



## Public Works and Infrastructure Committee

**(City Council on July 6, 7 and 8, 2010 deferred consideration of Item PW34.8 to its next meeting on August 25, 2010, and requested the General Manager, Transportation Services to enter into discussions with representatives of the Oil Companies to explore other alternatives, and report to City Council at the August 25, 2010 meeting)**

PW34.8		No Action		Ward: 8
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### Transportation of Inflammable Liquids Over Subways

#### Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. City Council amend former Municipality of Metropolitan Toronto By-law No. 72 to provide an exemption to the general prohibition such that the transportation of inflammable liquids would be permitted along or upon Finch Avenue West from Tangiers Road to Romfield Lane over the proposed LRT station.
2. City Council authorize and direct the appropriate City Officials to take the necessary action to give effect thereto.

#### Committee Decision Advice and Other Information

The Public Works and Infrastructure Committee requested that:

1. The General Manager, Transportation Services, report directly to City Council on the appropriateness of a similar amendment to former Municipality of Metropolitan Toronto By-law No. 72 that would provide an exemption to the general prohibition and permit the transportation of inflammable liquids on the section of Keele Street under which the Spadina Subway Extension will operate, upon completion of an appropriate risk analysis.

#### Origin

(May 31, 2010) Report from General Manager, Transportation Services

#### Summary

By-law No. 72, enacted by the former Municipality of Metropolitan Toronto back in 1954, is a by-law which is still in effect that regulates the transportation of inflammable liquids on former Metropolitan roads over subways.

The preferred design of the Finch West LRT includes an underground LRT station at the intersection of Keele Street and Finch Avenue West. With the proximity of three major tank

farms to the Keele/Finch intersection, a high volume of tanker trucks transporting inflammable liquids currently travels through this intersection. By-law No. 72, as amended, would prohibit these tanker trucks from continuing their use of this intersection in the future because they would pass over the proposed underground LRT station. As a result, they would be required to travel circuitous routes to access and egress these tank farms.

Since the enactment of former Municipality of Metropolitan Toronto By-law No. 72 in 1954, there have been significant safety improvements in tanker truck design as well as stricter regulations in the related fire and engineering codes. Furthermore, a recent independent risk analysis has concluded that continuing the transportation of inflammable liquids at this location, once the LRT station is in operation, would result in an acceptable level of risk to public safety. Therefore, this report recommends an exemption to By-law No. 72 which would allow tanker trucks to continue to use Finch Avenue West and travel over the underground LRT station. The implication of not granting the exemption is that the station would have to be designed at-grade in order for these tanker trucks to continue to use the Keele/Finch intersection, which would actually result in a higher risk to the transit passengers using this station.

### **Background Information (Committee)**

PW34.8-Transportation of Inflammable Liquids Over Subways - Staff Report  
(<http://www.toronto.ca/legdocs/mmis/2010/pw/bgrd/backgroundfile-30676.pdf>)

### **Background Information (City Council)**

(June 28, 2010) supplementary report from the General Manager, Transportation Services  
(PW34.8a -with recommendations)  
(<http://www.toronto.ca/legdocs/mmis/2010/cc/bgrd/backgroundfile-33161.pdf>)