
City Council

Notice of Motion

MM44.19	ACTION			Ward:All
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Strategy to Create Effective Transportation Services Maintenance Agreements for Enhanced Pavement Treatments Within the City of Toronto - by Councillor Kristyn Wong-Tam, seconded by Councillor Lucy Troisi

** Notice of this Motion has been given.*

** This Motion is subject to referral to the Public Works and Infrastructure Committee. A two-thirds vote is required to waive referral.*

Recommendations

Councillor Kristyn Wong-Tam, seconded by Councillor Lucy Troisi, recommends that:

1. City Council direct the General Manager, Transportation Services, to consult with the Business Improvement Areas, City Planning, and other appropriate stakeholders, regarding a process to accommodate the implementation and maintenance of special paving treatments; factoring in concerns including, but not limited to, funding models, contractor selection, construction and maintenance standards, and Municipal and Provincial accessibility requirements, and report back in the first quarter of 2019, with an effective model for future ongoing maintenance agreements.

Summary

In 2005, the Board of Management of the Bloor Street Business Improvement Area entered into an agreement with the City, which, generally, outlines maintenance obligations, financing responsibilities and liability of each party, relating to the unique granite pavers on Bloor St. The maintenance obligations in this agreement requires the Business Improvement Area to contribute funds annually to the Reserve Fund until 2027. These funds are supposed to be drawn and used to replace any damaged granite paver.

As of April 26, 2017 the Reserve Fund had reached \$245,896. At that same time, I put forward a Motion directing the release of said funds toward the specific repairs to sidewalk granite pavers within the project area. Fifteen months later, the repairs have yet to be completed. In fact, the Business Improvement Area has been consistently faced with long delays for permanent repairs, despite the Transportation Services agreement and their capitalization of the Reserve Fund.

I would like to recognize the work of Transportation Staff, in setting up the original agreement. I must also acknowledge, however, that the City must improve its operational strategy for

accommodating enhanced public realm treatments. In my Ward, and throughout the City, there exist numerous streetscape areas where developers and/or Business Improvement Areas have shown interest in providing an enhanced pedestrian right-of-way. Proposals often include paving materials which are not within Transportation Services' current catalogue and rise above the City's minimum standards. Unfortunately, such street beautification proposals are often discouraged or left unresolved by staff due to the lack of accountability and to the specific issues affecting the ongoing maintenance costs associated with premium materials.

As a world-class City, we must always strive to deliver and maintain a beautiful public realm. We must also find a way to accommodate enhanced streetscapes, ensuring that the City can take advantage of potential partnerships, where they exist, to highlight and add additional character elements to our varied neighbourhoods and special districts. As with the Bloor Street Transformation project, there are solutions to fund ongoing maintenance via the establishment of special Reserve Funds. A recognized operational process that is fair, consistent and realistic allows the City to take full advantage of development opportunities and innovative partnerships to bring forward beautiful public spaces. A process that can be replicated and implemented, thoughtfully and efficiently, in diverse neighbourhoods of the City.

Background Information (City Council)

Member Motion 44.19