TORONTO

STAFF REPORT
ACTION REQUIRED

Gardiner Expressway Improvements: Kipling Avenue to Park Lawn Road Class Environmental Assessment Study – Supplementary Report

Date:	March 16, 2012
To:	Public Works and Infrastructure Committee
From:	Acting General Manager, Transportation Services
Wards:	Ward 6 Etobicoke – Lakeshore
Reference Number:	P:\2012\Cluster B\TRA\TIM\ pw12009tim.doc

SUMMARY

The Public Works and Infrastructure Committee, at its October, 2011 meeting, endorsed a staff recommendation to issue a Notice of Study Completion and to file the Environmental Study Report for the "Gardiner Expressway Improvements from Kipling Avenue to Park Lawn Road Class Environmental Assessment Study". The matter was, however, referred back by City Council and consideration further deferred by the Committee to address a question of property acquisition at the Kipling interchange.

A recommendation regarding the property acquisition is now ready for Committee consideration, directing staff to wait until the current owners of the three affected properties are prepared to sell. This is intended to allow those owners continued use of their properties.

This course of action is consistent with how the City has approached similar property acquisition situations in the past. The acquisition of property at the Kipling interchange is a long-term objective and is not urgent.

RECOMMENDATION

The Acting General Manager, Transportation Services recommends that:

1. City Council direct, in the specific cases of the portions of the private properties at 376 Evans Avenue, 378 Evans Avenue and 380 Evans Avenue required for the reconfiguration of the Kipling Avenue loop ramp, that these properties be

acquired only at such time as the current owners make the properties available for sale or there is a change in ownership.

2. City Council grant authority to the Acting General Manager, Transportation Services to issue a Notice of Study Completion and to file the Environmental Study Report for the Gardiner Expressway Improvements from Kipling Avenue to Park Lawn Road Class Environmental Assessment Study as amended by Recommendation No. 1 above, in the public record for 30 days in accordance with the requirements of the Municipal Class Environmental Assessment.

Implementation Points

If approved, the text of Recommendation No. 1 will be included in the Environmental Study Report as a City commitment, which will form the basis for subsequent City action on the Gardiner Expressway Improvements project. The recommendations in this report supersede those contained in the staff report of September 9, 2011.

Financial Impact

The recommendation will have no financial impact beyond what has already been addressed in the Environmental Study Report previously considered by the Committee.

DECISION HISTORY

At its meeting of October 5, 2011, the Public Works and Infrastructure Committee recommended that a Notice of Study Completion be issued and the Environmental Study Report for the Gardiner Expressway Improvements from Kipling Avenue to Park Lawn Road Class Environmental Assessment Study be filed (Item PW8.7).

City Council, in considering the item at its meeting of October 24, 2011, referred the matter back to Committee to address a question of property acquisition at the Kipling interchange.
http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.PW8.7)

Public Works and Infrastructure Committee, at its meeting of January 4, 2012, deferred the matter and requested that it be brought back to Committee by the General Manager of Transportation Services when appropriate (Item PW11.7).
http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PW11.7)

COMMENTS

The Environmental Assessment study of the Gardiner Expressway between Kipling Avenue and Park Lawn Road was carried out between 2008 and 2011. It included many recommendations to improve the safety, operations, capacity, and functionality of this major City roadway and its connecting roads. One of the recommendations was to bring

the layout of the north-to-east directional ramp at the Kipling Avenue / Gardiner Expressway interchange up to current design and safety standards by increasing the radius of the loop ramp. This will require acquisition of the rear portions of several adjacent private properties, which feature a mix of commercial and residential uses.

The affected residential property owners expressed two primary concerns - the financial impact of the plan and the effect on the use of their residential property, which will not be purchased in full. Similar situations have occurred on other transportation projects and have been addressed by committing that the City would not move to acquire the portion of these properties until it was put on the market. The City would then acquire the necessary lands at that time on a willing seller - willing buyer basis. This essentially guarantees that residents would continue to enjoy the property without any change to the existing situation, and that they would not be at risk of having the City's interest in their property affect the ability to sell the rest of their property at fair market value.

The reconfiguration of the loop ramp is a long-term objective, as part of the recommended package of safety and functional improvements for the Gardiner Expressway in the Kipling Avenue interchange area. The recommended process for residential property acquisition is a reasonable way to protect the personal and financial interests of the current residents, at no additional cost to the City, while recognizing the City's interest in acquiring the necessary property to implement the road improvements.

The recommendation has been the subject of discussion and agreement among City staff, the local Councillor, and concerned residents.

The other affected private property on Evans Avenue (no. 386) is a commercial holding and will be dealt with on a standard commercial basis.

CONTACT

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SIGNATURE

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Andrew Koropeski, P. Eng.
Acting General Manager, Transportation Services

ATTACHMENTS

Figure 1: Kipling Loop Ramp Property Plan

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