
North York Community Council

Meeting No. 12
Meeting Date Tuesday, January 15, 2008
Start Time 9:30 AM
Location Council Chamber, North York Civic Centre

Contact Francine Adamo, Committee Administrator
Phone 416-395-7348
E-mail nycc@toronto.ca

North York Community Council		
Councillor Maria Augimeri (Chair)	Councillor Mike Feldman	Councillor Howard Moscoe
Councillor Anthony Perruzza (Vice-Chair)	Councillor John Filion	Councillor John Parker
Councillor Shelley Carroll	Councillor Cliff Jenkins	Councillor David Shiner
	Councillor Denzil Minnan-Wong	Councillor Karen Stintz

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

Confirmation of Minutes - November 27, 2007

Schedule of Timed Items

9:45 a.m.	-	NY12.1 – NY12.4
10:00 a.m.	-	NY12.5 – NY12.7
10:15 a.m.	-	NY12.8 – NY12.9
10:30 a.m.	-	NY12.10 – NY12.11
11:15 a.m.	-	NY12.28
11:30 a.m.	-	NY12.29

NY12.1	ACTION	9:45 AM	Transactional	Ward: 23
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Draft By-law - To permanently close the public lane extending southerly from Hollywood Avenue at the rear of Nos. 181 to 185 Willowdale Avenue

Statutory - City of Toronto Act, 2006

(December 18, 2007) Draft By-law from the City Solicitor

Recommendations

That the North York Community Council recommend that City Council enact the Draft By-law from the City Solicitor.

Summary

To permanently close the public lane extending southerly from Hollywood Avenue at the rear of Nos. 181 to 185 Willowdale Avenue

Background Information

Draft By-law - Willowdale

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9652.pdf>)

Draft By-law - Willowdale - Notice of By-law

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9653.pdf>)

(Deferred from November 27, 2007 – Item NY 11.8)

NY12.2	ACTION	9:45 AM	Delegated	Ward: 25
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Encroachment Agreement Request - 35 Tottenham Road

(November 5, 2007) Report from District Manager, Municipal Licensing & Standards, North York District

Recommendations

Municipal Licensing and Standards recommend that the Encroachment application be approved, subject to the following conditions:

1. that the owner(s) remove the retaining walls to 2.13 metres behind the City curb, to the

satisfaction of Transportation Services, North York District;

2. that the owner(s) remove the sprinkler heads to 0.46 metres behind the City curb, and must be pop-ups, to the satisfaction of Transportation Services, North York District;
3. that the owner(s) enter into an Encroachment Agreement with the City, to the satisfaction of the City Solicitor and the Executive Director of Municipal Licensing and Standards;
4. that the appropriate City Officials be authorized to take the necessary action to give effect thereto;
5. that no claims will be made against the City by the owner(s) for damages occurring to the area of the encroachment or its elements during snow removal;
6. that the life of the Agreement be limited to 10 years from the date of registration on title or to the date of removal of the encroachment at which time, the City may consider the Agreement for further extension, if requested by the applicant;
7. the indemnification to the City by the owner(s) of the encroachment for all liability relating in any way to the encroachment and providing of an insurance policy for such liability for the lifetime of the Agreement in a form as approved by the City Solicitor, in an amount no less than \$2,000,000.00 or such greater amount as the City Solicitor may require;
8. in the event of sale or transfer of the property abutting the encroachment, Legal Services be authorized to extend the Encroachment Agreement to the new owner, subject to the approval of the Executive Director of Municipal Licensing and Standards; and
9. the owner(s) pay the following fees:
 - a. Application Fee of \$456.32 (paid);
 - b. Legal Administration Cost and Registration on Title, plus disbursements, including G.S.T.; and
 - c. One-time fee of \$430.49 plus G.S.T., totalling \$456.32.

Financial Impact

There is no financial impact anticipated resulting from the adoption of this report.

Summary

This Staff Report is about a matter that the Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

The purpose of this report is to consider a request by the owner(s) of 35 Tottenham Road, being

a one-family detached dwelling forth density zone (R4) for an encroachment agreement. The encroachment consists of existing retaining walls, sprinkler heads and proposed guard rails located on the City road allowance.

Background Information

Encroachment Agreement Request - 35 Tottenham Road

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9332.pdf>)

NY12.3	ACTION	9:45 AM	Delegated	Ward: 25
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Encroachment Agreement Request - 167 Banff Road

(December 10, 2007) Report from District Manager, Municipal Licensing & Standards, North York District

Recommendations

Municipal Licensing and Standards recommend that the Encroachment application be approved, subject to the following conditions:

1. that the owner(s) remove the retaining walls located on both sides of the driveway to a point of 2.13 metres behind the City curb and replace with soil and sod, to the satisfaction of Transportation Services, North York District;
2. the owner(s) remove the decorative boulder located near the City curb to the satisfaction of Transportation Services, North York District;
3. that the owner(s) enter into an Encroachment Agreement with the City to the satisfaction of the City Solicitor and the Executive Director of Municipal Licensing and Standards;
4. that the appropriate City Officials be authorized to take the necessary action to give effect thereto;
5. that no claims will be made against the City by the owner(s) for damages occurring to the area of the encroachment or its elements during snow removal;
6. that the life of the Agreement be limited to 10 years from the date of registration on title or to the date of removal of the encroachment. The City may consider the Agreement for further extension, if requested by the applicant;
7. the indemnification to the City by the owner(s) of the encroachment for all liability relating in any way to the encroachment and providing of an insurance policy for such liability for the lifetime of the Agreement in a form as approved by the City Solicitor, in an amount no less than \$2,000,000.00 or such greater amount as the City Solicitor may require;

8. in the event of sale or transfer of the property abutting the encroachment, Legal Services be authorized to extend the Encroachment Agreement to the new owner, subject to the approval of the Executive Director of Municipal Licensing and Standards; and
9. the owner(s) pay the following fees:
 - a. Application Fee of \$456.32 (paid);
 - b. Legal Administration Cost and Registration on Title, plus disbursements, including G.S.T.; and
 - c. One-time fee of \$430.49 plus G.S.T., totalling \$456.32.

Financial Impact

There is no financial impact anticipated resulting from the adoption of this report.

Summary

This staff report is about a matter that the Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

The purpose of this report is to consider a request by the owner(s) of 167 Banff Road being a one-family detached dwelling, seventh density zone (R7), for an encroachment agreement. The existing encroachment consists of retaining walls, decorative boulders, and gardens located on the City road allowance.

Background Information

Encroachment Agreement Request - 167 Banff Road

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9513.pdf>)

NY12.4	ACTION	9:45 AM	Delegated	Ward: 15
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Encroachment Agreement Request - 521 Oakwood Avenue

(December 7, 2007) Report from District Manager, Municipal Licensing & Standards, North York District

Recommendations

Municipal Licensing and Standards recommend that the Encroachment application be approved, subject to the following conditions:

1. Transportation Services, North York District staff, as part of their review, indicated nothing is to be placed or attached to the chain-link fence that may cause a sight obstruction;
2. that the owner(s) enter into an Encroachment Agreement with the City to the satisfaction of the City Solicitor and the Executive Director of Municipal Licensing and

Standards;

3. that the appropriate City Officials be authorized to take the necessary action to give effect thereto;
4. that no claims will be made against the City by the owner(s) for damages occurring to the area of the encroachment or its elements during snow removal;
5. that the life of the Agreement be the life of the building from the date of registration on title or to the date of removal of the encroachment;
6. the indemnification to the City by the owner(s) of the encroachment for all liability relating in any way to the encroachment and providing of an insurance policy for such liability for the lifetime of the Agreement in a form as approved by the City Solicitor, in an amount no less than \$2,000,000.00 or such greater amount as the City Solicitor may require;
7. in the event of sale or transfer of the property abutting the encroachment, Legal Services be authorized to extend the Encroachment Agreement to the new owner, subject to the approval of the Executive Director of Municipal Licensing and Standards; and
8. the owner(s) pay the following fees:
 - a. Application Fee of \$456.32 (paid).
 - b. Legal Administration Cost and Registration on Title, plus disbursements, including G.S.T.
 - c. Annual fee in accordance with the former City of York Municipal Code Chapter 1004.12.7, namely \$25.00 plus \$5.50 per square metre including GST (54.90 square metres x \$5.50 = \$301.95 + \$25.00 = \$326.95 + GST = \$346.57);
 - d. Fees may be subject to change.

Financial Impact

There is no financial impact anticipated resulting from the adoption of this report.

Summary

This Staff Report is about a matter that the Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

The purpose of this report is to consider a request by the owner(s) of 521 Oakwood Avenue, being a Local Commercial Residential Zone (LCR) for an encroachment agreement. The proposed encroachment consists of a chain-link fence located on the City road allowance.

Background Information

Encroachment Agreement Request - 521 Oakwood Avenue

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9515.pdf>)

NY12.5	ACTION	10:00 AM	Delegated	Ward: 16
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Encroachment Agreement Request - 3443 Bathurst Street

(December 10, 2007) Report from District Manager, Municipal Licensing & Standards, North York District

Recommendations

Municipal Licensing and Standards recommend that the Encroachment application be approved, subject to the following conditions:

1. that the owner(s) enter into an Encroachment Agreement with the City to the satisfaction of the City Solicitor and the Executive Director of Municipal Licensing and Standards;
2. that the appropriate City Officials be authorized to take the necessary action to give effect thereto;
3. that no claims will be made against the City by the owner(s) for damages occurring to the area of the encroachment or its elements during snow removal;
4. that the life of the Agreement be limited to 10 years from the date of registration on title or to the date of removal of the encroachment. The City may consider the Agreement for further extension, if requested by the applicant;
5. the indemnification to the City by the owner(s) of the encroachment for all liability relating in any way to the encroachment and providing of an insurance policy for such liability for the lifetime of the Agreement in a form as approved by the City Solicitor, in an amount no less than \$2,000,000.00 or such greater amount as the City Solicitor may require;
6. in the event of sale or transfer of the property abutting the encroachment, Legal Services be authorized to extend the Encroachment Agreement to the new owner, subject to the approval of the Executive Director of Municipal Licensing and Standards; and
7. the owner(s) pay the following fees:
 - a. Application Fee of \$456.32 (paid);
 - b. Legal Administration Cost and Registration on Title, plus disbursements, including G.S.T.; and

- c. One-time fee of \$1,063.69 plus G.S.T., totalling \$1,127.51.

Financial Impact

There is no financial impact anticipated resulting from the adoption of this report.

Summary

This staff report is about a matter that the Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

The purpose of this report is to consider a request by the owner(s) of 3443 Bathurst Street being a six storey apartment building, general commercial one zone with exception C1(61), for an encroachment agreement. The proposed encroachment consists of decorative cornices projecting on the City road allowance.

Background Information

Encroachment Agreement Request - 3443 Bathurst Street

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9520.pdf>)

NY12.6	ACTION	10:00 AM	Delegated	Ward: 23
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Encroachment Agreement Request - 500 Doris Avenue

(December 11, 2007) Report from District Manager, Municipal Licensing & Standards, North York District

Recommendations

Municipal Licensing and Standards recommend that the Encroachment application be approved, subject to the following conditions:

1. that the owner(s) enter into an Encroachment Agreement with the City to the satisfaction of the City Solicitor and the Executive Director of Municipal Licensing and Standards;
2. that the appropriate City Officials be authorized to take the necessary action to give effect thereto;
3. that no claims will be made against the City by the owner(s) for damages occurring to the area of the encroachment or its elements during snow removal;
4. that the life of the Agreement be limited to 10 years from the date of registration on title or to the date of removal of the encroachment. The City may consider the Agreement for further extension, if requested by the applicant;
5. the indemnification to the City by the owner(s) of the encroachment for all liability relating in any way to the encroachment and providing of an insurance policy for such liability for the lifetime of the Agreement in a form as approved by the City Solicitor, in

an amount no less than \$2,000,000.00 or such greater amount as the City Solicitor may require;

6. in the event of sale or transfer of the property abutting the encroachment, Legal Services be authorized to extend the Encroachment Agreement to the new owner, subject to the approval of the Executive Director of Municipal Licensing and Standards; and
7. the owner(s) pay the following fees:
 - a. Application Fee of \$456.32 (paid);
 - b. Legal Administration Cost and Registration on Title, plus disbursements, including G.S.T.; and
 - c. Annual fee (rate adjusted annually) of \$3.59 per square metre, totalling \$845.77 + GST, for 2008.

Financial Impact

There is no financial impact anticipated resulting from the adoption of this report.

Summary

The Staff Report is about a matter that the Community Council has delegated authority to make a final decision, provided that is not amended so that it varies with City policy or by-laws.

The purpose of this report is to consider a request by the owner(s) of 500 Doris Avenue, being an apartment building with commercial units, zoned District Shopping Centre third density with exception C3(5) for an encroachment agreement. The proposed encroachment consists of a glass canopy located on the City road allowance.

Background Information

Encroachment Agreement Request - 500 Doris Avenue
<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9516.pdf>

(Deferred from November 27, 2007 – Item NY11.9)

NY12.7	ACTION	10:00 AM	Delegated	Ward: 25
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Fence Exemption Request - 9 Legacy Court

(October 15, 2007) Report from District Manager, Municipal Licensing and Standards, North York District

Recommendations

Municipal Licensing and Standards recommends that:

1. the fence exemption not be granted.

Financial Impact

There is no financial impact anticipated in this report.

Summary

This staff report is about a matter that the Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

The purpose of this report is to consider a request by the owner(s) of 9 Legacy Court, to be exempted from Chapter 447 – Fences, section 447-2(B). This section states that the maximum height of a fence in the front yard not within 2.4 metres of the front lot line can be 1.2 metres. Within 2.4 metres of the front lot line the maximum height can be 1.2 metres provided it is open mesh chain link or an equivalent that does not restrict sight lines otherwise the maximum height of the fence can be 1 metre. This section further states that the maximum height for any other fence is 2 metres.

The exemption request is for a fence located along the front property line. It is an iron fence with stone posts on the gated entrance. Most of the fence ranges in height from 1.55 to 2.1 metres. The stone posts are 2.1 metres in height and the gate rises to 2.9 metres. The total length of this fence is approximately 71 metres.

Background Information

Fence Exemption Request - 9 Legacy Court

<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9333.pdf>

(Deferred from November 27, 2007 – Item NY11.15)

NY12.8	ACTION	10:15 AM	Delegated	Ward: 10
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Sign Variance Request - 3854 Bathurst Street

(November 10, 2007) Report from Director of Building & Chief Building Official

Recommendations

Toronto Building North York Division recommends that:

1. the request for variance be refused for the reasons outlined in this report.

Financial Impact

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

Summary

This staff report is about a matter that the Community Council has delegated authority to make a final decision provided that it is not amended so that it varies from City policy or by-law.

The purpose of this report is to review and make recommendations on a request by Roy Dzeko of CBS Outdoor Company, on behalf of the owner of the building, for approval of a variance from the former City of North York Sign By-law No. 30788, as amended, to install a 10 ft. x 20 ft. single face panel off premise roof sign.

Background Information

Sign Variance Request - 3854 Bathurst Street

<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9334.pdf>

Communications

(November 22, 2007) e-mail from Alison Gorbould (NY.Main.NY12.8.1)

(November 23, 2007) e-mail from Raj Bharati (NY.Main.NY12.8.2)

(November 25, 2007) e-mail from Sara Lipson (NY.Main.NY12.8.3)

(November 24, 2007) e-mail from David Nichol (NY.Main.NY12.8.4)

(November 26, 2007) e-mail from Roy Dzeko (NY.Main.NY12.8.5)

NY12.9	ACTION	10:15 AM	Delegated	Ward: 16
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Sign Variance Request for Two Identification Signs - 20 Eglinton Avenue West

(December 10, 2007) Report from Director of Building and Deputy Chief Building Official

Recommendations

Toronto Building North York Division recommends that:

1. North York Community Council approve the request to permit, for identification purposes, two (2) illuminated fascia signs on south and west elevations of the building at 20 Eglinton Avenue West: and
2. the applicant be advised, upon approval of variances, of the requirement to obtain the necessary sign permits from the Chief Building Official.

Financial Impact

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

Summary

This staff report is about a matter that the community council has delegated authority to make a final decision provided it is not amended so that it varies from City policy or by-laws.

The purpose of this report is to review and make recommendations on a request by Robert Manning of Sign Advice, on behalf of Rio Can Real Estate Inc. Trust, for an approval of a variance from former City of Toronto Sign By-law No. 297, as amended, to permit the erection of two (2) illuminated individual letter style wall signs, located on the south and west

elevations of the top two floors of the 22 storey building at 20 Eglinton Avenue West.

The proposed signs are similar in size and nature to signs located at 2300 Yonge Street for which variances were granted by this Community Council at its meetings of February and September 2007.

Background Information

Sign Variance - 20 Eglinton Ave W

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9378.pdf>)

NY12.10	ACTION	10:30 AM	Delegated	Ward: 9
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Sign Variance Request for a Ground Identification Sign - 1300 Wilson Avenue

(December 10, 2007) Report from Director of Building and Deputy Chief Building Official

Recommendations

Toronto Building North York Division recommends that:

1. North York Community Council approve the request to permit one ground sign located at the south lot line along Wilson Avenue; and
2. the applicant be advised, upon approval of the variance, of the requirement to obtain the necessary sign permit from the Chief Building Official.

Financial Impact

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

Summary

This staff report is about a matter that the community council has delegated authority to make a final decision provided it is not amended so that it varies with City policy or by-laws.

The purpose of this report is to review and make recommendations on a request by Amelin Jacques, on behalf of the property owners Conseil Scolaire De District Catholique Centre- Sud, for an approval of variances from former City of North York Sign By-law No. 30788, as amended, to permit installation of one illuminated, double faced ground sign on the south side of the property.

Background Information

Sign Variance - 1300 Wilson Avenue

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9385.pdf>)

NY12.11	ACTION	10:30 AM	Delegated	Ward: 15
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Sign Variance Request for Two First Party Ground Signs - 1300 Castlefield Avenue

(December 10, 2007) Report from Director of Building and Deputy Chief Building Official

Recommendations

Toronto Building, North York District recommends that:

1. North York Community Council approve the request to permit two ground signs one along Caledonia Road and one at the northwest corner of Castlefield Avenue and Ronald Avenue; and
2. the applicant be advised, upon approval of the variance, of the requirement to obtain the necessary sign permit from the Chief Building Official.

Financial Impact

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

Summary

This staff report is about a matter that the community council has delegated authority to make a final decision provided it is not amended so that it varies with City policy or by-laws.

The purpose of this report is to make recommendations on a request by Mark Bales of Counterpoint Engineering on behalf of the owners, Castlefield/Caledonia Developments Inc. ("CCD"), of 1300 Castlefield Avenue and the tenants, Lowe's Companies Canada U.L.C. – "Lowe's" for a variance from former City of York Sign By-law No. 3369-79, as amended, to permit installation of two ground/pylons signs; one erected along Caledonia Road and one at the northwest corner of Castlefield Avenue and Ronald Avenue.

Background Information

Sign Variance - 1300 Castlefield

<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9377.pdf>

(Deferred from November 27, 2007 – Item NY11.20)

NY12.12	ACTION		Transactional	Ward: 24
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Request for Policy regarding Signage on Construction Hoarding - North York District

(November 8, 2007) Letter from City Clerk

Summary

City Council at its meeting on October 22 and 23, 2007 considered Item NY9.9 headed, “Sign Variance Request - 24 Rean Drive (Ward 24 – Willowdale).

City Council referred this Item back to the North York Community Council and in so doing referred the following Recommendation back to the North York Community Council, for further consideration:

“The North York Community Council recommends that City Council:

1. direct the General Manager, Transportation Services, to report to the Planning and Growth Management Committee on:
 - a. the policy to provide for signage on construction hoarding, stating what would be required to bring it into conformity with the Sign By-law; and
 - b. examining the possibility that if advertising is allowed on construction hoarding located on City Property, that this be used as a revenue generator for the City.”

Background Information

Sign Variance Request - 24 Rean - Memo to NYCC

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9335.pdf>)

Sign Variance Request - NY10.33 - 24 Rean Dr.

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9336.pdf>)

Sign Variance Request - NY9.9 - 24 Rean Dr.

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9337.pdf>)

Sign Variance Request - 24 Rean Drive

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9338.pdf>)

Sign Variance Request - 24 Rean Dr. Attachments 1-9

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9339.pdf>)

Sign Variance Request - 24 Rean Dr - communication

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9340.pdf>)

NY12.13	ACTION		Transactional	Ward: 8, 9, 10
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Right Turn Lane Designation - Sheppard Avenue West at William R. Allen Road

(December 10, 2007) Report from Director, Transportation Services, North York District

Recommendations

Transportation Services Division, North York District recommends that:

1. the designation of the southerly eastbound lane on Sheppard Avenue West at William R. Allen Road for right-turning vehicles only, from William R. Allen Road and a point 30.5 metres west, be deleted;

2. the southerly eastbound lane on Sheppard Avenue West at William R. Allen Road, be designated for right-turning vehicles only, buses excepted, from William R. Allen Road to a point 70 metres west;
3. the northerly westbound lane on Sheppard Avenue West at William R. Allen Road, be designated for right-turning vehicles only, buses excepted, from William R. Allen Road to Dufferin Street; and
4. the appropriate City Officials be authorized to take whatever action is necessary to give effect to the foregoing, including the introduction in Council of any bills that are required.

Financial Impact

All costs associated with the amendments of the lane designations are included within the Transportation Services Division, North York District's 2008 Operating Budget estimates.

Summary

To obtain approval for the designation of the westbound and eastbound curb lanes on Sheppard Avenue West at William R. Allen Road for right-turns only, buses excepted.

The lane designations would prevent motorists from using the subject lanes as queue jump lanes and would improve the overall traffic operations at the intersection of Sheppard Avenue West and William R. Allen Road.

Background Information

Right Turn Lane Designation - Sheppard Avenue West at William R. Allen Road

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9486.pdf>)

Right Turn Lane Designation - Sheppard Avenue West at William R. Allen Road Map

Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9487.pdf>)

NY12.14	ACTION		Delegated	Ward: 10
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Road Alteration - Armour Boulevard at Delhi Avenue/Ridley Boulevard

(December 10, 2007) Report from Director, Transportation Services, North York District

Recommendations

Transportation Services Division, North York District recommends that:

1. the City's Legal Division be directed to introduce in North York Community Council the appropriate "Road Alterations By-Law" to permit the reconfiguration of the intersection as illustrated on Transportation Services, Plan NY-1681A; and
2. the appropriate City officials be authorized and directed to take whatever action is necessary to implement the foregoing, including the introduction in Council of any bills that are required.

Financial Impact

All costs associated with the reconfiguration of the intersection of Armour Boulevard at Delhi Avenue/Ridley Boulevard, estimated at \$94, 976.53, have been included as part of Transportation Services 2008 Capital Works Program, Safety and Operational Improvements Program estimates.

Summary

This staff report is about a matter that the Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

To obtain approval for a Road Alteration By-law, which will allow the intersection of Armour Boulevard and Delhi Avenue/Ridley Boulevard to be reconfigured.

The proposed intersection reconfiguration will improve pedestrian mobility and safety by reducing the crossing distance, provide greater positive guidance for motorists and provide a more standardized intersection configuration.

Background Information

Road Alteration - Armour Boulevard at Delhi Avenue & Ridley Boulevard

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9490.pdf>)

Road Alteration - Armour Boulevard at Delhi Avenue & Ridley Boulevard Map Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9491.pdf>)

NY12.15	ACTION		Transactional	Ward: 15
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Traffic Operations - William R. Allen Road & Hwy 401 Off-Ramp at Yorkdale Road & Yorkdale Mall Access

(December 10, 2007) Report from Director, Transportation Services, North York District

Recommendations

Transportation Services Division, North York District recommends that:

1. the centre westbound traffic lane at the intersection of William R. Allen Road / Highway 401 Off-ramp and Yorkdale Road/Yorkdale Mall access, be designated for through movement vehicles only, from the east curb line of Yorkdale Road to a point 90 metres east;
2. the southerly westbound traffic lane at the intersection of William R. Allen Road / Highway 401 Off-ramp and Yorkdale Road/Yorkdale Mall access on the William R. Allen Road / Highway 401 Off-ramp at Yorkdale Road, be designated for left-turning vehicles only, from the east curb line of Yorkdale Road to a point 90 metres east;
3. the northerly westbound traffic lane at the intersection of William R. Allen Road / Highway 401 Off-ramp and Yorkdale Road/Yorkdale Mall access, be designated for right-turning vehicles only, from the east curb line of Yorkdale Road to a point 90 metres east;

4. the southerly eastbound traffic lane at the intersection of William R. Allen Road / Highway 401 Off-ramp and Yorkdale Road/Yorkdale Mall access, be designated for right-turning vehicles only, from the west curb line of Yorkdale Road to a point 30.5 metres west;
5. the northerly eastbound traffic lane at the intersection of William R. Allen Road / Highway 401 Off-ramp and Yorkdale Road/Yorkdale Mall access, be designated for left-turning vehicles only; from the west curb line of Yorkdale Road to a point 30.5 metres west;
6. entry be prohibited at all times to the westbound off-ramp traffic lanes at the intersection of William R. Allen Road / Highway 401 Off-ramp and Yorkdale Road / Yorkdale Mall access;
7. northbound right-turn traffic movements on Yorkdale Road at the intersection of William R. Allen Road / Highway 401 Off-ramp and Yorkdale Road / Yorkdale Mall access be prohibited at all times;
8. southbound left-turn traffic movements on Yorkdale Road at the intersection of William R. Allen Road / Highway 401 Off-ramp and Yorkdale Road / Yorkdale Mall access be prohibited at all times;
9. pedestrian crossings be prohibited on Yorkdale Road, between the north curb line of William R. Allen Road / Highway 401 Off-ramp / Yorkdale Mall access and a point 30.5 metres north;
10. pedestrian crossings be prohibited on Yorkdale Road, between the south curb line of William R. Allen Road / Highway 401 Off-ramp/Yorkdale Mall access and a point 30.5 metres south; and
11. the appropriate City officials be directed to take whatever action is necessary to give effect to the foregoing, including the introduction in Council of any bills that are required.

Financial Impact

All costs associated with the implementation of the lane designations, prohibited entry, turn prohibitions and pedestrian crossing prohibitions are included within the Transportation Services, North York District's 2008 Operating Budget estimates.

Summary

To obtain approval to implement lane designations, entry prohibitions, turn prohibitions, and pedestrian crossing prohibitions at the intersection of William R. Allen Road / Highway 401 Off-ramp and Yorkdale Road/Yorkdale Mall access.

The lane designations and traffic restrictions would prevent conflicts at the intersection of William R. Allen Road / Highway 401 Off-ramp and Yorkdale Road/Yorkdale Mall access.

Background Information

Traffic Operations - William R. Allen Road & Hwy 401 Off-Ramp at Yorkdale Road & Yorkdale Mall Access

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9492.pdf>)

Traffic Operations - William R. Allen Road & Hwy 401 Off-Ramp at Yorkdale Road & Yorkdale Mall Access Map Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9493.pdf>)

NY12.16	ACTION		Delegated	Ward: 15
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Removal of On-Street Parking Meters/Parking Amendment - Dell Park Avenue, west of Bathurst Street

(December 10, 2007) Report from Director, Transportation Services, North York District

Recommendations

Transportation Services Division, North York District recommends that:

1. the City Solicitor be directed to prepare the appropriate bills for the removal of metered parking on both sides of Dell Park Avenue, west of Bathurst Street, as follows;
 - north side of Dell Park Avenue, from a point 10 metres west of the westerly limit of Bathurst Street and a point 22 metres west of the westerly limit of Bathurst Street; and
 - south side of Dell Park Avenue, from the westerly limit of Bathurst Street to a point 30 metres west of the westerly limit of Bathurst Street;
2. Schedule VIII of By-law No. 31001, of the former City of North York, be amended by deleting the No Parking, 2:00 a.m. to 5:00 a.m. prohibition on the south side of Dell Park Avenue, from the westerly limit of Bathurst Street to a point 30.5 metres west of the westerly limit of Bathurst Street;
3. Schedule VIII of By-law No. 31001, of the former City of North York, be amended by deleting the No Parking, 2:00 a.m. to 5:00 a.m. prohibition on the north side of Dell Park Avenue, from the westerly limit of Bathurst Street to a point 45.7 metres west of the westerly limit of Bathurst Street;
4. Schedule VIII of By-law No. 31001, of the former City of North York, be amended by installing No Parking Anytime, prohibitions on the north side of Dell Park Avenue, from Bathurst Street to a point 45 metres west of Bathurst Street; and
5. the appropriate City Officials be authorized and directed to take whatever action is deemed necessary to implement the foregoing including the introduction in Council of any bills that are required.

Financial Impact

All costs associated with the amendments of parking regulations are included within the Transportation Services Division, North York District's 2008 Operating Budget estimates. The cost associated with the parking meter removal will be borne by the Toronto Parking Authority.

Summary

This staff report is about a matter that the Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws. To obtain approval to remove the on-street parking meters on both sides of Dell Park Avenue and to amend the existing parking regulations on both sides of Dell Park Avenue, west of Bathurst Street.

The removal of the on-street parking meters and the amendments to the parking regulations on both sides of Dell Park Avenue, west of Bathurst Street, will address the by-law requirements within the signalized intersection, maintain traffic flow and improve overall safety.

Background Information

Removal of On-Street Parking Meters/Parking Amendments - Dell Park Avenue, west of Bathurst Street

<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9482.pdf>

Removal of On-Street Parking Meters/Parking Amendments - Dell Park Avenue, west of Bathurst Street Map Attachment 1

<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9483.pdf>

NY12.17	ACTION		Delegated	Ward: 16
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Removal of On-Street Parking Space for Persons with Disabilities - Glenview Avenue

(December 10, 2007) Report from Director, Transportation Services, North York District

Recommendations

Transportation Services Division, North York District recommends that:

1. the existing on-street parking space for persons with disabilities on the north side of Glenview Avenue, between a point 30 metres west of Glen Castle Street to a point 5.5 metres further west be removed; and
2. the appropriate City officials be authorized to take whatever action is necessary to give effect to the foregoing, including the introduction in Council of any bills that are required.

Financial Impact

All costs associated with the removal of the on-street disabled persons' parking space on Glenview Avenue are included within the Transportation Services Division, North York

District's 2008 Operating Budget estimates.

Summary

This staff report is about a matter that the Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

To obtain approval to remove a designated on-street disabled persons' parking space adjacent to 124 Glenview 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

Removal of On-Street Parking Space for Persons with Disabilities - Glenview Avenue

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9484.pdf>)

Removal of On-Street Parking Space for Persons with Disabilities - Glenview Avenue Map Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9485.pdf>)

NY12.18	ACTION		Delegated	Ward: 23
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All-Way Stop Control - Estelle Avenue at Princess Avenue

(December 10, 2007) Report from Director, Transportation Services, North York District

Recommendations

Transportation Services Division, North York District recommends that:

1. Schedule XVIII of By-law 31001, of the former City of North York, be amended by deleting Estelle Avenue as a through street, from the southerly limit of Empress Avenue to the northerly limit of Hillcrest Avenue;
2. Schedule XIX of By-law 31001, of the former City of North York, be amended to require traffic to stop on all approaches to the intersection of Estelle Avenue and Princess Avenue; and
3. the appropriate City officials be authorized to take whatever action is necessary to give effect to the foregoing, including the introduction in Council of any bills that are required.

Financial Impact

All costs associated with the installation of an all-way stop control are included within the Transportation Services Division, North York District's 2008 Operating Budget estimates.

Summary

This staff report is about a matter that the Community Council has delegated authority to make

a final decision, provided that it is not amended so that it varies with City policy or by-laws.

To obtain approval to introduce an all-way stop control at the intersection of Estelle Avenue and Princess Avenue.

The installation of an all-way stop control at the intersection of Estelle Avenue and Princess Avenue will address the existing right-of-way conflicts for motorists and pedestrians.

Background Information

All-Way Stop Control - Estelle Avenue at Princess Avenue

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9494.pdf>)

All-Way Stop Control - Estelle Avenue at Princess Avenue Map Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9495.pdf>)

NY12.19	ACTION		Delegated	Ward: 23
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Parking Regulations - Beaman Road

(December 10, 2007) Report from Director, Transportation Services, North York District

Recommendations

Transportation Services Division, North York District recommends that:

1. Schedule VIII of By-Law No. 31001, of the former City of North York, be amended to prohibit parking from 8:00 a.m. to 6:00 p.m., Monday to Friday, on the west side of Beaman Road, from Bogert Avenue to Poyntz Avenue; and
2. the appropriate City Officials be authorized and directed to take whatever action is deemed necessary to implement the foregoing including the introduction in Council of any bills that are required.

Financial Impact

All costs associated with the amendments of the parking regulations are included within the Transportation Services Division, North York District's 2008 Operating Budget estimates.

Summary

This staff report is about a matter that the Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

To obtain approval to amend parking prohibitions on the west side of Beaman Road, from Bogert Avenue to Poyntz Avenue.

The proposed amendments will address the concerns of area residents regarding the on-street parking activity on Beaman Road.

Background Information

Parking Regulations - Beaman Road

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9488.pdf>)

Parking Regulations - Beaman Road Map Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9489.pdf>)

NY12.20	ACTION		Transactional	Ward: 23, 24
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Pedestrian Crossing and Turn Restrictions - Finch Avenue East at Finch Station Exit

(December 10, 2007) Report from Director, Transportation Services, North York District

Recommendations

Transportation Services Division, North York District recommends that:

1. eastbound left-turns be prohibited at anytime on Finch Avenue East at the east driveway at Finch Station;
2. westbound right-turns be prohibited at anytime on Finch Avenue East at the east driveway at Finch Station;
3. north-south pedestrian crossings be prohibited on the east and west sides of the intersection of Finch Avenue East and Finch Station (east driveway); and
4. the appropriate City officials be authorized and directed to take whatever action is necessary to implement the foregoing, including the introduction in Council of any Bills that are required.

Financial Impact

All costs associated with the turn restrictions and the pedestrian crossing prohibition at Finch Avenue East and Finch Station Exit, will be included in the estimate for the previously approved installation of traffic control signals which will be borne by the Toronto Transit Commission.

Summary

To obtain approval to implement turn restrictions into the Finch Station at the east driveway on Finch Avenue East and to prohibit north-south pedestrian crossings at the intersection of Finch Avenue East and Finch Station Exit.

The installation of the appropriate turn restrictions and pedestrian crossing prohibitions will prohibit vehicles from turning into the one-way outbound driveway and improve operations for buses exiting Finch Station.

Background Information

Pedestrian Crossing and Turn Restrictions - Finch Avenue East at Finch Station Exit

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9476.pdf>)

Pedestrian Crossing and Turn Restrictions - Finch Avenue East at Finch Station Exit Map Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9477.pdf>)

Pedestrian Crossing and Turn Restrictions - Finch Avenue East at Finch Station Exit Map Attachment 2

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9478.pdf>)

NY12.21	ACTION		Delegated	Ward: 23
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Parking Prohibitions - Estelle Avenue

(December 10, 2007) Report from Director, Transportation Services, North York District

Recommendations

Transportation Services, North York District, recommends that:

1. Schedule VIII of By-law No. 31001, of the former City of North York, be amended to prohibit parking from 8:00 a.m. to 3:30 p.m., Monday to Friday, on the west side of Estelle Avenue, from a point 15 metres north of Hollywood Avenue to a point 127 metres north thereof; and
2. the appropriate City Officials be authorized and directed to take whatever action is deemed necessary to implement the foregoing including the introduction in Council on any bills that are required.

Financial Impact

All costs associated with amendments to the parking regulations are included within the Transportation Services Division, North York District's 2008 Operating Budget estimates.

Summary

This staff report is about a matter that the Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

To obtain approval to amend the parking regulations on the west side of Estelle Avenue, north of Hollywood Avenue and within the limits of the existing School Bus Loading Zone.

Background Information

Parking Prohibitions - Estelle Avenue

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9480.pdf>)

Parking Prohibitions - Estelle Avenue Map Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9481.pdf>)

NY12.22	ACTION		Delegated	Ward: 25
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40 km/h Speed Zone - Valley Road, Valley Ridge Place, Bayview Ridge and Bayview Ridge Crescent

(December 10, 2007) Report from Director, Community Planning, North York District

Recommendations

Transportation Services Division, North York District recommends that:

1. By-law No. 31878, of the former City of North York, be amended by designating Valley Road, from the west limit of Bayview Avenue to the east limit of Bayview Ridge, as a 40 km/h speed limit zone;
2. By-law No. 31878, of the former City of North York, be amended by designating Valley Ridge Place, from the south limit of Valley Road to the north limit of Bayview Ridge Crescent, as a 40 km/h speed limit zone;
3. By-law No. 31878, of the former City of North York, be amended by designating Bayview Ridge, from the south limit of Highland Crescent to the north limit of Bayview Ridge Crescent, as a 40 km/h speed limit zone;
4. By-law No. 31878, of the former City of North York, be amended by designating Bayview Ridge Crescent, from the west limit of Bayview Avenue to the east limit of Bayview Ridge, as a 40 km/h speed limit zone; and
5. the appropriate City officials be authorized to take whatever action is necessary to give affect to the foregoing, including the introduction in Council of any Bills that are required.

Financial Impact

All costs associated with the implementation of the 40 km/h speed zone on Valley Road, Valley Ridge Place, Bayview Ridge and Bayview Ridge Crescent are included within the Transportation Services Division, North York District's 2008 Operating Budget estimates.

Summary

This staff report is about a matter that the Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with the City policy or by-laws.

To obtain approval to amend the speed limit on Valley Road, Valley Ridge Place, Bayview Ridge and Bayview Ridge Crescent, to 40 km/h.

Background Information

40 km/h Speed Zone - Valley Road, Valley Ridge Place, Bayview Ridge and Bayview Ridge Crescent

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9508.pdf>)

40 km/h Speed Zone - Valley Road, Valley Ridge Place, Bayview Ridge and Bayview Ridge

Crescent Map Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9509.pdf>)

40 km/h Speed Zone - Valley Road, Valley Ridge Place, Bayview Ridge and Bayview Ridge

Crescent Attachment 2

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9510.pdf>)

(Referred back by City Council at November 19 and 20, 2007 Meeting – Item NY10.19)

NY12.23	ACTION		Transactional	Ward: 26
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Through Traffic Restriction/Lane Designations - Eglinton Avenue East and Brentcliffe Road

(October 10, 2007) Report from Director, Transportation Services Division, North York District

Recommendations

Transportation Services, North York District, recommends that:

1. northbound through traffic on Brentcliffe Road at Eglinton Avenue East be prohibited from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday to Friday;
2. the southerly eastbound lane on Eglinton Avenue East east of Brentcliffe Road be designated for right-turning vehicles only, buses excepted, from the west limit of Brentcliffe Road to a point 100 metres west;
3. the easterly northbound lane on Brentcliffe Road south of Eglinton Avenue East be designated for through and right-turning vehicles only, from the south limit of Eglinton Avenue East to a point 75 metres south;
4. the westerly northbound lane on Brentcliffe Road south of Eglinton Avenue East be designated for left-turning vehicles only, from the south limit of Eglinton Avenue East to a point 75 metres south; and
5. the appropriate City officials be authorized and directed to take whatever action is necessary to give affect to the foregoing, including the introduction in Council of any bills that are required.

Financial Impact

All costs associated with the northbound through restriction are included within the Transportation Services Division, North York District's 2007 Operating Budget.

Summary

To obtain approval to prohibit northbound through movements, to designate the southerly eastbound lane on Eglinton Avenue East for right-turns only and to designate the northbound lanes on Brentcliffe Road for left-turns and shared through/right-turn movements at the

intersection of Brentcliffe Road and Eglinton Avenue East.

The northbound through restriction is required in order to reduce the delay during peak periods for northbound right-turning vehicles that will occupy the shared through and right-turn lane following the completion of intersection improvements at Brentcliffe Road and Eglinton Avenue East.

The designation of the southerly eastbound lane on Eglinton Avenue East for right-turns only will assist the flow of northbound right-turning vehicles. The designation of the northbound lanes will eliminate any right-of-way conflicts on Brentcliffe Road, north of Eglinton Avenue East.

Background Information

Through Traffic Restriction/Lane Designations: Eglinton Avenue East and Brentcliffe Road

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9341.pdf>)

Eglinton Avenue East and Brentcliffe Road Map Attachment 1

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9342.pdf>)

NY10.19 - Memo to NYCC

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9343.pdf>)

NY12.24	ACTION			Ward: 9
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Assumption of Services - Downsview Lands Secondary Plan owned by Costco Canada Inc., Block H, Plan 64R-16745 - Billy Bishop Way

(November 14, 2007) Report from Acting Director, Development Engineering

Recommendations

The Acting Director, Development Engineering recommends that:

1. an assumption by-law be passed to assume the public highways and municipal services in Billy Bishop Way road allowance within Registered Plan 64R-16745; and
2. the City Solicitor be authorized and directed to make any payment of costs necessary to register the assumption by-law in the Land Registry Office.

Financial Impact

There are no financial implications from this assumption of services other than those considered when the plan was approved in 2000.

Summary

This report recommends that the municipal services installed under the terms of the Section 37 Agreement for Downsview Lands Secondary Plan - Block H, dated August 28, 2000, between Costco Canada Inc. and the City of Toronto are in the required condition to be assumed by the City.

Background Information

Assumption of Services - Billy Bishop Way

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9345.pdf>)

NY12.25	ACTION		Delegated	Ward: 25
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Naming of Proposed Private Lanes and Walkways - 939 Lawrence Avenue East (Shops at Don Mills)

(December 11, 2007) Report from City Surveyor

Recommendations

The City Surveyor recommends that:

1. the proposed private lanes and walkways at 939 Lawrence Avenue East be named Clock Tower Road, Strolling Mills Road, Heartwood Road, Mercado Mews, Moonlight Lane, Nesting Walk, Reunion Walk, Twilight Lane and Azure Mews;
2. Cadillac Fairview Corporation Limited, pays the cost, estimated to be in the amount of \$6,000.00, for the fabrication and installation of street name signs; 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 \$6,000.00 for the street name signs 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 private lanes and walkways at the commercial development at 939 Lawrence Avenue East, The Shops at Don Mills, be named Clock Tower Road, Strolling Mills Road, Heartwood Road, Mercado Mews, Moonlight Lane, Nesting Walk, Reunion Walk, Twilight Lane and Azure Mews.

Background Information

Naming of Proposed Private Lanes and Walkways - 939 Lawrence Avenue East (Shops at Don Mills)

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9426.pdf>)

NY12.26	ACTION		Transactional	Ward: 23
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Preliminary Report - Rezoning and Site Plan Applications - 515 Drewry Avenue

(December 11, 2007) Report from Director, Community Planning, North 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 September 25, 2007 and is subject to the new provisions of the Planning Act and the City of Toronto Act, 2006.

This application proposes to demolish the existing gas station and convenience store and construct a new convenience store, gas pump island and stationary car wash at 515 Drewry Avenue.

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

Staff will continue to process the Re-zoning and Site Plan Control applications and together with the local Councillor will proceed to schedule a community consultation meeting with area residents.

A final report and Public Meeting under the Planning Act to consider this application is targeted for the second quarter of 2008 provided that any additional information is submitted in a timely manner.

Background Information

Preliminary - 515 Drewry

(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9344.pdf>)

NY12.27	ACTION		Transactional	Ward: 23
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Final Report – Site Plan Control Application – 304A & 304B Churchill Ave

(December 11, 2007) Report from Director, Community Planning, North York District

Recommendations

The City Planning Division recommends that:

1. City Council authorize the Chief Planner or his designate to issue final approval of the Site Plan Control Application once the conditions set out in Attachment 6 are satisfied.

Financial Impact

The recommendations in this report have no financial impact.

Summary

This application was made on August 29, 2007 and is subject to the new provisions of the Planning Act and the City of Toronto Act, 2006.

The application seeks to obtain Site Plan Control Approval for the two single detached dwellings to be built on 304A and 304B Churchill Avenue.

Councillor Filion in a memo dated June 21, 2001, requested that all applications for Site Plan Control approval in Ward 23 be “bumped up” to City Council.

This report reviews and recommends approval of the application.

Background Information

Final Report - Site Plan Control Application - 304A & 304B Churchill Ave
<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9427.pdf>

NY12.28	ACTION	11:15 AM	Transactional	Ward: 26
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Intention to Designate - Part IV Ontario Heritage Act and Approval of Alterations to a Heritage Building - Canadian Northern Railway Eastern Lines Locomotive Shop, 85 Laird Drive

Statutory - Ontario Heritage Act, RSO 1990

(November 12, 2007) Report from Director, Policy and Research, City Planning Division

Recommendations

The City Planning Division recommends that:

1. City Council state its intention to designate the property at 85 Laird Drive under Part IV of the Ontario Heritage Act;
2. if there are no objections to the designation in accordance with Section 26(6) of the Ontario Heritage Act, the solicitor be authorized to introduce the Bills in Council designating the property under Part IV of the Ontario Heritage Act;
3. if there are objections in accordance with Section 29(7) of the Ontario Heritage Act, the Clerk be directed to refer the proposed designation to the Conservation Review Board;
4. the alterations to the heritage building at 85 Laird Drive be approved substantially in accordance with the Heritage Impact Statement (Conservation Strategy) for the Canadian Northern Railway Eastern Lines Locomotive Shop Laird Drive, revised November 8, 2007, prepared by Carson Woods Architects Ltd., received by Heritage Preservation Services November 8, 2007, on file with the Manager Heritage Preservation Services, subject to the owner:
 - a. prior to final site plan approval:
 - i. providing a Detailed Conservation Plan, prepared by a qualified heritage consultant, detailing interventions and conservation work and including as-found photographs of the exterior and interior to the satisfaction of the Manager Heritage Preservation Services; and
 - ii. providing final development plans, a landscape plan and a lighting plan satisfactory to the Manager Heritage Preservation Services;
 - b. prior to the issuance of any building permit for the heritage building located at 85 Laird Drive, including a permit for the demolition, excavation, and/or shoring of the subject property:
 - i. providing a Letter of Credit, in a form and an amount satisfactory to the Chief Planner and Executive Director, City Planning Division, to secure all work included in the Conservation Plan; and
 - ii. providing building permit drawings satisfactory to the Manager Heritage Preservation Services; and
 - c. prior to release of the Letter of Credit:
 - i. completing the heritage conservation work, satisfactory to the Manager, Preservation Services; and
 - ii. submitting final as-built photographs of the heritage building at 85 Laird Drive satisfactory to the Manager of Heritage Preservation Services.

Financial Impact

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

Notice of Intention to Designate will be advertised on the City's web site in accordance with the City of Toronto Act provisions.

Summary

This report recommends that City Council state its intention to designate the property at 85 Laird Drive, the former Canadian Northern Railway Eastern Lines Locomotive Shop, under Part IV of the Ontario Heritage Act and approve alterations to the heritage building.

The Locomotive Shop is on the east side of Laird Drive, set well back from the street. The applicant is proposing to build four car dealerships in the large area in front of the building. The building will be reused for parts and maintenance shops and car storage, and will be preserved, with some alterations to allow for the new automotive uses.

Dealerships 1 and 2 will front on Laird Drive and Dealerships 3 & 4 will be attached to the west façade of the Locomotive Works facing Laird Dr. The view shed to the centre section of the Locomotive Works between Dealerships 3 & 4 from Laird Dr. will be maintained and enhanced by landscaping.

Background Information

Intention to Designate - Part IV Ontario Heritage Act and Approval of Alterations to a Heritage Building - Canadian Northern Railway Eastern Lines Locomotive Shop, 85 Laird Drive
(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9440.pdf>)

Intention to Designate - 85 Laird Drive Map Attachment 1
(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9441.pdf>)

Intention to Designate - 85 Laird Drive Attachment 2
(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9442.pdf>)

Intention to Designate - 85 Laird Drive Attachment 3
(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9443.pdf>)

Intention to Designate - 85 Laird Drive Attachment 4
(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9444.pdf>)

Intention to Designate - 85 Laird Drive Attachment 5
(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9445.pdf>)

Intention to Designate - 85 Laird Drive Attachment 6
(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9446.pdf>)

Intention to Designate - 85 Laird Drive Attachment 7
(<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9447.pdf>)

28a 85 Laird Drive, Canadian Northern Railway Eastern Lines Locomotive Shop, Intention to Designate, Part IV, Ontario Heritage Act and Approval of Alterations to a Heritage Building (Ward 26 Don Valley West)

(December 7, 2007) Letter from the Toronto Preservation Board

Recommendations

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

1. City Council state its intention to designate the property at 85 Laird Drive under Part IV of the Ontario Heritage Act;

2. if there are no objections to the designation in accordance with Section 26(6) of the Ontario Heritage Act, the solicitor be authorized to introduce the Bills in Council designating the property under Part IV of the Ontario Heritage Act;
3. if there are objections in accordance with Section 29(7) of the Ontario Heritage Act, the Clerk be directed to refer the proposed designation to the Conservation Review Board; and
4. the alterations to the heritage building at 85 Laird Drive be approved substantially in accordance with the Heritage Impact Statement (Conservation Strategy) for the Canadian Northern Railway Eastern Lines Locomotive Shop Laird Drive, revised November 8, 2007, prepared by Carson Woods Architects Ltd., received by Heritage Preservation Services November 8, 2007, on file with the Manager, Heritage Preservation Services, subject to the owner
 - a. prior to final site plan approval:
 - i. providing a Detailed Conservation Plan, prepared by a qualified heritage consultant, detailing interventions and conservation work and including as-found photographs of the exterior and interior to the satisfaction of the Manager, Heritage Preservation Services; and
 - ii. providing final development plans, a landscape plan and a lighting plan satisfactory to the Manager, Heritage Preservation Services;
 - b. prior to the issuance of any building permit for the heritage building located at 85 Laird Drive, including a permit for the demolition, excavation, and/or shoring of the subject property:
 - i. providing a Letter of Credit, in a form and an amount satisfactory to the Chief Planner and Executive Director, City Planning Division, to secure all work included in the Conservation Plan;
 - ii. providing building permit drawings satisfactory to the Manager, Heritage Preservation Services; and
 - c. prior to release of the Letter of Credit:
 - i. completing the heritage conservation work, satisfactory to the Manager, Heritage Preservation Services; and
 - ii. submitting final as-built photographs of the heritage building at 85 Laird Drive satisfactory to the Manager of Heritage Preservation Services.

Summary

Background Information

Intention to Designate - 85 Laird Drive - Toronto Preservation Board Recommendations

<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9465.pdf>

NY12.29	ACTION	11:15 AM	Transactional	Ward: 26
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Final Report – Zoning Application - 85 Laird Drive

Statutory - Planning Act, RSO 1990

(December 18, 2007) Report from Director, Community Planning, North York District

Recommendations

The City Planning Division recommends that:

1. City Council amend the Zoning By-law No. 1916 for the former Borough of East York as set out in this report; and
2. before introducing the necessary Bills to City Council for enactment, require that Notice of Conditions of Approval be issued under Section 41 of the Planning Act.

Financial Impact

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

Summary

An application has been submitted to permit the development of four motor vehicle dealerships at 85 Laird Drive on a former industrial property at the western boundary of the Leaside Business Park.

The proposal also includes the retention of the former Canadian Northern Railway Eastern Lines Locomotive Shop located adjacent the eastern boundary of the property. The incorporation of the existing Locomotive Shop, which will function as the service area for two of the dealerships, has been reviewed as part of the proposal and will be part of the Site Plan review. A report on the designation of the Locomotive Shop under Part IV of the Ontario Heritage Act will be presented concurrently with this report.

This report reviews and recommends approval of the application to amend the Zoning By-law.

Background Information

Final Report - Zoning Application - 85 Laird Drive

<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9499.pdf>

NY12.30	ACTION	11:30 AM	Transactional	Ward: 23
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Residential Rental Demolition Application under Municipal Code Chapter 667 - 18, 22-26 Holmes Avenue & 19-23, 27-31 Olive Avenue

Statutory – City of Toronto Act, 2006

(December 17, 2007) Report from Director, Community Planning, North York District

Recommendations

The City Planning Division recommends that:

1. City Council approve the application to demolish the 10 residential dwelling units, including 1 rental unit at 18, 22-26 Holmes Avenue, 19-23, 27-31 Olive Avenue, pursuant to Municipal Code Chapters 667 and 363;
2. City Council authorize the Chief Planner to issue a preliminary approval to the application under Municipal Code Chapter 667;
3. City Council authorize the Chief Building Official to issue a Section 111 permit under Municipal Code Chapter 667 after the Chief Planner has given the preliminary approval in Recommendation 2, on condition that:
 - a. the Owner remove all debris and rubble from the site immediately after demolition;
 - b. the Owner erect a fence in accordance with the provisions of Municipal Code Chapter 363, Article III if deemed appropriate by the Chief Building Official;
 - c. the Owner maintain the site free of garbage and weeds in accordance with Municipal Code Chapters 632-5 and 629-10, Paragraph B;
 - d. the Owner backfills any holes on the property with clean fill no later than one (1) month from the date of issuance of the demolition permit(s);
 - e. the Owner erect a residential building on site no later than three (3) years from the date of issuance of the demolition permit(s); and
 - f. should the Owner fail to complete the new building within the time specified in Condition (f), the City Clerk shall be entitled to enter on the collector's roll, to be collected in a like manner as municipal taxes, the sum of twenty thousand dollars (\$20,000) for each dwelling unit for which a demolition permit is issued, and that each sum shall, until payment, be a lien or charge upon the land for which the demolition permit is issued; and
4. City Council authorize the Chief Building Official to issue a permit under Section 33 of the Planning Act, after the Chief Planner has given the preliminary approval in Recommendation 2, which permit may be included in the demolition permit for Chapter

667 under Section 363-11.1E, of the Municipal Code.

Financial Impact

The recommendations in this report have no financial impact.

Summary

This application is to demolish 10 residential dwelling units containing 1 rental housing unit. No building permit has been issued.

The demolition of residential rental property is prohibited under Chapter 667 of the Toronto Municipal Code unless a permit has been issued under Section 111 of the City of Toronto Act.

The applicant has also submitted separate related applications under the Planning Act to permit the construction of a 28-storey, 308 unit residential building and two 2-storey townhouse and two 4-storey townhouse buildings containing 74 units at 18, 22-26, Holmes Avenue, 19-23, 27-31 Olive Avenue, a portion of 33 & 37 Olive Avenue and a portion of 28 and 32 Holmes Avenue.

The demolition of these ten dwellings and one rental unit is proposed at this time as the dwellings currently sit vacant and have become the subject of numerous incidents of vandalism and break-ins.

This report recommends approval of the application to demolish the 10 residential dwelling units, including 1 rental housing unit, subject to conditions pursuant to the provisions of Municipal Code Chapters 667 and 363.

Background Information

Residential Rental Demolition Application under Municipal Code Chapter 667 - 18, 22-26 Holmes Avenue & 19-23, 27-31 Olive Avenue
<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-9507.pdf>

NY12.Bills	ACTION		Delegated	
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General Bills
Confirmatory Bills