction of all City streets; and
- h. direct the Chief Planner and Executive Director, City Planning, in consultation with appropriate City staff, to develop and report back on a comprehensive “green corridor plan” that would establish priority north-south green corridors across the waterfront and identify opportunities to link these initiatives with capital works and development-related projects.

Re: Cycling:

3. City Council:

- a. direct the Executive Director, Facilities and Real Estate to assess the feasibility of a bike-station in the redevelopment of Union Station;
- b. direct the Chief Planner and Executive Director, City Planning to assess the feasibility of a Bike Share program for City staff at all Civic Centres and to develop a business case for commuter and community public bike share programs and report back to the Planning and Growth Management Committee on these initiatives;
- c. authorize the General Manager, Transportation Services to retain a Transportation Consultant to undertake, in 2008, an Environmental Assessment of an east-west bicycle route through the downtown area with the objective of implementing the recommended route in 2009;
- d. direct the General Manager, Transportation Services to report on the feasibility of establishing a bikeway on Bloor Street and Danforth Avenue, from Royal

York Road to Victoria Park Avenue, including the development of design options and an assessment of the parking and traffic impacts, and report to the Public Works and Infrastructure Committee on the results of this review; and

- e. direct the General Manager, Transportation Services, in consultation with the General Manager, Parks, Forestry and Recreation, to investigate the feasibility, assess the maintenance requirements and responsibilities, undertake the detailed design and enter into negotiations with the owners and operators of the rail and hydro corridors for the implementation of the bicycle trails identified in the approved Bike Plan within these corridors, and to report back on the results of this review.

Re: Parking:

4. City Council:

- a. direct the General Manager, Transportation Services, to review and report on modifications to the peak period stopping and parking restrictions on arterial roads, where appropriate, on a City-wide basis in order to reduce traffic congestion, improve surface transit service, and increase cyclist safety during the “shoulder” periods; and
- b. request the Greater Toronto Transportation Authority (GTTA) to develop, in consultation with municipalities in the Greater Golden Horseshoe, GO Transit, and other motor coach carriers, a strategy for the construction of commuter parking facilities throughout the Greater Toronto Area (GTA) in order to reduce the number and length of single-occupant vehicle trips.

Re: Transit:

5. City Council:

- a. direct the General Manager, Transportation Services to review, in consultation with the Chief General Manager, Toronto Transit Commission, opportunities to introduce or extend left turn prohibitions at intersections, or alternatively introduce advanced exclusive left turn phases at signalized intersections, in order to reduce the delays to streetcar service and enact the necessary by-laws to implement these regulations as soon as possible;
- b. direct the General Manager, Transportation Services, in consultation with the Chief General Manager, Toronto Transit Commission, to explore opportunities to improve the current system of traffic signal priority for transit vehicles so that it would only apply to transit vehicles that are behind schedule or to maintain headways;
- c. direct the General Manager, Transportation Services to review, in consultation with the Chief General Manager, Toronto Transit Commission, opportunities to introduce transit queue jump lanes and far side bus bays to improve transit

service at congested intersections, keeping in mind the impact of these facilities on sidewalks and landscaping at these locations;

- d. endorse the implementation of shoulder bus lanes on the Don Valley Parkway, between York Mills Road and Lawrence Avenue East;
- e. direct the General Manager, Transportation Services to request the Ministry of Transportation, Ontario, to undertake whatever amendments to the Highway Traffic Act are necessary to implement the shoulder bus lanes on the Don Valley Parkway and to report on the implementation as soon as possible;
- f. direct appropriate City and Toronto Transit Commission (TTC) staff to work with the Province to investigate the feasibility of a pilot project that would see the introduction of automated enforcement camera technology to enforce turning, stopping and parking prohibitions that are designed to improve transit service; and
- g. direct the Chief General Manager, Toronto Transit Commission to ensure that all new Light Rail Transit (LRT) vehicles purchased by the TTC are equipped to handle some form of Proof-of-Payment (POP) system.

Re: Transportation Demand Management (TDM) Initiatives:

- 6. City Council show leadership in promoting transportation demand management (TDM) strategies by:
 - a. directing staff to negotiate with the newly-created Greater Toronto Transportation Authority (GTTA) and other municipalities within the region to jointly fund and support the continuing TDM efforts of:
 - i. the region-wide Smart Commute Association; and
 - ii. the Smart Commute North Toronto, Vaughan and Smart Commute Northeast local transportation management associations;
- and that staff report back to Council by the end of 2007 for funding approval upon completion of these negotiations.
- b. supporting the implementation of the existing guidelines on alternative work arrangements (including compressed work weeks, flexible work hours and part-time hours) and directing the Executive Director, Human Resources to develop a policy on “teleworking”;
 - c. supporting the provision of on-street, reserved parking spaces for car sharing vehicles in selected locations; and
 - d. encouraging the GTTA to undertake, as a priority, a region-wide study of road pricing.

Re: Other Initiatives:

7. City Council:

- a. direct the General Manager, Transportation Services and the Chief Planner and Executive Director, City Planning, to report on:
 - i. the establishment of a permanent City staff committee to liaise with representatives of the cartage and courier industries, building owners, managers and tenants on commercial vehicle servicing issues, including the access and parking needs of pick-up, delivery and servicing vehicles; and
 - ii. possible strategies to encourage a greater proportion of courier deliveries and pick-ups to be made by bicycle;
- b. direct the General Manager, Transportation Services to incorporate the assessment of both the off-street and on-street impacts of the loading/pick-up/delivery/servicing needs of major new developments as a requirement of the City's new Traffic Impact Study guidelines that staff are currently developing;
- c. endorse the use of taxis as an acceptable sustainable transportation alternative and direct the General Manager, Transportation Services, in consultation with representatives of the taxi industry, to examine opportunities and measures to make taxis more convenient and readily available to users;
- d. direct the General Manager, Transportation Services to undertake a review of the existing operations and regulations of the High Occupancy Vehicle (HOV) lanes in the City and report on effective changes, and that the GTTA take the lead in a review of HOV facilities throughout the GTA to ensure consistency and continuity on a region-wide basis; and
- e. request the GTTA to meet with the transportation agencies in the GTA to explore opportunities for collaborative Intelligent Transportation System (ITS) initiatives.

Re: Monitoring the Effectiveness of These Initiatives:

8. City Council:

- a. direct staff of Transportation Services and City Planning to work with staff of the Toronto Environment Office (TEO) to develop improved methods for measuring the environmental impacts of sustainable transportation initiatives for inclusion in the broader monitoring and evaluation framework proposed by the Climate Change Plan.

Financial Impact

Most of the short-term sustainable transportation initiatives presented in this report can be implemented from funding within the Transportation Services 2007 Capital Budget and the proposed 2008 Capital Budget. Some of the proposals, however, need to be further developed and assessed in terms of their potential financial impact and funding requirements. These financial impacts, including the identification of any potential funding partnerships with other orders of government, will be addressed in any future reports required for the approval of these specific initiatives.

The Smart Commute North Toronto, Vaughan and the Smart Commute Northeast transportation management associations have been funded, in part, by the City Planning Division in the amount of \$135,000.00 annually, over the last three years. Currently, funding arrangements for the Smart Commute Association (SCA) and the related activities of the local transportation management associations are at a transitional stage, while the newly-created Greater Toronto Transportation Authority (GTTA), in consultation with the regional municipalities, determines its role in meeting the gap created by the expiry of the federal government's Urban Transportation Showcase Program, which had provided vital start-up funding during these three years. It is expected that similar contribution levels will be needed in the future, but the exact amounts cannot be determined until the current negotiations with the GTTA are concluded. City staff should be in a position to report to Council on the proposed new funding arrangements for this program by the end of the year.

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

Summary

City Council, in considering the "Climate Change, Clean Air and Sustainable Energy Action Plan: Moving from Framework to Action" (the "Climate Change Plan") at its meeting on July 16, 17, 18 and 19, 2007, adopted, among other things, reduction targets for greenhouse gas emissions for the Toronto urban area as well as a reduction target for locally generated smog-causing pollutants. Reductions in these harmful emissions from the transportation sector can be brought about through a combination of technical, behavioural and urban structure changes.

The transportation-related recommendations contained in the "Climate Change Plan" are largely being dealt with separately. The purpose of this report is to present a number of additional sustainable transportation initiatives, beyond those contained in the "Climate Change Plan", that could be implemented fairly quickly and, in most cases, at relatively little expense. Although each initiative may seem modest in scope, collectively they signal a new way of looking at, implementing, and operating the City's transportation system and provide a launch for more fundamental City-building changes that will be required to achieve the long-term vision of a truly sustainable transportation system for Toronto. These initiatives will also form a component of the longer-term and broader-scoped Sustainable Transportation Implementation Strategy that City Council, in dealing with the "Climate Change Plan", has directed staff to prepare in order to achieve the reduction targets for greenhouse gas emissions and smog-causing pollutants.

Background Information

2007-10-03-pw09-2

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7193.pdf>)

2007-10-03-pw09-2.app1

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7209.pdf>)

2007-10-03-pw09-2.app2

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7210.pdf>)

Additional Communications (City Council)

- (October 16, 2007) from Fred Sztabinski, Project Coordinator, Toronto Coalition for Active Transportation (PW9.2.15)
- (October 22, 2007) from the Toronto Lansdowne Residents' Association (PW9.2.16)

Communications

(September 29, 2007) e-mail from Lani Choi (PW.New.PW9.2.1)

(September 28, 2007) e-mail from Michael Polanyi (PW.New.PW9.2.2)

(September 28, 2007) e-mail from Zihao Li (Michael), Rosedale Heights School of the Arts (PW.New.PW9.2.3)

(September 28, 2007) e-mail from Christine Stait-Gardner (PW.New.PW9.2.4)

(October 1, 2007) e-mail from Waleed Ahmed (PW.New.PW9.2.5)

(October 1, 2007) letter from Brian Shifman, Executive Director, Smart Commute - North Toronto, Vaughan (PW.New.PW9.2.6)

(October 3, 2007) submission from Kristen Courtney (PW.New.PW9.2.7)

(October 2, 2007) letter from Fred Sztabinski, Project Co-ordinator, Toronto Coalition for Active Transportation (TCAT) (PW.New.PW9.2.8)

(October 2, 2007) letter from Hamish Wilson (PW.New.PW9.2.9)

(October 3, 2007) submission from Kelsey Carriere (PW.New.PW9.2.10)

(October 3, 2007) submission from Albert Koehl, Bells on Bloor, Angela Bischoff, Take the Tooker, and Kristen Courtney, Bikes on Bloor (PW.New.PW9.2.11)

(October 3, 2007) submission from Wayne Scott, Hoof & Cycle (TOBMA) (PW.New.PW9.2.12)

(October 3, 2007) submission from Anglea Bischoff (PW.New.PW9.2.13)

(October 3, 2007) submission from Transportation Services and City Planning (PW.New.PW9.2.14)

Speakers

Gary Welsh, General Manager, and John Mendes, Director, Transportation Infrastructure Management, Transportation Services

Michael Louis Johnson, Streets are For People

Shamez Amlani, Streets are For People (Submission Filed)

Kelsey Carriere, Co-Founder, Streets are For People

Albert Koehl, Bells on Bloor

Hamish Wilson (Submission Filed)

Kristen Courtney (Submission Filed)

Don Watterson, Curbside Cycle

Helen Riley, Feet on the Street

Wayne Scott, Hoof & Cycle (Submission Filed)

Margaret Hastings-James

Margaret Hastings-James, on behalf of Angela Bischoff, , Take the Tooker (Submission Filed)
Justin Peters, Business Development Manager, Skymeter Corporation

PW9.4	NO AMENDMENT			Ward: 1, 2, 3, 4, 5, 6
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Etobicoke Residential Curbside Collection - Request for Quotation (RFQ) 6033-07-3232

City Council Decision

City Council on October 22 and 23, 2007, adopted the following motions:

1. Authority be granted to award a contract to Turtle Island Recycling Corporation being the lowest bidder for the Collection of Curbside Waste, Recyclables, Organics, Bulky Items and Yard Waste from Single Family, Small Multi-unit Residential Buildings, Townhouses, Agencies, Boards, Commissions and Divisions in the former Etobicoke area for the period from July 1, 2008 to June 30, 2015, for a total amount of \$59,547,250.00, net of GST and annual consumer price index (CPI) adjustments, with the option to renew for:
 - a. up to two (2) additional twelve (12) month extensions from July 1, 2015, to June 30, 2016, in the amount of \$8,506,750.00 net of GST and CPI adjustment and from July 1, 2016, to June 30, 2017, in the amount of \$8,506,750.00 net of GST and CPI adjustment for a total of \$17,013,500.00 net of GST and CPI adjustment, should both 12-month options be exercised; or
 - b. one (1) additional twenty-four (24) month extension from July 1, 2015, to June 30, 2017, in the amount of \$17,013,500.00 net of GST and CPI adjustment.

2. The General Manager, Solid Waste Management Services, be authorized to exercise the extension options as described in Recommendation 1 and, if he exercises the extension options, he be authorized to instruct the Chief Purchasing Official to process the necessary contract renewal(s) for option (a) two (2) additional twelve (12) month extensions from July 1, 2015, to June 30, 2016, in the amount of \$8,506,750.00 net of GST and CPI adjustment, and from July 1, 2016, to June 30, 2017, in the amount of \$8,506,750.00 net of GST and CPI adjustment, for a total of \$17,013,500.00 net of GST and CPI adjustment should both 12-month options be exercised; or for option (b) one (1) additional twenty four (24) month extension from July 1, 2015, to June 30, 2017, in the amount of \$17,013,500.00 net of GST and CPI adjustment, under the same terms and conditions.

(September 19, 2007) Report from the General Manager, Solid Waste Management Services and the Director, Purchasing and Materials Management.

Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. authority be granted to award a contract to Turtle Island Recycling Corporation being the lowest bidder for the Collection of Curbside Waste, Recyclables, Organics, Bulky Items and Yard Waste from Single Family, Small Multi-unit Residential Buildings, Townhouses, Agencies, Boards, Commissions and Divisions in the former Etobicoke area for the period from July 1, 2008 to June 30, 2015, for a total amount of \$59,547,250.00, net of GST and annual consumer price index (CPI) adjustments with the option to renew for:
 - a. up to two (2) additional twelve (12) month extensions from July 1, 2015 to June 30, 2016, in the amount of \$8,506,750.00 net of GST and CPI adjustment and from July 1, 2016 to June 30, 2017, in the amount of \$8,506,750.00 net of GST and CPI adjustment for a total of \$17,013,500.00 net of GST and CPI adjustment should both 12-month options be exercised; or
 - b. one (1) additional twenty-four (24) month extension from July 1, 2015 to June 30, 2017, in the amount of \$17,013,500.00 net of GST and CPI adjustment; and
2. the General Manager, Solid Waste Management Services be authorized to exercise the extension options as described in Recommendation 1 and, if he exercises the extension options, he be authorized to instruct the Chief Purchasing Official to process the necessary contract renewal(s) for option (a) two (2) additional twelve (12) month extensions from July 1, 2015 to June 30, 2016, in the amount of \$8,506,750.00 net of GST and CPI adjustment and from July 1, 2016 to June 30, 2017, in the amount of \$8,506,750.00 net of GST and CPI adjustment for a total of \$17,013,500.00 net of GST and CPI adjustment should both 12-month options be exercised; or for option (b) one (1) additional twenty four (24) month extension from July 1, 2015 to June 30, 2017, in the amount of \$17,013,500.00 net of GST and CPI adjustment under the same terms and conditions.

Financial Impact

The total potential contract award is \$81,154,395.00 plus annual consumer price index (CPI) adjustments, including GST (PST is not applicable). The total potential cost to the City is \$76,560,750.00 plus CPI adjustments, net of GST. The estimated funds required for the period from July 1, 2008 to December 31, 2008, are \$4,253,375.00 net of GST. Funding will be included in the 2008 Operating Budget submission, Solid Waste Management Services Accounts SW0361 (Etobicoke Recycle), SW0368 (Etobicoke Garbage), and SW0375 (Etobicoke Organics/Yard Waste). The balance of funds required in the amount of \$72,307,375.00 net of GST and CPI adjustments from 2009 to 2017 will be included in the Program's 2009 to 2017 Operating Budget submissions in Solid Waste Management Services Accounts SW0361, SW0368 and SW0375 in the amount of \$8,506,750.00 plus CPI adjustment annually. Prices will be adjusted annually, on the anniversary of the start date, to reflect the change in the CPI for Toronto – all items.

Public Works and Infrastructure Committee Report - Meeting No. 9
 Considered by City Council on October 22 and 23, 2007

	July 1, 2008 to June 30, 2015 Net of GST and CPI	Option Year 1 July 1, 2015 to June 30, 2016	Option Year 2 July 1, 2016 to June 30, 2017	Total Potential Contract Award Net of GST and CPI
Total Costs	\$59,547,250.00	\$8,506,750.00	\$8,506,750.00	\$76,560,750.00

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 Quotation (RFQ) 6033-07-3232 for the Collection of Curbside Waste, Recyclables, Organics, Bulky Items and Yard Waste from Single Family, Small Multi-unit Residential Buildings, Townhouses, Agencies, Boards, Commissions and Divisions in the former Etobicoke area, all in accordance with the specifications in the RFQ, and to request authority to award a contract to the recommended bidder.

Background Information

2007-10-03-pw09-4

<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7195.pdf>

PW9.5	AMENDED			Ward: All
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Enactment of New Harmonized City Water Supply By-law 851

City Council Decision

City Council on October 22 and 23, 2007, adopted the following motions:

1. The proposed Municipal Code, Chapter 851 - WATER SUPPLY, be approved and enacted substantially in accordance with the draft By-law attached as Appendix 1 to this report with an effective date of January 1, 2008, to consolidate and harmonize the existing water supply By-laws of the former municipalities, subject to amending Subsection 851-7C(3)(b) to now read as follows:
 - “(b) The credit adjustment provided for under § 851-7C(3)(a) shall cover a period of no more than 24 months and shall be subject to any limitations contained in Chapter 441, Fees and Charges, Chapter 681, Sewers, and Chapter 849, Water and Sewage Services, unless the owner can verify that the City was notified at an earlier date of concerns about over-registration in which case the owner shall be entitled to a credit adjustment from at least that date.”
2. Authority be granted to the City Solicitor to submit any Bills required to enact the new Municipal Code Chapter 851 - WATER SUPPLY, substantially in accordance with Appendix 1 of this report, as amended, subject to any necessary refinements, including stylistic, format and organization, as may be identified by the City Solicitor and the General Manager of Toronto Water.

3. Municipal Code, Chapter 849 - WATER AND SEWAGE SERVICES, be amended in accordance with the draft By-law attached as Appendix 2 to this report to update Chapter 849, and, as may be necessary, to effect changes necessitated by the enactment of Chapter 851 and the consequential repeal of water supply By-laws of the former municipalities.
4. Appendix A, Schedule 3 of Municipal Code, Chapter 441 - FEES AND CHARGES, be amended in accordance with the draft By-law attached as Appendix 3 to this report to update Chapter 441, and, as may be necessary, to effect changes necessitated by the enactment of Chapter 851.
5. The City Solicitor be given the authority to amend any City By-laws or Code Chapters, or sections therein, which may contain references to any By-law or Code Chapter, or section therein, which is superseded by the proposed Chapter 851 and the proposed amendments to Chapters 441 and 849 to eliminate and, where appropriate, correct such references.
6. The General Manager of Toronto Water and the Deputy City Manager and Chief Financial Officer be requested to report back to the Public Works and Infrastructure Committee on the implications of providing an appeal mechanism to owners that receive a notice of water shut-off initiated by the City under Section 851-11 of Appendix 1.
7. The appropriate City officials and staff be authorized and directed to take the necessary action to give effect to these recommendations.

(September 19, 2007) Report from the General Manager, Toronto Water.

Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. the proposed Municipal Code, Chapter 851 - WATER SUPPLY, be approved and enacted substantially in accordance with the draft By-law attached as Appendix 1 to this report with an effective date of January 1, 2008, to consolidate and harmonize the existing water supply By-laws of the former municipalities;
2. authority be granted to the City Solicitor to submit any Bills required to enact the new Municipal Code Chapter 851 - WATER SUPPLY, substantially in accordance with Appendix 1 of this report, subject to any necessary refinements, including stylistic, format and organization, as may be identified by the City Solicitor and General Manager of Toronto Water;
3. Municipal Code, Chapter 849 - WATER AND SEWAGE SERVICES, be amended in accordance with the draft By-law attached as Appendix 2 to this report to update Chapter 849, and, as may be necessary, to effect changes necessitated by the enactment

of Chapter 851 and the consequential repeal of water supply By-laws of the former municipalities;

4. Appendix A, Schedule 3 of Municipal Code, Chapter 441 - FEES AND CHARGES, be amended in accordance with the draft By-law attached as Appendix 3 to this report to update Chapter 441, and, as may be necessary, to effect changes necessitated by the enactment of Chapter 851;
5. the City Solicitor be given the authority to amend any City By-laws or Code Chapters, or sections therein, which may contain references to any By-law or Code Chapter, or section therein, which is superseded by the proposed Chapter 851 and the proposed amendments to Chapters 441 and 849 to eliminate and, where appropriate, correct such references; and
6. the appropriate City officials and staff be authorized and directed to take the necessary action to give effect to these recommendations.

Financial Impact

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

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

Summary

The purpose of this report is to recommend the enactment of a new harmonized City of Toronto Water Supply By-law to become effective as of January 1, 2008. The new By-law amalgamates the existing six By-laws and includes additional provisions designed to better protect the health and safety of potable water users by strengthening the integrity of the water supply system.

The new Water Supply By-law harmonizes, across the City, the various services provided and standardizes practices, procedures, and fees allowing for full cost recovery where warranted, without imposing any new service fees. The new By-law more clearly defines the roles and responsibilities of property owners and the City.

In addition, a new specific measure requires the installation and maintenance of a backflow prevention device at specific industrial, commercial, institutional, and mixed-use multi-residential properties to prevent the possible migration of contaminants from private property into the public water distribution system.

Other measures include requiring the installation of water meters at all properties to promote water conservation and providing the General Manager of Toronto Water with the authority to issue water restriction orders to maintain sufficient water levels and pressures within the distribution system during extreme peak demand periods or in the event of significant disruption to the water supply infrastructure.

Furthermore, if the provisions of the new Water Supply By-law (Municipal Code Chapter 851) are enacted, it will be necessary to update and revise Municipal Code Chapter 441, Fees and

Charges and to amend Municipal Code Chapter 849 Water and Sewage Services which contains the By-laws of the former municipalities.

Background Information

2007-10-03-pw09-5

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7196.pdf>)

2007-10-03-pw09.5.appA

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7197.pdf>)

2007-10-03-pw09.5.appB

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7198.pdf>)

2007-10-03-pw09.5.appC

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7205.pdf>)

2007-10-03-pw09.5.att1

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7199.pdf>)

2007-10-03-pw09.5.att2

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7200.pdf>)

PW9.6	NO AMENDMENT			Ward: All
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Research Partnerships with Toronto Water

City Council Decision

City Council on October 22 and 23, 2007, adopted the following motions:

1. The General Manager be authorized to enter into and execute agreements in respect to City funding and participating in research initiatives or projects related to environmental impact assessment and the treatment and management of water, wastewater and stormwater, with post-secondary educational institutions, governmental agencies and/or non-profit professional organizations, including any procurement of services related thereto subject to meeting the following criteria:
 - a. the research initiative or project directly contributes to achieving the Goals and Objectives stated in Toronto Water's Business Plan;
 - b. the project participants are post-secondary educational institutions, other municipalities or governmental agencies and/or non-profit professional organizations who can provide objective, qualified and professional expertise;
 - c. the project is of a scientific or technical nature utilizing specialized academic or professional expertise at competitive rates;
 - d. Toronto Water's contribution to each research initiative or project does not exceed a value of \$500,000 (before taxes) per year; and
 - e. an agreement be entered into among all participants in the research initiative or project on terms and conditions satisfactory to the City Solicitor.

2. Schedule 'A' of the Financial Control By-law, Chapter 71 of the Municipal Code, be amended to include payments to post-secondary educational institutions, other municipalities or governmental agencies and/or non-profit professional organizations in relation to research initiatives or projects which directly contribute to achieving the Goals and Objectives stated in Toronto Water's Business Plan.
3. The appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

(September 17, 2007) Report from the General Manager, Toronto Water and the Treasurer.

Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. the General Manager be authorized to enter into and execute agreements in respect to City funding and participating in research initiatives or projects related to environmental impact assessment and the treatment and management of water, wastewater and stormwater, with post-secondary educational institutions, governmental agencies and/or non-profit professional organizations, including any procurement of services related thereto subject to meeting the following criteria:
 - a. The research initiative or project directly contributes to achieving the Goals and Objectives stated in Toronto Water's Business Plan.
 - b. The project participants are post-secondary educational institutions, other municipalities or governmental agencies and/or non-profit professional organizations who can provide objective, qualified and professional expertise.
 - c. The project is of a scientific or technical nature utilizing specialized academic or professional expertise at competitive rates.
 - d. Toronto Water's contribution to each research initiative or project does not exceed a value of \$500,000 (before taxes) per year.
 - e. An agreement be entered into among all participants in the research initiative or project on terms and conditions satisfactory to the City Solicitor.
2. Schedule 'A' of the Financial Control By-law, Chapter 71 of the Municipal Code, be amended to include payments to post-secondary educational institutions, other municipalities or governmental agencies and/or non-profit professional organizations in relation to research initiatives or projects which directly contribute to achieving the Goals and Objectives stated in Toronto Water's Business Plan; and
3. the appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

Financial Impact

Funds for the provision of technical expertise or the undertaking of specialized research through post-secondary educational institutions, governmental agencies and/or not for profit professional organizations, as recommended, will be provided for in Toronto Water's Operating or Capital Budgets of the relevant fiscal years in the Toronto Water Cost Centre Group TW.A2 or the appropriate WBS Elements CWW/CPW.

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

Summary

Toronto Water regularly enters into arrangements with institutions of higher learning (e.g., universities) as well as professional, not for profit, organizations such as the American Water Works Association (AWWA), or other government agencies (e.g., Environment Canada) to undertake specialized research and testing, which may benefit Toronto Water's operations. Currently, the undertaking of specialized research necessitates a staff report to Committee to authorize each initiative and there is no specific criteria or process established to evaluate and approve the various research initiatives.

This report establishes criteria to be used by the General Manager, Toronto Water, when considering support for future research related projects and initiatives and the approval process to be followed.

Background Information

2007-10-03-pw09.6

(<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7201.pdf>)

PW9.7	NO AMENDMENT			Ward: 44
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Contract 07FS-49WP, Tender Call No. 136-2007 Highland Creek Treatment Plant - Replacement of Aeration System in Tank No. 12 - Amend Purchase Order No. 6022903

City Council Decision

City Council on October 22 and 23, 2007, adopted the following motions:

1. Authority be granted to amend Purchase Order No. 6022903 for construction services with W.A. Stephenson Mechanical Contractors Limited for the construction related to the Replacement of Aeration System in Tank No. 12 at the Highland Creek Treatment Plant, by an additional amount of \$759,072.16 net of GST, which includes a contingency allowance of \$66,037.75 net of GST, if necessary, and authorized by the Executive Director, Technical Services, for a revised total of \$1,511,902.35 net of GST.

2. The appropriate officials be authorized and directed to take the necessary actions to give effect thereto.

(September 17, 2007) Report from Executive Director, Technical Services and the Director, Purchasing and Materials Management Division.

Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. authority be granted to amend Purchase Order No. 6022903 for construction services with W.A. Stephenson Mechanical Contractors Limited for the construction related to the Replacement of Aeration System in Tank No. 12 at the Highland Creek Treatment Plant, by an additional amount of \$759,072.16 net of GST, which includes a contingency allowance of \$66,037.75 net of GST, if necessary, and authorized by the Executive Director, Technical Services, for a revised total of \$1,511,902.35 net of GST; and
2. the appropriate officials be authorized and directed to take the necessary actions to give effect thereto.

Financial Impact

The total purchase order amendment for Contract 07FS-49WP, Tender Call 136-2007, identified in this report, is \$804,616.49 including all applicable taxes, charges, and contingencies. The cost to the City, net of GST, is \$759,072.16. Funding is available in the approved 2007 Toronto Water Capital Budget, WBS Element CWW036-06 – Immediate Projects from Facility Forecast. The cash flow requirements for this project are \$380,000.00 net of GST in 2007 and \$379,072.16 net of GST in 2008.

Summary

The purpose of this report is to request authority to amend Purchase Order No. 6022903 related to the contract for the Replacement of Aeration System in Tank No. 12 at the Highland Creek Treatment Plant.

Background Information

2007-10-03-pw09-7

<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7202.pdf>

Communications

(October 3, 2007) Submission from Dr. Stephen Connell (PW.New.PW9.7.1)

Speakers

Dr. Stephen Connell (Submission Filed)

PW9.8	NO AMENDMENT			Ward: 36
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**Purchase Order Amendment - Residue Management Facility –
R.C. Harris Water Treatment Plant -Amendments to Contract 47009953
and Purchase Order 6015044**

City Council Decision

City Council on October 22 and 23, 2007, adopted the following motions:

1. Funds in the amount of \$4,390,000.00 net of GST be reallocated for payment of the enhancements made to the Residual Management Facility during construction as follows: \$1,500,000.00 from CPW543-05 Watermain Rehabilitation Cathodic Protection, \$400,000.00 from CPW537-05 Easement Acquisition, \$1,000,000.00 from CWW088-44 Humber WWTP Waste Activated Sludge Upgrade, \$900,000.00 from CWW037-07 New Groundskeeping Building, \$300,000.00 from CPW020-22 Controlled Substances Identification and Abatement and \$290,000.00 from CWW447 Wet Weather Flow Master Plan Design and Implementation to CPW007 R.C. Harris Residue Management.
2. Subject to approval of Recommendation 1, authority be granted to amend Contract 47009953 for the construction of the Residue Management Facility at the R.C. Harris Water Treatment Plant with Kenaidan Contracting Ltd. by an additional amount of \$2,757,460.41 excluding GST revising the current contract value from \$61,596,612.00 to \$64,354,072.41 excluding GST.
3. Subject to the approval of Recommendation 1, authority be granted to amend the Purchase Order 6015044 for contracted professional engineering services with CH2M Hill Canada Limited for the provision of general office administration and site supervision services during construction by an additional amount of \$570,000.00 excluding GST, revising the current value from \$1,792,251.30 to \$2,362,251.30 excluding GST.

(September 11, 2007) Report from 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 \$4,390,000 net of GST be reallocated for payment of the enhancements made to the Residual Management Facility during construction as follows: \$1,500,000 from CPW543-05 Watermain Rehabilitation Cathodic Protection, \$400,000 from CPW537-05 Easement Acquisition, \$1,000,000 from CWW088-44 Humber WWTP Waste Activated Sludge Upgrade, \$900,000 from CWW037-07 New

Groundskeeping Building, \$300,000 from CPW020-22 Controlled Substances Identification and Abatement and \$290,000 from CWW447 Wet Weather Flow Master Plan Design and Implementation to CPW007 R.C. Harris Residue Management;

2. subject to approval of Recommendation 1, authority be granted to amend Contract 47009953 for the construction of the Residue Management Facility at the R.C. Harris Water Treatment Plant with Kenaidan Contracting Ltd. by an additional amount of \$2,757,460.41 excluding GST revising the current contract value from \$61,596,612.00 to \$64,354,072.41 excluding GST; and
3. subject to the approval of Recommendation 1, authority be granted to amend the Purchase Order 6015044 for contracted professional engineering services with CH2M Hill Canada Limited for the provision of general office administration and site supervision services during construction by an additional amount of \$570,000.00 excluding GST, revising the current value from \$1,792,251.30 to \$2,362,251.30 excluding GST.

Financial Impact

The amendments require additional cash flow in the amount of \$3,327,460.41 net of GST. This project is included in the approved 2007-2011 Toronto Water Capital Budget in WBS Element (CPW007) R.C. Harris Residue Management Facility. However, at this time, the uncommitted cash flow is insufficient and additional cash flow authority is required to meet these commitments. As well, an additional \$1,062,539.59 is required for plant security and construction testing and other additional expenses anticipated in order to complete the construction of the plant for a total of \$4,390,000, net of GST.

The additional cash flow and project cost (all net of GST) is to be reallocated from approved 2007 capital projects (with net impact of \$0) as follows:

Account Number	Account Name	Amount
CPW543-05	Watermain Rehabilitation Cathodic Protection	\$1,500,000.00
CPW537-05	Easement Acquisition	\$ 400,000.00
CWW008-44	Humber WWTP Waste Activated Sludge Upgrade	\$1,000,000.00
CWW037-07	New Groundskeeping Building	\$ 900,000.00
CPW020-22	Controlled Substances Identification and Abatement	\$ 300,000.00
CWW447-06	Wet Weather Flow Master Plan Design and Implementation	\$ 290,000.00
TOTAL		\$4,390,000.00

Summary

The purpose of this report is to request the authority to amend Contract 47009953 and Purchase Order 6015044 related to the construction of the Residue Management Facility at the R.C. Harris Water Treatment Plant.

Background Information

2007-10-03-pw09-8

<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7203.pdf>

Communications

(October 3, 2007) Submission from Dr. Stephen Connell (PW.New.PW9.8.1)

Speakers

Dr. Stephen Connell (Submission Filed)

PW9.9	NO AMENDMENT			Ward: 14, 19
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Western Beaches Tunnel

Confidential - Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board and receiving of advice that is subject to solicitor-client privilege.

City Council Decision

City Council on October 22 and 23, 2007, adopted the following motions:

1. Council adopt the confidential instructions to staff in Attachment 1.
2. Council authorize the public release of Recommendation 1 of the confidential instructions to staff in Attachment 1 after Council has adopted the confidential instructions to staff.
3. The Confidential Information in Attachment 1 remain confidential.

The following Recommendation 1 contained in Confidential Attachment 1 to the report (September 19, 2007) from City Solicitor is now public. The balance of Attachment 1 remains confidential, in accordance with the provisions of the City of Toronto Act, 2006, as it contains information related to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board and the receiving of advice that is subject to solicitor-client privilege:

1. City Council ratify the commencement of legal proceedings by the City Solicitor against McNally-Frontier J.V. Inc., C & M McNally Engineering Inc., Frontier-Kemper Constructors, Inc., Acres International Limited, Acres & Associated Environmental Limited, Bennett Mechanical Installation, Ltd. Bennett Mechanical Installations Ltd. and KSB Pumps Inc. and further authorize the City Solicitor, in consultation with the General Manager for Toronto Water and the Executive Director of Technical Services, to commence legal proceedings against any other parties deemed necessary by the City Solicitor or add them as parties, to appeal any decision where warranted, to discontinue or settle any claim or legal proceeding where the City Solicitor concludes that it is reasonable to do so and execute any documents in furtherance thereof.
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(September 19, 2007) Report from the City Solicitor.

Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. Council adopt the confidential instructions to staff in Attachment 1;
2. Council authorize the public release of Recommendation 1. of the confidential instructions to staff in Attachment 1 after Council has adopted the confidential instructions to staff; and
3. the Confidential Information in Attachment 1 remain confidential.

Financial Impact

The financial impacts are discussed in the Confidential Information in Attachment 1 of this report. The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

Summary

In 2005, there were shaft breakages of the pumps installed as part of the Western Beaches Tunnel system. The City has incurred costs and may incur further costs to remedy the underlying problem. The purpose of this report is to provide solicitor-client advice and recommended action regarding the recovery of these costs.

Background Information

2007-10-03-pw09-9

<http://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-7204.pdf>

Communications

(October 3, 2007) Submission from Dr. Stephen Connell (PW.New.PW9.9.1)

(October 3, 2007) Submission from Karey Shinn, The Safe Sewage Committee (PW.New.PW9.9.2)

(October 3, 2007) Submission from Karen Buck (PW.New.PW9.9.3)

Speakers

Karen Buck

Karey Shinn, Safe Sewage Committee

Submitted Wednesday, October 3, 2007

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