
Etobicoke York Community Council

Meeting No.	10	Contact	Glenda Jagai, Committee Administrator
Meeting Date	Tuesday, October 2, 2007	Phone	416-394-2516
Start Time	9:30 AM	E-mail	etcc@toronto.ca
Location	Council Chamber, Etobicoke Civic Centre		

Councillor Frances Nunziata (Chair)	Councillor Mark Grimes	Councillor Peter Milczyn
Councillor Suzan Hall (Vice-Chair)	Councillor Doug Holyday	Councillor Cesar Palacio
Councillor Frank Di Giorgio	Councillor Gloria Lindsay Luby	Councillor Bill Saundercook
Councillor Rob Ford	Councillor Giorgio Mammoliti	

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Timed Items

10:00 a.m. – Items EY10.1, EY10.2, EY10.10 and EY10.11

Introduction and Enactment of General Bills and Bill to Confirm the Proceedings of Community Council will be last items.

Declarations of Interest under the *Municipal Conflict of Interest Act*

Confirmation of Minutes – September 10, 2007

Speakers/Presentations – A complete list will be distributed at the meeting.

EY10.1	ACTION	10:00 AM	Transactional	Ward: 5
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515 Royal York Road - Common Elements Condominium Application and Part Lot Control Exemption Application - Final Report

Statutory - Planning Act, RSO 1990

(September 18, 2007) Report from Director, Community Planning, Etobicoke York District

Recommendations

The City Planning Division recommends that:

1. In accordance with the delegated approval under By-law No. 229-2000, City Council be advised that the Chief Planner or his designate intends to approve the draft plan of common elements condominium, as generally illustrated on Attachment 1, subject to:
 - (a) the conditions as generally listed in Attachment 2, which unless otherwise noted must be fulfilled prior to the release of the plan of condominium for registration; and
 - (b) such revisions to the proposed condominium plan or such additional or modified conditions as the Chief Planner or his designate may deem to be appropriate to address matters arising from the on-going technical review of this development.
2. City Council direct that a Part Lot Control Exemption By-law with respect to the subject lands be prepared to the satisfaction of the City Solicitor, and that such By-law shall expire one year after it has been enacted;
3. City Council authorize the City Solicitor to introduce the necessary Bill provided that:

- (a) all tax arrears and current taxes owing be paid in full; and
 - (b) the owner of the subject lands has registered, satisfactory to the City Solicitor, a Section 118 restriction under the Land Titles Act agreeing not to transfer or charge any part of the lands without the prior written consent of the Chief Planner or his designate;
4. City Council authorize the City Solicitor to take the necessary steps to release the Section 118 restriction at such time as final Site Plan Approval and the Common Elements Condominium Plan has been registered; and
 5. City Council authorize and direct the appropriate City Officials to register the Part Lot Control Exemption By-law on title.

Financial Impact

The recommendations in this report have no financial impact.

Summary

The applications for Draft Plan of Common Elements Condominium and Part Lot Control Exemption were made on or after January 1, 2007 and are subject to the new provisions of the Planning Act and the City of Toronto Act, 2006.

The applications propose a common elements condominium consisting of a common driveway, visitor parking spaces and walkway. The application is required to provide legal access to the individual units as proposed and to ensure shared ownership and maintenance of the driveway, visitor parking spaces and pedestrian walkway by the condominium corporation.

The requested exemption from Part Lot Control provisions of the Planning Act is required to create conveyable lots for 4 townhouses and 6 semi-detached dwellings.

This report reviews and recommends approval of the Draft Plan of Common Elements Condominium and approval of the application for Part Lot Control Exemption.

Background Information

September 18, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-7020.pdf>

(Deferred from September 10, 2007 - 2007.EY9.62) (Deferred from March 27, 2007 - 2007.EY4.57) (Deferred from June 26, 2007 - 2007.EY7.7)

EY10.2	ACTION	10:00 AM	Transactional	Ward: 13
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1844, 1846, 1848, 1850, 1852 and 1854 Bloor Street West; 6, 8, 10, 12 and 14 Oakmount Road; 35 and 37 Pacific Avenue - Demolition Control Applications

(March 13, 2007) Report from Director, Community Planning, Etobicoke York District

Recommendations

The City Planning Division recommends that:

1. City Council refuse the applications to demolish the residential buildings; and
2. In the event of an appeal, the City Solicitor and appropriate City staff be authorized to attend the Ontario Municipal Board in support of this recommendation.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

On March 2, 2006, Toronto Building received demolition control permit applications to demolish thirteen houses at 1844, 1846, 1848, 1852 and 1854 Bloor Street West; 6, 8, 10, 12 and 14 Oakmount Road; 35 and 37 Pacific Avenue. No building permit application to replace the buildings to be demolished has been received by Toronto Building.

In accordance with By-law No.1009-2006 (former City of Toronto Municipal Code, Chapter 14, Article 1, Demolition Control), the demolition permit applications are submitted to Community Council for consideration and recommendation to City Council. Council may refuse the demolition permit applications, or grant permission to demolish the buildings and include conditions attached to the permits.

City Planning Division staff have identified concerns related to the replacement of rental units within the buildings to be demolished in accordance with the Official Plan. Urban Forestry staff have advised that there are numerous significant trees located on or in close proximity to this site that qualify for protection under either the City's Street Tree or Private Tree by-laws. Staff recommend refusal of the applications as no redevelopment plan including a rental housing replacement strategy has been filed with the City. In the event that Council decides to approve the demolition, staff should be directed to report further on appropriate conditions.

Background Information

March 13, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6924.pdf>

Extract

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6982.pdf>

Communications

(March 26, 2007) e-mail from Eda Sepp (EY.Main)

(March 26, 2007) e-mail from Linda Sepp (EY.Main)

(September 7, 2007) e-mail from Eda Sepp (EY.Main)

(Deferred from September 10, 2007 - EY9.62a)

2a Demolition Control Applications - 1844, 1846, 1848, 1850, 1852 and 1854 Bloor Street West; 6, 8, 10, 12 and 14 Oakmount Road; 35 and 37 Pacific Avenue - Status Report

(June 12, 2007) Report from Director, Community Planning, Etobicoke York District

Financial Impact

There are no financial implications.

Summary

This report provides a status update on the demolition applications related to this site. A staff report recommending refusal of the request to demolish the houses on these properties was deferred to the June 26th meeting of Etobicoke York Community Council at its meeting of March 27, 2007.

Background Information

June 12, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-7068.pdf>

Extract

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-7069.pdf>

EY10.3	ACTION		Transactional	Ward: 6
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51 Lake Shore Drive - Official Plan and Zoning Amendment - Preliminary Report

(September 18, 2007) Report from Director, Community Planning, Etobicoke York District

Recommendations

The City Planning Division recommends that:

1. staff be directed to schedule a community consultation meeting together with the Ward Councillor;
2. notice for the community consultation meeting be given to landowners and residents within 120 metres of the site; and
3. notice for the public meeting under the Planning Act be given according to the regulations under the Planning Act.

Financial Impact

The recommendations in this report have no financial impact.

Summary

This application was made on June 5, 2007 and is subject to the new provisions of the Planning Act and the City of Toronto Act, 2006.

This application proposes to permit the construction of a 3-storey single family dwelling at 51 Lake Shore Drive. A Site Plan Approval application has also been submitted for the proposal.

This report provides preliminary information on the above-noted application and seeks Community Council's directions on further processing of the application and on the community consultation process.

This application has been circulated to City divisions and external agencies, where appropriate, for comment. Staff anticipate holding a community consultation meeting in the last quarter of 2007.

Background Information

September 18, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-7021.pdf>

EY10.4	ACTION		Delegated	Ward: 6
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Application for Encroachment Agreement - 140 Islington Avenue (September 17, 2007)

(September 17, 2007) Report from District Manager, Municipal Licensing and Standards

Recommendations

Municipal Licensing and Standards recommends that the Etobicoke York Community Council approve the application for the proposed encroachment on the Islington Avenue road allowance, subject to the following conditions:

1. the City Solicitor to be authorized to prepare an Encroachment Agreement for the existing and proposed encroachments, Attachments 2 and 3;
2. the owner to return the signed agreement to the City along with the required Certificate of Insurance, evidencing a third party bodily and property damage insurance in the amount of \$2,000,000.00 or such other coverage and greater amount as the City may require, and naming the City of Toronto as an additional insured party under the policy;
3. to renew the said Certificate of Insurance on an annual basis for the life of the encroachments;
4. to repair and maintain in good condition, at all times, the concrete walkway ramp and railing encroachment, on the Islington Avenue road allowance, Attachments 2 and 3;
5. the guard and handrail shall comply with the Ontario Building Code, as amended;
6. the applicant shall obtain a construction/streets occupation permit prior to the commencement of any construction; and
7. to comply at all times with the regulations set out in the former Municipality of Metropolitan Toronto By-law 41-93, as amended.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

To report on an encroachment application submitted by Elevation Architects Inc. for a proposed concrete ramp, approximately 9.29 square metres to be constructed within the Islington Avenue road allowance, to permit barrier free access to this property.

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

Background Information

September 17, 2007 staff report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6772.pdf>)

(Deferred from September 10, 2007 - EY9.50)**4a Application for Encroachment Agreement - 140 Islington Avenue**

(August 21, 2007) Report from District Manager, Municipal Licensing and Standards

Recommendations

Municipal Licensing and Standards recommends that the Etobicoke York Community Council approve the application for the proposed encroachment on the Islington Avenue road allowance, subject to the following conditions:

1. the City Solicitor to be authorized to prepare an Encroachment Agreement for the existing and proposed encroachments, Attachments 2 and 3;
2. the owner to return the signed agreement to the City along with the required Certificate of Insurance, evidencing a third party bodily and property damage insurance in the amount of \$2,000,000.00 or such other coverage and greater amount as the City may require, and naming the City of Toronto as an additional insured party under the policy;
3. to renew the said Certificate of Insurance on an annual basis for the life of the encroachments;
4. pay an annual fee to the City of Toronto for the use of the road allowance in the amount of \$11.00 per square metre, plus GST. All fees are subject to change;
5. to repair and maintain in good condition, at all times, the concrete walkway ramp and railing encroachment, on the Islington Avenue road allowance, Attachments 2 and 3;
6. the guard and handrail shall comply with the Ontario Building Code, as amended;
7. the applicant shall obtain a construction/streets occupation permit prior to the commencement of any construction; and
8. to comply at all times with the regulations set out in the former Municipality of Metropolitan Toronto By-law 41-93, as amended.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

To report on an encroachment application submitted by Elevation Architects Inc. for a proposed concrete ramp, approximately 9.29 square metres to be constructed within the Islington Avenue road allowance, to permit barrier free access to this property.

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

Background Information

August 21, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6939.pdf>)

Extract

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6978.pdf>)

(Deferred from September 10, 2007 - EY9.56)

EY10.5	ACTION		Delegated	Ward: 13
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Application for Encroachment Agreement - 94 Morningside Avenue - Retaining Wall and Parking Pad

(August 22, 2007) Report from District Manager, Municipal Licensing and Standards

Recommendations

The Municipal Licensing and Standards recommends the Etobicoke York Community Council approve the application and the City Solicitor be authorized to prepare an Encroachment Agreement for the parking pad, retaining walls and the concrete steps on the Morningside Avenue road allowance, subject to the following conditions, for which the property owner is responsible:

1. to pay the City of Toronto all fees associated with the preparation of this agreement, and, should there be a requirement in future for the City of Toronto to charge an annual fee for the use of the road allowance, be responsible for such payment;
2. to return the signed agreement to the City along with the required Certificate of Insurance, evidencing a third party bodily and property damage insurance in the amount of \$2,000,000.00 or such other coverage and greater amount as the City may require, and naming the City of Toronto as an additional insured party under the policy;
3. to renew the said Certificate of Insurance on an annual basis for the life of the encroachments;
4. to carry out all construction work and obtain the necessary building permits, including installation of the necessary guardrails and handrails which shall not create any sight line obstruction to pedestrian and vehicular traffic, in accordance with the Ontario Building Code;
5. to repair and maintain the retaining walls, guardrails and handrails, parking pad and

concrete steps on the road allowance, including all necessary work including snow and ice removal, and cutting of grass;

6. to ensure that the retaining wall or curb must be flush with the height of the sidewalk for a distance of 150 millimetres from the back of the sidewalk and no water channelling devices shall direct storm water onto the City road allowance;
7. to comply with the requirements of Urban Forestry Services for the funding, protection, removal and replacement of the 30 centimetres diameter European Little-Leaf Linden City tree located at the front of the property; and
8. to obtain streets permit and comply with regulations set out in Chapter 313 of the former City of Toronto Municipal Code, Streets and Sidewalks.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

This Staff Report is in response to an encroachment application to create a front yard parking pad on the Morningside road allowance, which also involves reconstruction of the retaining walls and maintenance of the existing concrete steps on the road allowance. The area of encroachment is approximately 14.21 square metres. The Etobicoke York Community Council has delegated authority from City Council to make a final decision for this application.

Background Information

August 22, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6940.pdf>

Extract

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6979.pdf>

(Deferred from September 10, 2007 - EY9.59)

EY10.6	ACTION		Delegated	Ward: 17
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Application for Encroachment Agreement - 97 Lightbourn Avenue

(July 27, 2007) Report from Manager, Municipal Licensing and Standards

Recommendations

Municipal Licensing and Standards recommend that the Etobioke York Community Council approve the Encroachment Agreement request with the following conditions:

1. the City Solicitor be authorized to prepare an Encroachment Agreement for the existing encroachments on Lightbourn Avenue and the Beaver Avenue flankage;

2. the applicant/property owner pays the City of Toronto all fees associated with the preparation of this agreement, and an annual encroachment fee should that be charged in the future upon harmonization of the Streets By-law;
3. the existing constructed wood fence fronting Lightbourn Avenue and flanking Beaver Avenue respectively, within the municipal road allowance at the front yard (beyond the front wall of the property), be reduced to a maximum height of 0.90 metres above the sidewalk grade;
4. the applicant/property owner be responsible for any costs, claims, or damages that may arise due to the retaining wall not being setback the required 0.46 metres from the rear edges of the City sidewalk within the municipal road allowance at Lightbourn Avenue and Beaver Avenue respectively;
5. the signed agreement is returned to the City along with the required Certificate of Insurance, evidencing a third party bodily and property damage insurance in the amount of \$2,000,000.00, or such other coverage and greater amount as the City may require, and naming the City of Toronto as an additional insured party under the policy;
6. the Certificate of Insurance shall be renewed on an annual basis for the life of the encroachments; and
7. the applicant/property owner be responsible to maintain the subject property in good repair and comply at all times with the regulations set out in the former City of Toronto Municipal Code, Chapter 313, as amended, Streets and Sidewalks.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

To report on an application for Encroachment Agreement submitted by the owner of the property at 97 Lightbourn Avenue to maintain an encroachment of an existing close board fence within the road allowance at the north east corner of Lightbourn Avenue and Beaver Avenue, measuring approximately 129.67 square metres in area, for which the Etobicoke York Community Council has delegated authority from City Council to make a final decision.

Background Information

July 27, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6941.pdf>

Extract

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6981.pdf>

(Deferred from September 10 (EY9.47) and February 13, 2007(EY3.34))

EY10.7	ACTION		Delegated	Ward: 17
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267½ Glenholme Avenue - Application for Encroachment Agreement (Amended)

(February 8, 2007) Report from Manager, Municipal Licensing and Standards

Recommendations

Municipal Licensing and Standards recommend that the application for an Encroachment Agreement be approved and the City Solicitor authorized to prepare an Encroachment Agreement for the proposed encroachments subject to the following conditions:

- (1) the applicant to enter into an Encroachment Agreement with the City of Toronto;
- (2) the applicant to pay all fees associated with the preparation of this agreement, and an annual fee to the City of Toronto for use of the road allowance in the amount of \$25.00 plus \$5.50 per square metre, plus GST. All fees are subject to change;
- (3) the subject chain link fence to be kept in a state of good repair and maintenance, and, should the fence be replaced in future, it has to be realigned to allow a clearance of 800 mm – 1000 mm from the existing hydro pole on the Earlsdale Avenue road allowance, in compliance with the requirements of Toronto Hydro – Attachments 5 and 8;
- (4) the signed agreement to be returned to the City along with the required Certificate of Insurance, evidencing a third party bodily injury and property damage insurance in the amount of \$2,000,000.00 or such other coverage and greater amount as the City may require, and naming the City of Toronto as an additional insured party under the policy;
- (5) the said Certificate of insurance to be renewed and a copy thereof submitted to Municipal Licensing and Standards on an annual basis for the life of the encroachments;
- (6) the owner to obtain a construction/streets occupation permit prior to the commencement of any construction;
- (7) the dilapidated garage to be repaired in accordance with Chapter 629 of the Toronto Municipal Code, Property Standards, and, should the repairs involve any structural alteration, drawings for a Building Permit are to be submitted to Toronto Building for approval – Attachments 4 and 6;
- (8) to maintain a sight line clearance, the hedges behind the chain link fence to be constantly trimmed to a height of no more than 1 metre for a distance of 2.4 metres

along the perimeter of the fence on the north and east side measured from the north east corner of the fence on Earlsdale Avenue road allowance, and the rest of the hedges to be maintained at a maximum height of 1.37 metres – Attachments 6, 7 and 8;

- (9) the tree/shrubs adjacent to the hydro pole to be constantly trimmed and maintained to avoid overgrowth and sight line obstruction to the traffic signs erected thereon – Attachment 8;
- (10) the area enclosed by the chain link fence to be kept free of debris and litter, and the grass constantly cut and maintained, in line with the requirements of Chapter 489 of Toronto Municipal Code, Grass and Weeds – Attachment 7;
- (11) the broken driveway to the east side of the driveway to be paved with asphalt or an acceptable hard surface, including crushed limestone or gravel, to avoid water ponding – Attachment 6;
- (12) a handrail in compliance with Ontario Building Code to be installed at the front steps on Glenholme Avenue road allowance; and
- (13) the owner to maintain the subject property in good repair and comply at all times with the regulations set out in the former Municipality of Metropolitan Toronto By-law 41-93, as amended, including the retaining wall on which the chain link fence is sitting – Attachment 7.

Financial Impact

There are not financial implications resulting from adoption of this report.

Summary

To report on an application for Encroachment Agreement submitted by the owner to maintain an existing chain link fence, part of which is sitting on a retaining wall, and the area enclosed therein (including an installed air conditioning unit and a hose reel) within the Earlsdale Avenue and Glenholme Avenue road allowance (for an area of approximately 101.14 square metres or 1,088.7 square feet), as well as part of an existing garage that is encroaching on the Earlsdale Avenue road allowance (for an area of approximately 3.74 square metres or 40.25 square feet) – see Attachments 2, 6 and 7.

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

Background Information

February 8, 2007 staff report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6937.pdf>

Extract

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6938.pdf>

EY10.8	ACTION		Delegated	Ward: 17
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Application for Encroachment Agreement - 196 Boon Avenue

(September 12, 2007) Report from District Manager, Municipal Licensing and Standards

Recommendations

Municipal Licensing and Standards recommend that the Etobicoke York Community Council approve the application for the Encroachment Agreement to lease 17.06 square metres of the municipal boulevard as indicated on Attachments 1 and 2 be approved in accordance with the former City of Toronto, By-law 313, Streets and Sidewalks, as amended, subject to the applicant fulfilling the following conditions:

1. the city solicitor be authorized to prepare an encroachment agreement for the proposed encroachment;
2. the applicant be required to pay an annual fee should the by-law be amended to require payment of fees in the future;
3. comply at all times with regulations set out in the former City of Toronto, By-law 313, Streets and Sidewalk, as amended;
4. the signed agreement to be returned to the City along with the required Certificate of Insurance, evidencing a third party bodily injury and property damage insurance in the amount of Two Million Dollars (\$2,000,000.00) or such other coverage and greater amount as the City may require, and naming the City of Toronto as an additional insured party under the policy;
5. the said Certificate of Insurance to be renewed and a copy thereof submitted to Municipal Licensing and Standards on an annual basis for the life of the encroachments; and
6. the applicant shall obtain construction/street occupation permits on an as needed basis prior to the commencement of any construction.

Financial Impact

There are no financial implications resulting from adoption of this report.

Summary

To report on an application submitted by Ambient Designs Limited, on behalf of the owners of 196 Boon Avenue to lease an area of approximately 17.06 square metres of the municipal boulevard for the construction of a walkway with concrete curb, steps and wrought iron fence adjacent to the City sidewalk, for which the Etobicoke York Community Council has delegated

authority from City Council to make a final decision.

Background Information

September 12, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6872.pdf>

EY10.9	ACTION		Delegated	Ward: 17
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Application for Encroachment Agreement - 330 Geary Avenue

(September 14, 2007) Report from District Manager, Municipal Licensing and Standards

Recommendations

The Municipal Licensing and Standards recommends that the Etobicoke York Community Council approves the application, and the City Solicitor be authorized to prepare an Encroachment Agreement for the proposed encroachments, including the 5 door swings and the pre-cast concrete steps all within the Geary Avenue road allowance, subject to the following conditions, for which the property owner is held responsible:

1. to pay the City of Toronto all fees associated with the preparation of this agreement, and, if an annual fee (subject to change) is charged in future for the use of the road allowance;
2. to return the signed agreement to the City along with the required Certificate of Insurance, evidencing a third party bodily and property damage insurance in the amount of \$2,000,000.00 or such other coverage and greater amount as the City may require, and naming the City of Toronto as an additional insured party under the policy;
3. to renew the said Certificate of Insurance and submit a copy thereof to Municipal Licensing and Standards on an annual basis for the life of the encroachments;
4. to maintain the encroaching door swings and pre-cast concrete steps in a state of good repair to avoid any loss, damage and injury arising from the use thereof;
5. to comply with all regulations set out in Chapter 313 of the Toronto Municipal Code, Streets and Sidewalks; and
6. the owner to obtain all necessary construction/streets occupation permit(s) for any work on the road allowance.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

This Staff Report is in response to an application submitted by the property owner(s), to maintain doors that swing onto the public road allowance when opened and a set of pre-cast concrete steps all within the Geary Avenue municipal road allowance, for which the Etobicoke York Community Council has delegated authority from City Council to make a final decision.

Background Information

September 14, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6953.pdf>)

(Deferred from September 10, 2007 - EY9.9)

EY10.10	ACTION	10:00 AM	Delegated	Ward: 13
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Front Yard Parking - 225 Humberside Avenue

(August 13, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. Etobicoke York Community Council refuse the application.

Financial Impact

There are no financial implications resulting from adopting this report.

Summary

This staff report is about a matter for which Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to inform Etobicoke York Community Council on an application for front yard parking at 225 Humberside Avenue. This application is an appeal and is scheduled as a deputation item.

The owner of 225 Humberside Avenue submitted an application for a front yard parking pad, but was advised that the property is not eligible for front yard parking under either the former City of Toronto Municipal Code or Chapter 918 of the Toronto Municipal Code. The proposed front yard parking pad cannot provide the required overall length to accommodate a typical passenger automobile without encroaching over the sidewalk or into the 0.31 metre no parking area required between the rear of the vehicle and the back edge of the sidewalk.

Staff cannot recommend a front yard parking pad at this location. It does not meet the requirements of either the former City of Toronto Municipal Code or Chapter 918 of the Toronto Municipal Code, and our survey shows that the majority of respondents oppose constructing a front yard parking pad at this address; however, if Community Council finds merit in this proposal, it could be approved subject to the conditions described in the “Comments” section of this report.

Background Information

August 13, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6925.pdf>)

Attachment

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6926.pdf>)

Extract

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6972.pdf>)

10a 225 Humberside Avenue - Front Yard Parking Access to Existing Public Lane

(September 17, 2007) Report from Director, Transportation Services, Etobicoke York District

Summary

There is an existing public laneway situated in the rear of properties bounded by Medland Crescent, Pacific Avenue and Humberside Avenue. The laneway extends west from the south limit of 213 Humberside Avenue, terminating at the west limit of 223 Humberside Avenue.

The property at 225 Humberside Avenue does not have access to the public laneway.

Background Information

September 17, 2007

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6997.pdf>)

Attachment 1 & 2

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6998.pdf>)

(Deferred from September 10, 2007 - EY9.10)

EY10.11	ACTION	10:00 AM	Delegated	Ward: 13
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Front Yard Parking - 41 Maher Avenue

(August 13, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. Etobicoke York Community Council refuse the application.

Financial Impact

There are no financial implications resulting from adopting this report.

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to inform Etobicoke York Community Council on an application for front yard parking at 41 Maher Avenue. This application is an appeal and is scheduled as a deputation item.

The owner of 41 Maher Avenue submitted an application to legalize the existing front yard parking pad, but was advised that the property is not eligible for front yard parking under either the former City of Toronto Municipal Code or Chapter 918 of the Toronto Municipal Code. The property is situated on the same side of the street as on-street parking permits and this proposal results in the loss of an on-street parking permit stall.

Staff cannot recommend a front yard parking pad at this location since it does not meet the requirements of either the former City of Toronto Municipal Code or Chapter 918 of the Toronto Municipal Code; however, if Community Council finds merit in this proposal, it could be approved subject to the conditions described in the “Comments” section of this report.

Background Information

August 13, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6927.pdf>

Attachment

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6928.pdf>

Extract

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6973.pdf>

(Deferred from September 10 (EY9.41), June 26 (EY7.49), May 29 (EY6.18), May 1 (EY5.14), March 27 (EY4.22) and February 13, 2007 (EY3.20))

EY10.12	ACTION		Transactional	Ward: 13
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71 Jane Street - Amendments to Parking Regulations

(January 16, 2007) Report from Director, Transportation Services and Etobicoke York District

Recommendations

Transportation Services recommends that:

1. the existing parking prohibition from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., except Saturdays, Sundays and Public Holidays on the east side of Jane Street, between Annette Street and Bloor Street West, be rescinded;
2. the existing parking prohibition from 9:00 a.m. to 6:00 p.m., on the east side of Jane Street, between Rivercrest Road and Weatherell Street, be rescinded;
3. parking be prohibited from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., except Saturdays, Sundays and Public Holidays on the east side of Jane Street, between Annette Street and Weatherell Street and on the east side of Jane Street, between Bloor Street West and Rivercrest Road;
4. parking be prohibited at other times on the east side of Jane Street, between Rivercrest Road and Weatherell Street; and
5. parking be allowed for a maximum period of fifteen minutes, from 8:00 a.m. to 9:00 a.m., 11:00 a.m. to 1:30 p.m. and 3:00 p.m. to 4:00 p.m., Monday to Friday on the east side of Jane Street, from a point 17.4 metres north of Rivercrest Road to a point 98.6 metres further north.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$3,000.00

Summary

The purpose of this report is to propose an amendment to the existing parking regulations on Jane Street, between Rivercrest Road and Weatherell Street based on the results of Transportation Services staff investigation. The implementation of less restrictive parking regulations would allow pick-up and drop-off activities to occur at this location which are required to service the school.

As Jane Street is a transit route, this matter requires the approval of City Council. Toronto Transit Commission (TTC) staff has been advised of the issue and have not objected to the recommendations.

Background Information

staff report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6934.pdf>

Attachment 1

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6935.pdf>

extract

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6936.pdf>

EY10.13	ACTION		Delegated	Ward: 2
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St. Andrews Boulevard - Parking Regulation Amendments

(September 11, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that Etobicoke York Community Council approve:

1. Rescinding the existing “No Parking Anytime” prohibition on both sides of St. Andrews Boulevard between Islington Avenue and York Road;
2. Enacting a “No Parking Anytime” prohibition on the north side of St. Andrews Boulevard between Islington Avenue and York Road;
3. Rescinding the existing “No Stopping, 8:00 a.m. to 5:00 p.m., Monday to Friday” prohibition on the north side of St. Andrews Boulevard between Islington Avenue and a point 238.0 metres west thereof; and
4. Enacting a “No Stopping Anytime” prohibition on the south side of St. Andrews Boulevard between Islington Avenue and York Road;

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$500.00

Summary

This staff report is about a matter for which Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to propose the installation of a “No Stopping Anytime” regulation on the south side of St. Andrews Boulevard between Islington Avenue and York Road to replace the existing “No Parking Anytime” regulation. In addition, approval of this report will result in the removal of the “No Stopping, 8:00 a.m. to 5:00 p.m., Monday to Friday” regulation on the north side of St. Andrews Boulevard in the area of Don Bosco High School.

It is appropriate to install “No Stopping Anytime” signs in this area to prevent motorists from stopping on both sides of the street during all times. This will improve two-way traffic flow and provide a school side drop-off and pick-up area. These amendments are supported by the majority of the abutting homeowners and are more consistent with the school side parking/opposite side No Stopping regulations at most schools.

Background Information

September 11, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-7029.pdf>

Attachment

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-7030.pdf>

EY10.14	ACTION		Delegated	Ward: 13
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Mountview Avenue - Amendment to Parking Regulations

(September 17, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that Etobicoke York Community Council approve:

1. The rescindment of the existing school bus loading zone on Mountview Avenue, north of Glenlake Avenue, listed in Appendix “A” of this report;
2. The enactment of proposed school bus loading zone on Mountview Avenue, north of Glenlake Avenue, listed in Appendix “B” of this report;
3. The rescindment of the existing parking regulations on Mountview Avenue, north of Glenlake Avenue, listed in Appendix “C” of this report;
4. The enactment of the proposed parking regulations on Mountview Avenue, north of Glenlake Avenue, listed in Appendix “D” of this report;
5. A “U-Turn” prohibition on Mountview Avenue between Glenlake Avenue and Bloor Street West, for both northbound and southbound traffic; and
6. A stopping prohibition on both sides of Mountview Avenue from Glenlake Avenue to a point 15 metres further south thereof.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$2,000.00

Summary

This staff report is about a matter for which the community council has delegated authority

from City Council to make a final decision.

The purpose of this report is to obtain approval to reduce the length of the existing school bus loading zone located on the east side of Mountview Avenue in front of Keele Street Public School; to amend the limits of the current parking regulations in this area; and to implement a “U-Turn” prohibition for both northbound and southbound traffic, between Glenlake Avenue and Bloor Street West.

The proposed parking amendments will alleviate congestion and enhance the pedestrian crossing environment in front of the school on Mountview Avenue.

Background Information

September 17, 2007

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-7035.pdf>)

Attachment

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-7036.pdf>)

EY10.15	ACTION		Delegated	Ward: 6, 13
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Locations Requiring Highway Alteration By-laws

(September 13, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. Etobicoke York Community Council approve the alterations and modifications at various locations within the Etobicoke York District, generally as shown on the attached sketches, dated June and July, 2007.

Financial Impact

All costs associated with the various projects within the Etobicoke York District as indicated in the attached sketches, have been accommodated in the approved 2007 Capital Budget.

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to recommend the enactment of highway alteration by-laws for the installation of curb extensions, a road narrowing and a traffic island at various locations in the Etobicoke York District.

The proposed modifications and alterations will be undertaken as part of the Capital Works Program and will improve traffic operations and enhance pedestrian safety.

Background Information

September 13, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-7043.pdf>)

Attachment

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-7044.pdf>)

EY10.16	ACTION		Delegated	Ward: 13
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Kennedy Avenue - Highway Alteration By-law

(September 13, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that the Etobicoke York Community Council amend the traffic calming configuration on Kennedy Avenue as follows:

1. The former City of Toronto By-law No. 697 – 1999, being “A By-law to authorize the construction, widening, narrowing, alteration and repair of sidewalks, pavement and curbs at various locations”, be amended to replace the reference under Column 6, Drawing No./Date with the following:

‘EY07 – 243, dated September, 2007’; and
2. The By-law, as amended, be approved.

Financial Impact

All costs associated with the various projects within the Etobicoke York District as indicated in the attached sketch, have been accommodated in the approved 2007 Capital Budget.

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to recommend an amendment of a highway alteration by-law for the removal of four existing speed humps on Kennedy Avenue between Bloor Street West and Morningside Avenue.

The proposed amendment and alterations will be undertaken as part of the Capital Works Program and will improve access for local residents.

Background Information

September 13, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-7039.pdf>

Attachment

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-7040.pdf>

EY10.17	ACTION		Delegated	Ward: 17
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95 Regal Road - Amendment to Parking Regulations

(September 18, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. The Etobicoke York Community Council approve the recommendations as indicated in Appendix “B” and generally as shown in attached drawing No. EY07 - 170

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$3,000.00

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to obtain approval to install a school bus loading zone on the south side of Regal Road fronting Regal Road Public School and to propose amendments to the existing parking regulations on Regal Road, between Dufferin Street and Northcliffe Boulevard to allow for pick-up and drop-off activities in front of the school.

Background Information

September 18, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-7032.pdf>

Attachment

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-7033.pdf>

EY10.18	ACTION		Delegated	Ward: 17
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394 Harvie Avenue -Amendments to Parking Regulations

(September 14, 2007) Report from Director, Transportation Services and Etobicoke York District

Recommendations

Transportation Services recommends that Etobicoke York Community Council approve:

1. Rescinding the existing parking prohibition on the east side of Harvie Avenue, between Hatherley Road and Carrington Avenue;
2. Allowing parking for a maximum period of ten minutes, from 8:00 a.m. to 9:30 a.m. and 3:30 p.m. to 5:30 p.m., Monday to Friday on the east side of Harvie Avenue, from a point 9.0 metres north of Rochdale Avenue to a point 27.0 metres further north;
3. Prohibiting parking at all times on the east side of Harvie Avenue from Hatherley Road to Rochdale Avenue and from a point 36.0 metres north of Rochdale Avenue to Carrington Avenue; and
4. Prohibiting parking at other times from 9:30 a.m. to 3:30 p.m. and from 5:30 p.m. to 8:00 a.m., on the east side of Harvie Avenue from a point 9.0 metres north of Rochdale Avenue to a point 36.0 metres north of Rochdale Avenue.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$1,000.00

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to propose an amendment to the existing parking regulations on Harvie Avenue, between Rochdale Avenue and Chudleigh Road based on the results of Transportation Services staff investigation. The implementation of less restrictive parking regulations will allow pick-up and drop-off activities to occur for Balanced Education Network located at 394 Harvie Avenue.

Background Information

September 14, 2007

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-7027.pdf>

Attachment

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-7028.pdf>

EY10.19	ACTION		Delegated	Ward: 17
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35 Auburn Avenue - Removal of On-Street Parking Spaces for Persons with Disabilities

(September 17, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that Etobicoke York Community Council approve:

1. The removal of an on-street disabled persons' parking space on Auburn Avenue.

Financial Impact

All costs associated with the removal of the on-street disabled persons' parking space on Auburn Avenue are included within the Transportation Services Division, Etobicoke York District's 2007 Operating Budget.

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

To obtain approval to remove an on-street disabled persons' parking space on Auburn Avenue.

The removal of the on-street disabled persons' parking space will not result in any negative impact, as the existing space is no longer being used.

Background Information

September 17, 2007 report
(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-7026.pdf>)

EY10.20	ACTION		Delegated	Ward: 2
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Renforth Drive, north of Highway 401 - Speed Limit Amendment

(September 11, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that the Etobicoke York Community Council approve:

1. A 60 km/h speed limit on Renforth Drive from a point 300.0 metres north of Eglinton Avenue to a point 250.0 metres southwest of Silver Dart Drive from 50 km/h.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$1,000.00

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to obtain approval to change the speed limit on Renforth Drive from a point 300.0 metres north of Eglinton Avenue West (Highway 401 off-ramp) to a point 250.0 metres southwest of Silver Dart Drive, from 50 km/h to 60 km/h.

The roadway characteristics and 85th percentile speeds recorded on Renforth Drive are more consistent with roads with 60 km/h speed limits. Accordingly, a 60 km/h speed limit is appropriate on this section of Renforth Drive from a point 300.0 metres north of Eglinton Avenue to a point 250.0 metres southwest of Silver Dart Drive and would receive higher levels of compliance from motorists.

Background Information

September 11, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6999.pdf>

Attachment

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-7000.pdf>

EY10.21	ACTION		Delegated	Ward: 2
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Upper Humber Drive - Speed Limit Reduction

(September 11, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that Etobicoke York Community Council:

1. Enact a 40 km/h speed limit on Upper Humber Drive between Humberwood Boulevard and the north limit of the road, as the requirements of the 40 km/h Speed Limit Warrant are achieved.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$800.00

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to obtain approval to reduce the speed limit on Upper Humber Drive between Humberwood Boulevard and the north limit of the road to 40 km/h.

Installing a 40 km/h speed limit on Upper Humber Drive is consistent with the 40 km/h Speed Limit Warrant. Approval of this report will result in a 40 km/h speed limit being posted on Upper Humber Drive between Humberwood Boulevard and the north limit of the road.

Background Information

September 11, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-7006.pdf>)

Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-7007.pdf>)

EY10.22	ACTION		Delegated	Ward: 2
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Mercury Road - Speed Limit Reduction

(August 21, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that Etobicoke York Community Council:

1. Enact a 40 km/h speed limit on Mercury Road between Martin Grove Road and Kearney Drive, as the requirements of the 40 km/h Speed Limit Warrant are achieved.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$1000.00

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to obtain approval to reduce the speed limit on Mercury Road between Martin Grove Road and Kearney Drive to 40 km/h.

Installing a 40 km/h speed limit on Mercury Road is consistent with the 40 km/h Speed Limit Warrant. Approval of this report will result in a 40 km/h speed limit being posted on Mercury Road between Martin Grove Road and Kearney Drive.

Background Information

August 21, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6730.pdf>

Attachment

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6731.pdf>

EY10.23	ACTION		Delegated	Ward: 2
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Moon Valley Drive - Speed Limit Reduction

(August 21, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that Etobicoke York Community Council:

1. Enact a 40 km/h speed limit on Moon Valley Drive between Westhumber Boulevard (west intersection) and Westhumber Boulevard (east intersection), as the requirements of the 40 km/h Speed Limit Warrant are achieved.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$400.00

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to obtain approval to reduce the speed limit on Moon Valley Drive between Westhumber Boulevard (west intersection) and Westhumber Boulevard (east

intersection) to 40 km/h.

Installing a 40 km/h speed limit on Moon Valley Drive is consistent with the 40 km/h Speed Limit Warrant. Approval of this report will result in a 40 km/h speed limit being posted on Moon Valley Drive between Westhumber Boulevard (west intersection) and Westhumber Boulevard (east intersection).

Background Information

August 21, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6721.pdf>)

Attachment

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6722.pdf>)

EY10.24	ACTION		Delegated	Ward: 2
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Checkendon Drive - Speed Limit Reduction

(August 21, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that Etobicoke York Community Council:

1. Enact a 40 km/h speed limit on Checkendon Drive between Watercliffe Road and Riverhead Drive, as the requirements of the 40 km/h Speed Limit Warrant are achieved;

Financial Impact

Type of Funding	Source of Funding	Amount
Available within current budget	Transportation Services Operating Budget	\$ 400.00

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to present the results of an investigation of traffic concerns in the area of the intersection of Checkendon Drive and Barford Road. Staff, as a result of these concerns, investigated speeding and the need for an all-way stop at this intersection.

The installation of an all-way stop control does not achieve the minimum warrant requirements at this intersection due to very low traffic volumes and the good safety record. However,

installing a 40 km/h speed limit on Checkendon Drive is consistent with the 40 km/h Speed Limit Warrant. Approval of this report will result in a 40 km/h speed limit being posted on Checkendon Drive between Watercliffe Road and Riverhead Drive.

Background Information

August 21, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6726.pdf>)

Attachment

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6727.pdf>)

EY10.25	ACTION		Delegated	Ward: 3
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Mill Road - Speed Limit Amendment

(August 30, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that Etobicoke York Community Council:

1. Rescind the existing 40 km/h speed limit regulation on Mill Road between Laver Road and Pebble Valley Lane; and
2. Enact a 40 km/h speed limit on Mill Road between Burnhamthorpe Road and Rathburn Road.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$400.00

Summary

This staff report is about a matter for which community council has delegated authority from City Council to make a final decision.

The purpose of this report is to obtain approval to extend the existing 40 km/h speed limit on Mill Road, in the area of Mill Valley Junior School, to include the section of road between Burnhamthorpe Road and Rathburn Road.

Currently, the section of Mill Road between Laver Road and Pebble Valley Lane has a posted speed limit of 40 km/h. The sections of Mill Road between Burnhamthorpe Road and Laver Road, and between Pebble Valley Lane and Rathburn Road have a legal speed limit of 50 km/h.

The City-wide 40 km/h speed limit warrant states that a 40 km/h speed limit in a school zone should exceed no less than 150.0 metres beyond the boundary of school property or contiguous parkland. However, given that both the north and south limits of the existing 40 km/h Speed Limit in the area of Mill Valley Junior School are located at distances that are shorter than the minimum warrant requirement of 150.0 metres beyond school property, a 40 km/h speed limit is recommended on Mill Road, on the entire section between Burnhamthorpe Road and Rathburn Road.

Background Information

August 30, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6728.pdf>)

Attachment

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6729.pdf>)

EY10.26	ACTION		Delegated	Ward: 4
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Wincott Drive - Speed Limit Reduction

(August 28, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that Etobicoke York Community Council:

1. Rescind the existing 40 km/h speed limit regulation on Wincott Drive between Hunting Ridge and Rockcastle Drive;
2. Rescind the existing 40 km/h speed limit regulation on Wincott Drive between The Westway and Nugent Road; and
3. Enact a 40 km/h speed limit on Wincott Drive between Eglinton Avenue West and Nugent Road as the requirements of the 40 km/h Speed Limit Warrant are achieved.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$600.00

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to present the results of an investigation of traffic concerns on Wincott Drive. Staff, as a result of these concerns, investigated speeding, and the need for additional all-way stop controls.

The installation of additional all-way stop controls does not achieve the minimum warrant requirements due to the low traffic volumes on the intersecting streets and the good safety record at the intersections investigated. However, installing a 40 km/h speed limit on Wincott Drive is consistent with the 40 km/h Speed Limit Warrant and a logical extension of the existing 40 km/h speed limit that is posted on sections of Wincott Drive. Approval of this report will result in a 40 km/h speed limit being posted on Wincott Drive between Eglinton Avenue West and Nugent Road.

Background Information

August 28, 2007 report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6723.pdf>

Attachment

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6724.pdf>

EY10.27	ACTION		Delegated	Ward: 7
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Sheppard Avenue West and Laura Road - Traffic Control Signals

(September 11, 2007) Report from Director, Transportation Services, Etobicoke York District

Recommendations

Transportation Services recommends that:

1. The installation of traffic control signals at the intersection of Sheppard Avenue West and Laura Road not be approved at this time as the Traffic Control Signal Warrant is not achieved; and
2. The installation of a pedestrian crossover at the intersection of Sheppard Avenue West and Laura Road not be approved at this time as the Pedestrian Crossover Warrant is not achieved.

Summary

The purpose of this report is to provide the results of a Traffic Control Signal Warrant study at the intersection of Sheppard Avenue West and Laura Road, further to a petition Transportation Services received from area residents.

The installation of traffic control signals or a pedestrian crossover is not recommended at this time as the warrant requirements are not achieved.

This staff report is about a matter for which the community council has delegated authority

from City Council to make a final decision. Should amendments be made to the recommendations, City Council approval will be required.

Background Information

September 11, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-7041.pdf>)

Attachment

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-7042.pdf>)

EY10.28	ACTION		Transactional	Ward: 5
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1 Valhalla Inn Road - Inclusion on Heritage Inventory

(September 13, 2007) Report from Toronto Preservation Board

Recommendations

The Toronto Preservation Board recommended to the Etobicoke York Community Council that:

1. City Council include the property at 1 Valhalla Inn Road (Valhalla Inn) on the City of Toronto Inventory of Heritage Properties; and
2. the appropriate City officials be authorized and directed to take necessary action to give effect thereto.

Summary

The Toronto Preservation Board on September 12, 2007, considered the following:

- a. report (June 13, 2007) from the Director, Policy and Research, City Planning Division; and
- b. communication (September 11, 2007) from Adam J. Brown, Sherman Brown Dryer Karol, Barristers and Solicitors.

Barry Morrison, Barry J. Morrison and Associates, addressed the Toronto Preservation Board.

Background Information

September 13, 2007 transmittal

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6834.pdf>)

June 13, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6812.pdf>)

Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6813.pdf>)

Attachment 2

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6814.pdf>)

Attachment 3

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6815.pdf>)

(Deferred from September 10, 2007 - EY9.70)

EY10.29	ACTION		Delegated	Ward: 5
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Naming of Private Lane at 82 Daniels Street

(August 15, 2007) Report from City Surveyor

Recommendations

The City Surveyor recommends that:

1. The proposed private lane at 82 Daniels Street, be named “Alex Fisher Terrace”;
2. Somerset Homes pay the costs, estimated to be in the amount of \$300.00, for the fabrication and installation of a street name sign; and
3. the appropriate City Officials be authorized and directed to take the necessary action to give effect thereto, including the introduction of a naming by-law.

Financial Impact

There are no financial implications resulting from the adoption of this report. The estimated costs of \$300.00 for the street name sign are to be paid by the applicant.

Summary

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

This report recommends that the proposed residential lane at 82 Daniels Street, be named “Alex Fisher Terrace”. Naming the lane will facilitate the identification of the proposed units fronting thereon.

Background Information

August 15, 2007 report

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6945.pdf>)

Extract

(<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-6985.pdf>)

EY10.Bills	ACTION		Delegated	
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General Bills

Confirmatory Bills