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**In reply please quote:
Ref.: 21-EX28.14**

January 4, 2022

Ms. Chrisanne Finnerty
Director, Commission Services
Toronto Transit Commission
1900 Yonge Street
Toronto, Ontario
M4S 1Z2

Dear Ms. Finnerty:

**Subject: Executive Committee Item 28.14
Ontario Line Downtown Stations - Temporary Road Closures and
Community Impacts (Ward 10, 13)**

City Council on December 15, 16 and 17, 2021, adopted this Item as amended, and among other things has:

1. Requested the Toronto Transit Commission to include, in future reports, information on what is being done to maintain and advance time availability of its surface fleet in the construction area, in particular, streetcars.
2. Directed the Toronto Transit Commission, to increase the availability and efficiency of nearby surface fleets including streetcars and bus routes, and investigate the feasibility of priority routes, bus-only lanes, and other methods to support and improve public transit.

Yours truly,

A handwritten signature in blue ink, appearing to read "M. Toft".

for City Clerk

M. Toft/wg

Attachment

c. City Manager

Executive Committee

EX28.14		Amended		Ward: 10, 13
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Ontario Line Downtown Stations - Temporary Road Closures and Community Impacts

City Council Decision

City Council on December 15, 16 and 17, 2021, adopted the following:

1. City Council approve the temporary road closures for the Ontario Line King-Bathurst Station, as per the following details:

- a. temporary closure of the east sidewalk to pedestrian traffic and a portion of the northbound curb lane to vehicular traffic on Bathurst Street, between King Street West and Stewart Street, from October 1, 2022 to November 30, 2029;
- b. temporary closure of the south sidewalk to pedestrian traffic and eastbound curb lane to vehicular traffic on King Street West, between Bathurst Street and a point 37 metres east, from October 1, 2022 to November 30, 2029;
- c. temporary closure of the east sidewalk to pedestrian traffic and northbound curb lane to vehicular traffic on Bathurst Street, between King Street West and a point 38 metres north, from October 1, 2022 to November 30, 2029;
- d. temporary closure of the north sidewalk to pedestrian traffic and westbound curb lane to vehicular traffic on King Street West, between Bathurst Street and a point 45 metres east, from October 1, 2022 to November 30, 2029;
- e. temporary closure of the north sidewalk to pedestrian traffic on Stewart Street, between Bathurst Street and a point 32 metre east, from October 1, 2022 to November 30, 2029;
and
- f. temporary closure of a portion of the eastbound curb lane to vehicular traffic on Stewart Street, between Bathurst Street and a point 36 metres east, from October 1, 2022 to November 30, 2029.

2. City Council direct the General Manager, Transportation Services, to require the provision of temporary pedestrian walkways as a condition of permit, at the Ontario Line King-Bathurst Station, as per the following details:

- a. provide a temporary 1.8 metres wide pedestrian walkway within the closed portion of the northbound curb lane on Bathurst Street, between King Street West and Stewart Street, from October 1, 2022 to November 30, 2029;

b. provide a temporary 2.1 metres wide pedestrian walkway within the closed portion of the eastbound curb lane on King Street West, between Bathurst Street and a point 37 metres east, from October 1, 2022 to November 30, 2029;

c. provide a temporary 1.8 metres wide pedestrian walkway within the closed portion of the northbound curb lane on Bathurst Street, between King Street West and a point 38 metres north, from October 1, 2022 to November 30, 2029;

d. provide a temporary 2.1 metres wide pedestrian walkway within the closed portion of the westbound curb lane on King Street West, between Bathurst Street and a point 45 metres east, from October 1, 2022 to November 30, 2029; and

e. provide a temporary 1.8 metres wide pedestrian walkway within the closed portion of the eastbound curb lane on Stewart Street, between Bathurst Street and a point 36 metres east, from October 1, 2022 to November 30, 2029.

3. City Council approve the traffic regulation amendments associated with the Ontario Line King-Bathurst Station and authorize the requisite associated amendment to City of Toronto Municipal Code Chapters 910, Parking Machines and Meters, Chapter 925, Permit Parking and Chapter 950, Traffic and Parking, as listed in Attachment B to the report (November 23, 2021) from the General Manager, Transportation Services.

4. City Council direct that King Street, Bathurst Street and Stewart Street be returned to its pre-construction traffic and parking regulations when the Ontario Line project is complete.

5. City Council approve the temporary road closures for the Ontario Line Queen-Spadina Station, as per the following details:

a. temporary closure of the south sidewalk to pedestrian traffic on Queen Street West, between Spadina Avenue and a point 53 metres west, from October 1, 2022 to November 30, 2029;

b. temporary closure of the eastbound curb lane to vehicular traffic on Queen Street West, between Spadina Avenue and a point 83 metres west, from October 1, 2022 to November 30, 2029; and

c. temporary closure of the east sidewalk to pedestrian traffic and curbside parking lane to vehicular traffic on Spadina Avenue, between Queen Street West and Bulwer Street, from October 1, 2022 to November 30, 2029.

6. City Council direct the General Manager, Transportation Services, to require the provision of temporary pedestrian walkways as a condition of permit at the Ontario Line Queen-Spadina Station, as per the following details:

a. provide a temporary 2.1 metres wide pedestrian walkway within the closed portion of the eastbound curb lane on Queen Street West, between Spadina Avenue and a point 53 metres west, from October 1, 2022 to November 30, 2029; and

b. provide a temporary 2.1 metres wide pedestrian walkway within the closed portion of the curbside parking lane on the east side of Spadina Avenue, between Queen Street West and Bulwer Street from October 1, 2022 to November 30, 2029.

7. City Council approve the traffic regulation amendments associated with the Ontario Line Queen-Spadina Station and authorize the requisite associated amendment to City of Toronto

Municipal Code Chapter 910, Parking Machines and Meters, and Chapter 950, Traffic and Parking, as listed in Attachment B to the report (November 23, 2021) from the General Manager, Transportation Services.

8. City Council direct that Queen Street and Spadina Avenue be returned to its pre-construction traffic and parking regulations when construction of the Ontario Line project is complete.

9. City Council approve the temporary lane closures for the Ontario Line Osgoode Station, as per the following details:

a. temporary closure of the east sidewalk to pedestrian traffic on University Avenue, between Queen Street West and a point 110 metres north, from October 1, 2022 to November 30, 2029;

b. temporary closure of the northbound bike lane to cyclists on University Avenue, between Queen Street West and a point 122 metres north, from October 1, 2022 to November 30, 2029;

c. temporary closure of the northbound auxiliary lane to vehicular traffic on University Avenue, between Queen Street West and a point 102 metres north, from October 1, 2022 to November 30, 2029;

d. temporary closure of the southbound innermost median lane to vehicular traffic on University Avenue, between a point 17 metres north of Queen Street West and a point 63 metres further north, from October 1, 2022 to November 30, 2029;

e. temporary closure of the west sidewalk to pedestrian traffic on Simcoe Street, between Queen Street West and the public laneway south of Queen Street West, from October 1, 2022 to November 30, 2029; and

f. temporary closure of an 8.4 metre wide portion of the southbound curb lane to vehicular traffic on the west side of Simcoe Street, between Queen Street and Richmond Street, from October 1, 2022 to November 30, 2029.

10. City direct the General Manager, Transportation Services to require the provision of temporary pedestrian walkways and bike lanes as a condition of permit at the Ontario Line Osgoode Station, as per the following details:

a. provide a temporary 2.1 metres wide pedestrian walkway within the closed portion of the northbound bike lane on University Avenue, between Queen Street West and a point 110 metres north, from October 1, 2022 to November 30, 2029;

b. provide a temporary 2.0 metres wide northbound bike lane in the realigned northbound lanes on the east side of University Avenue, Queen Street West and a point 122 metres north, from October 1, 2022 to November 30, 2029;

c. provide a temporary 2.1 metres wide pedestrian walkway on the east side of Simcoe Street, between Queen Street West and Richmond Street, from October 1, 2022 to November 30, 2029; and

d. provide a 1.5 metres wide bike lane on the east side of Simcoe Street, between Queen Street West and Richmond Street West, from October 1, 2022 to November 30, 2029.

11. City Council approve the traffic regulation amendments associated with the Ontario Line Osgoode Station and authorize the requisite associated amendment to City of Toronto Municipal Code Chapter 910, Parking Machines and Meters, and Chapter 950, Traffic and Parking, as listed in Attachment B to the report (November 23, 2021) from the General Manager, Transportation Services.
12. City Council direct that University Avenue and Simcoe Street be returned to its pre-construction traffic and parking regulations when construction of the Ontario Line project is complete.
13. City Council approve the temporary road closures for the Ontario Line Queen Station, as per the following details:
 - a. temporary full road closure to vehicular traffic on Queen Street West, between Bay Street and Yonge Street, and on Queen Street East, between Yonge Street and Victoria Street, from May 1, 2023 to November 30, 2027;
 - b. temporary closure of a portion of the south sidewalk to pedestrian traffic on Queen Street East, between Victoria Street and a point 20 metres west, from May 1, 2023 to November 30, 2027;
 - c. temporary full road closure to vehicular traffic on James Street, between Queen Street West and Albert Street, from May 1, 2023 to November 30, 2027;
 - d. temporary closure of a portion of the east sidewalk to pedestrian traffic on James Street, between Queen Street West and a point 43 metres north, from November 1, 2025 to November 30, 2027; and
 - e. temporary closure of the southbound curb lane to vehicular traffic on Victoria Street, between a point 41 metres north of Queen Street East and a point 19 metres south of Queen Street East, from May 1, 2023 to November 30, 2027.
14. City Council authorize the conversion of Albert Street, between Bay Street and James Street, to a two-way traffic operation and authorize the associated amendments to City of Toronto Municipal Code Chapter 910, Parking Machines and Meters, Chapter 903, Parking for Persons with Disabilities and Chapter 950, Traffic and Parking, as listed in Attachment B to the report (November 23, 2021) from the General Manager, Transportation Services.
15. City Council approve the permanent installation of additional streetcar tracks in the westerly middle lane on York Street, between Queen Street West and Adelaide Street West, to accommodate Toronto Transit Commission 501 Queen streetcar detour during the Ontario Line Queen Station construction and provide ongoing streetcar network resilience and authorize the associated amendments to City of Toronto Municipal Code Chapter 910, Parking Machines and Meters, and Chapter 950, Traffic and Parking, as listed in Attachment B to the report (November 23, 2021) from the General Manager, Transportation Services.
16. City Council approve the installation of westerly southbound cycle track in effect at all times on York Street, between Richmond Street West and King Street West and amend Schedule E, Cycle Tracks, to City of Toronto Municipal Code Chapter 886, Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks.
17. City Council authorize the Deputy City Manager, Infrastructure and Development Services to negotiate and enter into and execute an agreement, including all amendments and renewals and ancillary agreements, with Metrolinx and Toronto Transit Commission for the delivery of

work on York Street and Adelaide Street for the purposes of facilitating the installation of the Toronto Transit Commission 501 streetcar detour tracks as part of the Ontario Line Project, substantially in accordance with terms and conditions set out in the report (November 23, 2021) from the General Manager, Transportation Services and on such terms and conditions satisfactory to the Deputy City Manager, Infrastructure and Development, and in a form satisfactory to the City Solicitor.

18. City Council approve the temporary closure of the north sidewalk to pedestrian traffic and westbound curb lane to vehicular traffic on Queen Street East, between Sherbourne Street and George Street, from October 1, 2022 to November 30, 2029 for the purposes of the Ontario Line Moss Park Station construction.

19. City Council direct the General Manager, Transportation Services to require, as a condition of permit, the provision of a 2.1 metre wide temporary pedestrian walkway within the closed portion of the westbound curb lane on Queen Street East, between Sherbourne Street and George Street, from October 1, 2022 to November 30, 2029.

20. City Council approve the traffic regulation amendments associated with the Ontario Line Moss Park Station and authorize the requisite associated amendment to City of Toronto Municipal Code Chapter 910, Parking Machines and Meters, and Chapter 950, Traffic and Parking, as listed in Attachment B of the report (November 23, 2021) from the General Manager, Transportation Services.

21. City Council direct that Queen Street East be returned to its pre-construction traffic and parking regulations when construction of the Ontario Line project is complete.

22. City Council approve the temporary road closures for the Ontario Line Corktown Station, as per the following details:

a. temporary closure of the south sidewalk to pedestrian traffic on King Street East, between Berkeley Street and a point 30 metres west of Parliament Street, from September 1, 2022 to November 30, 2029;

b. temporary closure of the eastbound curb lane to vehicular traffic on King Street East, between Berkeley Street and a point 30 metres west of Parliament Street, from September 1, 2022 to November 30, 2029;

c. temporary closure of the west sidewalk to pedestrian traffic on Parliament Street, between a point 30 metres south of King Street East and a point 44 metres further south, from September 1, 2022 to November 30, 2029; and

d. temporary closure of the southbound curb lane to vehicular traffic on Parliament Street, between a point 5 metres south of King Street East and a point 5 metres north of Front Street East, from September 1, 2022 to November 30, 2029.

23. City Council direct the General Manager, Transportation Services to require the provision of temporary pedestrian walkways as a condition of permit at the Ontario Line Corktown Station, as per the following details:

a. provide a temporary 2.1 metre wide pedestrian walkway within the closed portion of the eastbound curb lane on King Street East, between Berkeley Street and a point 64 metres east, from October 1, 2024 to November 30, 2029; and

b. provide a temporary 2.1 metre wide pedestrian walkway within the closed portion of the southbound curb lane on Parliament Street, between a point 5 metres south of King Street East and a point 5 metres north of Front Street East, from September 1, 2022 to November 30, 2029.

24. City Council approve the traffic regulation amendments associated with the Ontario Line Corktown Station and authorize the requisite associated amendment to City of Toronto Municipal Code Chapter 950, Traffic and Parking, as listed in Attachment B to the report (November 23, 2021) from the General Manager, Transportation Services.

25. City Council direct that King Street East and Parliament Street be returned to its pre-construction traffic and parking regulations when construction of the Ontario Line project is complete.

26. City Council direct the General Manager, Transportation Services, to include the following as a condition of the permits for the long term road closures detailed in Parts 1, 5, 9, 13, 18 and 22 above:

a. install public art, including mural artwork, onto every elevation of the hoarding board with adequate spotlighting for nighttime illumination, at their sole cost, to the satisfaction of the City Staff, Ward Councillor and local Business Improvement Area;

b. pressure wash the construction site and adjacent sidewalks and roadways weekly, or more frequently as needed to be cleared of any construction debris and ensure safe passage for all road and sidewalk users;

c. provide appropriate lighting on the existing sidewalks and the proposed pedestrian walkways to ensure safety and visibility of pedestrians at all times;

d. consult and communicate all construction, parking and road occupancy impacts with local Business Improvements Areas and resident associations in advance of any physical road modifications;

e. install appropriate signage, including converging mirrors, temporary routes and/or safe diversion routes as necessary, to ensure that pedestrians, cyclists and motorists safety is considered at all times;

f. establish a construction management hub that meets monthly and invite local stakeholders including City Staff, neighbourhood associations, local Business Improvement Area and Ward Councillor office; and

g. create a publicly accessible website with regular construction updates and post the website address on the site of each Ontario Line Station.

27. City Council authorize the City Solicitor to introduce the necessary Bills to give effect to City Council's decision and City Council authorize the City Solicitor to make any necessary clarifications, refinements, minor modifications, technical amendments, or by-law amendments as may be identified by the City Solicitor or General Manager, Transportation Services, in order to give effect to Parts 1 to 26 above.

28. City Council direct the General Manager, Transportation Services to implement all measures to manage construction sites with the least impact to traffic, including time of day and direction of travel restrictions, and flexible work zone setups.

29. City Council request the Toronto Transit Commission to include, in future reports, information on what is being done to maintain and advance time availability of its surface fleet in the construction area, in particular, streetcars.
30. City Council direct the General Manager, Transportation Services and the Executive Director, Transit Expansion to engage with Metrolinx and establish criteria/requirements that can be shared with Proponents on the Ontario Line and all other MX transit expansion projects that mitigate traffic and transit impacts, and require Proponents to coordinate construction activities that impact traffic with City staff.
31. City Council direct the General Manager, Transportation Services and the Executive Director, Transit Expansion to engage with Metrolinx and the successful Proponents on options to reduce the duration of construction and road closures associated with the Ontario Line.
32. City Council direct the City Manager to host Senior Executives from utility companies to reaffirm the City's direction to reduce overall construction schedules and restrict work in active lanes of traffic to off-peak hours.
33. City Council direct the General Manager, Transportation Services to refresh training with staff, contractors and external partners such as Metrolinx on proper work zone set ups including the necessary planning and schedule of activities that are required to manage the work zone, which may include items such as implementation of advanced signage, and timely removal of work zone equipment as soon as possible.
34. City Council direct the General Manager, Transportation Services and the Chief Engineer and Executive Director, Engineering and Construction Services to move forward on technology improvements that will assist with longer term capital planning, while also supporting the review and coordination of utility "short stream" and private development lane occupancy applications, and developing Key Performance Indicators to track progress over time that can be communicated to the public.
35. City Council direct the General Manager, Transportation Services, the Chief Engineer and Executive Director, Engineering and Construction Services and the Executive Director, Transit Expansion to engage a third party review of best practices in comparable cities related to construction zone management, capital program planning and delivery, traffic modeling and mitigation and perform a peer review of the current City of Toronto construction coordination activities and recommend both short term and long term process improvements.
36. City Council request Metrolinx to pay the full costs for the additional traffic mitigation positions needed to manage the Ontario Line project.
37. City Council direct the City Manager and the General Manager, Transportation Services to report on road safety impacts for vulnerable road users through the downtown and report back to the March 30, 2022 meeting of the Executive Committee, such report to include but not limited to:
 - a. bike lanes, cycle tracks, and connection;
 - b. sidewalks and pedestrian pathways;
 - c. priority signals for transit; and
 - d. advance and clear communication to the local community.

38. City Council direct the General Manager, Transportation Services to include a requirement for Paid-Duty Officers and/or Traffic Agents and/or Trained Traffic Control Persons at each construction site to facilitate safe passage for all, especially vulnerable road users.

39. City Council direct the General Manager, Transportation Services and the Executive Director, Transit Expansion to record and monitor traffic counts and movement, public safety at intersections and sidewalks, all complaints and resolutions, and to report back on findings and additional recommendations for adjustments on a bi-annually basis to the Toronto and East York Community Council with a written quarterly update to the local Councillor's office, to include but not limited to:

- a. vehicle movements, and travel patterns;
- b. pedestrian counts; and
- c. cyclist movements and travel patterns.

40. City Council direct the General Manager, Transportation Services and the Executive Director, Transit Expansion to request an annotated traffic management plan from Metrolinx following the procurement process or approvals from the City of Toronto, including but not limited to:

- a. construction vehicle travel paths to and from the site, and pick-up locations;
- b. cycling connections; and
- c. pedestrian movements.

41. City Council direct the City Manager, the General Manager, Transportation Services and the Executive Director, Transit Expansion to request that Metrolinx require Project Co to ensure timely responsive service to local residents and stakeholders with respect to each construction site and report back to the March 30, 2022 meeting of the Executive Committee, including:

- a. actively patrol each construction site;
- b. be available 24 hours, 7 days a week; and
- c. provide real-time response to complaints raised by residents and local stakeholders.

42. City Council request Metrolinx, in consultation with the City Manager and the Chief Financial Officer and Treasurer, to develop a framework of subsidizing and reimbursing businesses impacted by the construction of the Ontario Line in an effort to support downtown recovery, including but not limited to:

- a. commercial rent subsidies;
- b. deferring, delaying, or adjusting property tax rates;
- c. something signage and wayfinding; and
- d. advertising in all major media outlets and social media.

43. City Council request Metrolinx, in consultation with the City Manager, the General Manager, Economic Development and Culture and the Business Improvement Areas, to design and broadly promote a Support the Downtown campaign wherein residents and visitors to the downtown can enjoy rebates, subsidies, financial discounts when they shop at businesses impacted by the Ontario Line construction.
44. City Council direct the City Manager, the General Manager Transportation Services, the Chief Planner and Executive Director, City Planning, and the Executive Director, Transit Expansion, in consultation with local Business Improvement Areas and the Ward Councillor, to explore enhanced streetscape improvements to the right of way as part of the construction of the Ontario Line, to be funded by Metrolinx and the Province of Ontario.
45. City Council request Metrolinx, in consultation with the General Manager, Transportation Services and the Executive Director, Transit Expansion, to work with local Business Improvement Areas, Urban Design and the Ward Councillor to minimize disruption and beautify the road closures during the multi-year construction period, funded by Metrolinx and the Province of Ontario, including but not limited to:
- a. public art;
 - b. planters and other barriers that are not concrete; and
 - c. any other additions to improve pedestrian wayfinding and user experience.
46. City Council direct the General Manager Transportation Services to establish a Construction Hub in the downtown area to be led by a Senior Project Manager who will ensure coordination between Metrolinx works, City-led projects, private developer works, and utility works and report annually to City Council.
47. City Council direct the City Manager and the General Manager, Transportation Services to include a Vision Zero commitment and statement as a condition for every road closure related to the Ontario Line.
48. City Council direct the City Manager and the General Manager, Transportation Services to include a comprehensive pedestrian safety strategy, particularly for large cement trucks and machinery, and report back to City Council in the first quarter of 2022.
49. Where a sidewalk closure is requested, City Council direct the General Manager, Transportation Services to require applicant where feasible to procure, install, and maintain shipping container(s) to be used as a fully covered, protected, unobstructed, and wheelchair accessible pedestrian walkway prior to, or concurrent to, any permits being issued and for the entire duration of the construction staging area permit, at the applicant's sole cost.
50. Where a sidewalk closure is not requested but is adjacent to the construction sites, City Council direct the General Manager, Transportation Services to require the applicant to construct and maintain a fully covered, protected, unobstructed, and wheelchair accessible pedestrian walkway for the entire duration of the construction staging area permit, at the applicant's sole cost.
51. City Council direct the City Manager and the General Manager, Economic Development and Culture to develop a plan for all special events and festivals that will be impacted and disrupted by the Ontario Line construction and include comprehensive mitigation efforts to reduce impact and support the success of these events and report back to City Council in the second quarter of 2022.

52. City Council direct the Toronto Transit Commission, to increase the availability and efficiency of nearby surface fleets including streetcars and bus routes, and investigate the feasibility of priority routes, bus-only lanes, and other methods to support and improve public transit.

53. City Council direct the City Manager and the Chief Financial Officer and Treasurer to develop a proactive and collaborative approach to supporting businesses affected by the Ontario Line, taking lessons learned from the Eglinton Crosstown closures and report back on a strategy, to be funded by Metrolinx and the Province of Ontario, in the second quarter of 2022.

54. City Council direct the applicant to clearly consult and communicate all construction, parking and road occupancy impacts with local Business Improvement Areas, resident associations, and local school administration in advance of any physical road modifications.

55. City Council direct the applicant to create a publicly accessible website with regular construction updates and post the website address on the construction site hoarding, which must be prominently placed and legible from 20 metres and on all elevations from the construction site.

56. City Council direct the applicant to provide and install public art, including mural artwork, onto every elevation of the construction site hoarding with adequate spotlighting for night-time illumination, at the applicant's sole cost, and to the satisfaction of the Ward Councillor.

57. City Council direct the applicant to mitigate light pollution by installing shields / barriers on any lighting standards in close proximity to adjacent residential properties, such as cranes.

58. City Council direct the applicant to sweep the construction site daily and nightly, or more frequently as needed, to ensure that the site is cleared of any construction debris and made safe.

59. City Council direct the applicant to pressure-wash the construction site and adjacent sidewalks and roadways weekly, or more frequently as needed, to ensure that the site cleared of any construction debris and made safe.

60. City Council direct the applicant, in consultation with the General Manager, Transportation Services, to maintain any bike lanes, and install appropriate signage to inform drivers and cyclists of any changes to the cycling lanes.

61. In areas where no cycling lanes exist, City Council direct the applicant, in consultation with the General Manager, Transportation Services, to install sharrow markings onto the roadway and display appropriate signage on the hoarding board to inform motorists and cyclist to safely share the road.

62. City Council direct the General Manager, Transportation Services and the applicant to establish a construction management working group that meets monthly and invite local stakeholders including Municipal Licensing and Standards, Toronto Building, adjacent neighbours, local resident groups, local Business Improvement Areas, and local school administration.

63. City Council direct General Manager Transportation Services and the Director, Environment and Energy to come up with a plan to mitigate the harmful effects of ongoing construction and closures, for nearby residents, including, but not limited to:

- a. debris;

- b. idling;
- c. dust; and
- d. pollution and overall air quality.

64. City Council direct the Chief Communications Officer to develop and implement a public education campaign outlining the importance of taking alternative transportation through the downtown including cycling, walking, and taking the Toronto Transit Commission, to avoid unnecessary congestion from single driver vehicles.

Committee Recommendations

The Executive Committee recommends that:

1. City Council approve the temporary road closures for the Ontario Line King-Bathurst Station, as per the following details:
 - a. temporary closure of the east sidewalk to pedestrian traffic and a portion of the northbound curb lane to vehicular traffic on Bathurst Street, between King Street West and Stewart Street, from October 1, 2022 to November 30, 2029;
 - b. temporary closure of the south sidewalk to pedestrian traffic and eastbound curb lane to vehicular traffic on King Street West, between Bathurst Street and a point 37 metres east, from October 1, 2022 to November 30, 2029;
 - c. temporary closure of the east sidewalk to pedestrian traffic and northbound curb lane to vehicular traffic on Bathurst Street, between King Street West and a point 38 metres north, from October 1, 2022 to November 30, 2029;
 - d. temporary closure of the north sidewalk to pedestrian traffic and westbound curb lane to vehicular traffic on King Street West, between Bathurst Street and a point 45 metres east, from October 1, 2022 to November 30, 2029;
 - e. temporary closure of the north sidewalk to pedestrian traffic on Stewart Street, between Bathurst Street and a point 32 metre east, from October 1, 2022 to November 30, 2029; and
 - f. temporary closure of a portion of the eastbound curb lane to vehicular traffic on Stewart Street, between Bathurst Street and a point 36 metres east, from October 1, 2022 to November 30, 2029.
2. City Council direct the General Manager, Transportation Services, to require the provision of temporary pedestrian walkways as a condition of permit, at the Ontario Line King-Bathurst Station, as per the following details:
 - a. provide a temporary 1.8 metres wide pedestrian walkway within the closed portion of the northbound curb lane on Bathurst Street, between King Street West and Stewart Street, from October 1, 2022 to November 30, 2029;
 - b. provide a temporary 2.1 metres wide pedestrian walkway within the closed portion of the eastbound curb lane on King Street West, between Bathurst Street and a point 37

metres east, from October 1, 2022 to November 30, 2029;

c. provide a temporary 1.8 metres wide pedestrian walkway within the closed portion of the northbound curb lane on Bathurst Street, between King Street West and a point 38 metres north, from October 1, 2022 to November 30, 2029;

d. provide a temporary 2.1 metres wide pedestrian walkway within the closed portion of the westbound curb lane on King Street West, between Bathurst Street and a point 45 metres east, from October 1, 2022 to November 30, 2029; and

e. provide a temporary 1.8 metres wide pedestrian walkway within the closed portion of the eastbound curb lane on Stewart Street, between Bathurst Street and a point 36 metres east, from October 1, 2022 to November 30, 2029.

3. City Council approve the traffic regulation amendments associated with the Ontario Line King-Bathurst Station and authorize the requisite associated amendment to City of Toronto Municipal Code Chapters 910, Parking Machines and Meters, Chapter 925, Permit Parking and Chapter 950, Traffic and Parking, as listed in Attachment B to the report (November 23, 2021) from the General Manager, Transportation Services.

4. City Council direct that King Street, Bathurst Street and Stewart Street be returned to its pre-construction traffic and parking regulations when the Ontario Line project is complete.

5. City Council approve the temporary road closures for the Ontario Line Queen-Spadina Station, as per the following details:

a. temporary closure of the south sidewalk to pedestrian traffic on Queen Street West, between Spadina Avenue and a point 53 metres west, from October 1, 2022 to November 30, 2029;

b. temporary closure of the eastbound curb lane to vehicular traffic on Queen Street West, between Spadina Avenue and a point 83 metres west, from October 1, 2022 to November 30, 2029; and

c. temporary closure of the east sidewalk to pedestrian traffic and curbside parking lane to vehicular traffic on Spadina Avenue, between Queen Street West and Bulwer Street, from October 1, 2022 to November 30, 2029.

6. City Council direct the General Manager, Transportation Services, to require the provision of temporary pedestrian walkways as a condition of permit at the Ontario Line Queen-Spadina Station, as per the following details:

a. provide a temporary 2.1 metres wide pedestrian walkway within the closed portion of the eastbound curb lane on Queen Street West, between Spadina Avenue and a point 53 metres west, from October 1, 2022 to November 30, 2029; and

b. provide a temporary 2.1 metres wide pedestrian walkway within the closed portion of the curbside parking lane on the east side of Spadina Avenue, between Queen Street West and Bulwer Street from October 1, 2022 to November 30, 2029.

7. City Council approve the traffic regulation amendments associated with the Ontario Line Queen-Spadina Station and authorize the requisite associated amendment to City of Toronto Municipal Code Chapter 910, Parking Machines and Meters, and Chapter 950, Traffic and

Parking, as listed in Attachment B to the report (November 23, 2021) from the General Manager, Transportation Services.

8. City Council direct that Queen Street and Spadina Avenue be returned to its pre-construction traffic and parking regulations when construction of the Ontario Line project is complete.

9. City Council approve the temporary lane closures for the Ontario Line Osgoode Station, as per the following details:

a. temporary closure of the east sidewalk to pedestrian traffic on University Avenue, between Queen Street West and a point 110 metres north, from October 1, 2022 to November 30, 2029;

b. temporary closure of the northbound bike lane to cyclists on University Avenue, between Queen Street West and a point 122 metres north, from October 1, 2022 to November 30, 2029;

c. temporary closure of the northbound auxiliary lane to vehicular traffic on University Avenue, between Queen Street West and a point 102 metres north, from October 1, 2022 to November 30, 2029;

d. temporary closure of the southbound innermost median lane to vehicular traffic on University Avenue, between a point 17 metres north of Queen Street West and a point 63 metres further north, from October 1, 2022 to November 30, 2029;

e. temporary closure of the west sidewalk to pedestrian traffic on Simcoe Street, between Queen Street West and the public laneway south of Queen Street West, from October 1, 2022 to November 30, 2029; and

f. temporary closure of an 8.4 metre wide portion of the southbound curb lane to vehicular traffic on the west side of Simcoe Street, between Queen Street and Richmond Street, from October 1, 2022 to November 30, 2029.

10. City direct the General Manager, Transportation Services to require the provision of temporary pedestrian walkways and bike lanes as a condition of permit at the Ontario Line Osgoode Station, as per the following details:

a. provide a temporary 2.1 metres wide pedestrian walkway within the closed portion of the northbound bike lane on University Avenue, between Queen Street West and a point 110 metres north, from October 1, 2022 to November 30, 2029;

b. provide a temporary 2.0 metres wide northbound bike lane in the realigned northbound lanes on the east side of University Avenue, Queen Street West and a point 122 metres north, from October 1, 2022 to November 30, 2029;

c. provide a temporary 2.1 metres wide pedestrian walkway on the east side of Simcoe Street, between Queen Street West and Richmond Street, from October 1, 2022 to November 30, 2029; and

d. provide a 1.5 metres wide bike lane on the east side of Simcoe Street, between Queen Street West and Richmond Street West, from October 1, 2022 to November 30, 2029.

11. City Council approve the traffic regulation amendments associated with the Ontario Line Osgoode Station and authorize the requisite associated amendment to City of Toronto

Municipal Code Chapter 910, Parking Machines and Meters, and Chapter 950, Traffic and Parking, as listed in Attachment B to the report (November 23, 2021) from the General Manager, Transportation Services.

12. City Council direct that University Avenue and Simcoe Street be returned to its pre-construction traffic and parking regulations when construction of the Ontario Line project is complete.

13. City Council approve the temporary road closures for the Ontario Line Queen Station, as per the following details:

a. temporary full road closure to vehicular traffic on Queen Street West, between Bay Street and Yonge Street, and on Queen Street East, between Yonge Street and Victoria Street, from May 1, 2023 to November 30, 2027;

b. temporary closure of a portion of the south sidewalk to pedestrian traffic on Queen Street East, between Victoria Street and a point 20 metres west, from May 1, 2023 to November 30, 2027;

c. temporary full road closure to vehicular traffic on James Street, between Queen Street West and Albert Street, from May 1, 2023 to November 30, 2027;

d. temporary closure of a portion of the east sidewalk to pedestrian traffic on James Street, between Queen Street West and a point 43 metres north, from November 1, 2025 to November 30, 2027; and

e. temporary closure of the southbound curb lane to vehicular traffic on Victoria Street, between a point 41 metres north of Queen Street East and a point 19 metres south of Queen Street East, from May 1, 2023 to November 30, 2027.

14. City Council authorize the conversion of Albert Street, between Bay Street and James Street, to a two-way traffic operation and authorize the associated amendments to City of Toronto Municipal Code Chapter 910, Parking Machines and Meters, Chapter 903, Parking for Persons with Disabilities and Chapter 950, Traffic and Parking, as listed in Attachment B to the report (November 23, 2021) from the General Manager, Transportation Services.

15. City Council approve the permanent installation of additional streetcar tracks in the westerly middle lane on York Street, between Queen Street West and Adelaide Street West, to accommodate TTC 501 Queen streetcar detour during the Ontario Line Queen Station construction and provide ongoing streetcar network resilience and authorize the associated amendments to City of Toronto Municipal Code Chapter 910, Parking Machines and Meters, and Chapter 950, Traffic and Parking, as listed in Attachment B to the report (November 23, 2021) from the General Manager, Transportation Services.

16. City Council approve the installation of westerly southbound cycle track in effect at all times on York Street, between Richmond Street West and King Street West and amend Schedule E, Cycle Tracks, to City of Toronto Municipal Code Chapter 886, Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks.

17. City Council authorize the Deputy City Manager, Infrastructure and Development Services to negotiate and enter into and execute an agreement, including all amendments and renewals and ancillary agreements, with Metrolinx and TTC for the delivery of work on York Street and Adelaide Street for the purposes of facilitating the installation of the TTC 501 streetcar detour tracks as part of the Ontario Line Project, substantially in accordance with terms and conditions

set out in the report (November 23, 2021) from the General Manager, Transportation Services and on such terms and conditions satisfactory to the Deputy City Manager, Infrastructure and Development, and in a form satisfactory to the City Solicitor.

18. City Council approve the temporary closure of the north sidewalk to pedestrian traffic and westbound curb lane to vehicular traffic on Queen Street East, between Sherbourne Street and George Street, from October 1, 2022 to November 30, 2029 for the purposes of the Ontario Line Moss Park Station construction.

19. City Council direct the General Manager, Transportation Services to require, as a condition of permit, the provision of a 2.1 metre wide temporary pedestrian walkway within the closed portion of the westbound curb lane on Queen Street East, between Sherbourne Street and George Street, from October 1, 2022 to November 30, 2029.

20. City Council approve the traffic regulation amendments associated with the Ontario Line Moss Park Station and authorize the requisite associated amendment to City of Toronto Municipal Code Chapter 910, Parking Machines and Meters, and Chapter 950, Traffic and Parking, as listed in Attachment B of the report (November 23, 2021) from the General Manager, Transportation Services.

21. City Council direct that Queen Street East be returned to its pre-construction traffic and parking regulations when construction of the Ontario Line project is complete.

22. City Council approve the temporary road closures for the Ontario Line Corktown Station, as per the following details:

a. temporary closure of the south sidewalk to pedestrian traffic on King Street East, between Berkeley Street and a point 30 metres west of Parliament Street, from September 1, 2022 to November 30, 2029;

b. temporary closure of the eastbound curb lane to vehicular traffic on King Street East, between Berkeley Street and a point 30 metres west of Parliament Street, from September 1, 2022 to November 30, 2029;

c. temporary closure of the west sidewalk to pedestrian traffic on Parliament Street, between a point 30 metres south of King Street East and a point 44 metres further south, from September 1, 2022 to November 30, 2029; and

d. temporary closure of the southbound curb lane to vehicular traffic on Parliament Street, between a point 5 metres south of King Street East and a point 5 metres north of Front Street East, from September 1, 2022 to November 30, 2029.

23. City Council direct the General Manager, Transportation Services to require the provision of temporary pedestrian walkways as a condition of permit at the Ontario Line Corktown Station, as per the following details:

a. provide a temporary 2.1 metre wide pedestrian walkway within the closed portion of the eastbound curb lane on King Street East, between Berkeley Street and a point 64 metres east, from October 1, 2024 to November 30, 2029; and

b. provide a temporary 2.1 metre wide pedestrian walkway within the closed portion of the southbound curb lane on Parliament Street, between a point 5 metres south of King Street East and a point 5 metres north of Front Street East, from September 1, 2022 to November 30, 2029.

24. City Council approve the traffic regulation amendments associated with the Ontario Line Corktown Station and authorize the requisite associated amendment to City of Toronto Municipal Code Chapter 950, Traffic and Parking, as listed in Attachment B to the report (November 23, 2021) from the General Manager, Transportation Services.

25. City Council direct that King Street East and Parliament Street be returned to its pre-construction traffic and parking regulations when construction of the Ontario Line project is complete.

26. City Council direct the General Manager, Transportation Services, to include the following as a condition of the permits for the long term road closures detailed in Recommendations 1, 5, 9, 13, 18 and 22 above:

a. install public art, including mural artwork, onto every elevation of the hoarding board with adequate spotlighting for nighttime illumination, at their sole cost, to the satisfaction of the City Staff, Ward Councillor and local Business Improvement Area;

b. pressure wash the construction site and adjacent sidewalks and roadways weekly, or more frequently as needed to be cleared of any construction debris and ensure safe passage for all road and sidewalk users;

c. provide appropriate lighting on the existing sidewalks and the proposed pedestrian walkways to ensure safety and visibility of pedestrians at all times;

d. consult and communicate all construction, parking and road occupancy impacts with local Business Improvements Areas and resident associations in advance of any physical road modifications;

e. install appropriate signage, including converging mirrors, temporary routes and/or safe diversion routes as necessary, to ensure that pedestrians, cyclists and motorists safety is considered at all times;

f. establish a construction management hub that meets monthly and invite local stakeholders including City Staff, neighbourhood associations, local Business Improvement Area and Ward Councillor office; and

g. create a publicly accessible website with regular construction updates and post the website address on the site of each Ontario Line Station.

27. City Council authorize the City Solicitor to introduce the necessary Bills to give effect to City Council's decision and City Council authorize the City Solicitor to make any necessary clarifications, refinements, minor modifications, technical amendments, or by-law amendments as may be identified by the City Solicitor or General Manager, Transportation Services, in order to give effect to Parts 1 to 26 above.

28. City Council direct the General Manager, Transportation Services to implement all measures to manage construction sites with the least impact to traffic, including time of day and direction of travel restrictions, and flexible work zone setups.

29. City Council request the Toronto Transit Commission to include, in future reports, information on what is being done to maintain and advance time availability of its surface fleet in the construction area, in particular, streetcars.

30. City Council direct the General Manager, Transportation Services and the Executive Director, Transit Expansion to engage with Metrolinx and establish criteria/requirements that can be shared with Proponents on the Ontario Line and all other MX transit expansion projects that mitigate traffic and transit impacts, and require Proponents to coordinate construction activities that impact traffic with City staff.

31. City Council direct the General Manager, Transportation Services and the Executive Director, Transit Expansion to engage with Metrolinx and the successful Proponents on options to reduce the duration of construction and road closures associated with the Ontario Line.

32. City Council direct the City Manager to host Senior Executives from utility companies to reaffirm the City's direction to reduce overall construction schedules and restrict work in active lanes of traffic to off-peak hours.

33. City Council direct the General Manager, Transportation Services to refresh training with staff, contractors and external partners such as Metrolinx on proper work zone set ups including the necessary planning and schedule of activities that are required to manage the work zone, which may include items such as implementation of advanced signage, and timely removal of work zone equipment as soon as possible.

34. City Council direct the General Manager, Transportation Services and the Chief Engineer and Executive Director, Engineering and Construction Services to move forward on technology improvements that will assist with longer term capital planning, while also supporting the review and coordination of utility "short stream" and private development lane occupancy applications, and developing Key Performance Indicators to track progress over time that can be communicated to the public.

35. City Council direct the General Manager, Transportation Services, the Chief Engineer and Executive Director, Engineering and Construction Services and the Executive Director, Transit Expansion to engage a third party review of best practices in comparable cities related to construction zone management, capital program planning and delivery, traffic modeling and mitigation and perform a peer review of the current City of Toronto construction coordination activities and recommend both short term and long term process improvements.

36. City Council request Metrolinx to pay the full costs for the additional traffic mitigation positions needed to manage the Ontario Line project.

37. City Council direct the City Manager and the General Manager, Transportation Services to report on road safety impacts for vulnerable road users through the downtown and report back to the March 30, 2022 meeting of the Executive Committee, such report to include but not limited to:

- a. bike lanes, cycle tracks, and connection;
- b. sidewalks and pedestrian pathways;
- c. priority signals for transit; and
- d. advance and clear communication to the local community.

38. City Council direct the General Manager, Transportation Services to include a requirement for Paid-Duty Officers and/or Traffic Agents and/or Trained Traffic Control Persons at each construction site to facilitate safe passage for all, especially vulnerable road users.

39. City Council direct the General Manager, Transportation Services and the Executive Director, Transit Expansion to record and monitor traffic counts and movement, public safety at intersections and sidewalks, all complaints and resolutions, and to report back on findings and additional recommendations for adjustments on a bi-annually basis to the Toronto and East York Community Council with a written quarterly update to the local Councillor's office, to include but not limited to:

- a. vehicle movements, and travel patterns;
- b. pedestrian counts; and
- c. cyclist movements and travel patterns.

40. City Council direct the General Manager, Transportation Services and the Executive Director, Transit Expansion to request an annotated traffic management plan from Metrolinx following the procurement process or approvals from the City of Toronto, including but not limited to:

- a. construction vehicle travel paths to and from the site, and pick-up locations;
- b. cycling connections; and
- c. pedestrian movements.

41. City Council direct the City Manager, the General Manager, Transportation Services and the Executive Director, Transit Expansion to request that Metrolinx require Project Co to ensure timely responsive service to local residents and stakeholders with respect to each construction site and report back to the March 30, 2022 meeting of the Executive Committee, including:

- a. actively patrol each construction site;
- b. be available 24 hours, 7 days a week; and
- c. provide real-time response to complaints raised by residents and local stakeholders.

42. City Council request Metrolinx, in consultation with the City Manager and the Chief Financial Officer and Treasurer, to develop a framework of subsidizing and reimbursing businesses impacted by the construction of the Ontario Line in an effort to support downtown recovery, including but not limited to:

- a. commercial rent subsidies;
- b. deferring, delaying, or adjusting property tax rates;
- c. something signage and wayfinding; and
- d. advertising in all major media outlets and social media.

43. City Council request Metrolinx, in consultation with the City Manager, the General Manager, Economic Development and Culture and the Business Improvement Areas, to design and broadly promote a Support the Downtown campaign wherein residents and visitors to the downtown can enjoy rebates, subsidies, financial discounts when they shop at businesses impacted by the Ontario Line construction.

44. City Council direct the City Manager, the General Manager Transportation Services, the Chief Planner and Executive Director, City Planning, and the Executive Director, Transit Expansion, in consultation with local Business Improvement Areas and the Ward Councillor, to explore enhanced streetscape improvements to the right of way as part of the construction of the Ontario Line, to be funded by Metrolinx and the Province of Ontario.

45. City Council request Metrolinx, in consultation with the General Manager, Transportation Services and the Executive Director, Transit Expansion, to work with local Business Improvement Areas, Urban Design and the Ward Councillor to minimize disruption and beautify the road closures during the multi-year construction period, funded by Metrolinx and the Province of Ontario, including but not limited to:

- a. public art;
- b. planters and other barriers that are not concrete; and
- c. any other additions to improve pedestrian wayfinding and user experience.

46. City Council direct the General Manager Transportation Services to establish a Construction Hub in the downtown area to be led by a Senior Project Manager who will ensure coordination between Metrolinx works, City-led projects, private developer works, and utility works and report annually to City Council.

Committee Decision Advice and Other Information

The General Manager, Transportation Services gave a presentation on the Ontario Line Downtown Stations – Temporary Road Closures and Impacts.

Origin

(November 23, 2021) Report from the General Manager, Transportation Services

Summary

The Province of Ontario through its Agency Metrolinx will deliver the Ontario Line, a 15.6 kilometre long, 15-stop fully-automated rapid transit system between Ontario Science Centre and Exhibition Place. When completed, this new transit line will provide relief to the TTC Line 1 Yonge-University and other busy transit routes across the City.

The project is currently in P3 (Project Co.) procurement stage for the south segment of the Line, which extends from Don River to Exhibition Place. Construction of the tunnel and stations is expected to start in the summer of 2022 and be complete in about 7 years. Metrolinx has completed constructability assessments for the King-Bathurst, Queen-Spadina, Osgoode, Queen, Moss Park and Corktown stations and provided details of construction plans, long-term road closures, impacts and mitigation measures. City staff have worked closely with Metrolinx staff to review the construction plans and strategies to seek to minimize construction impacts on the community and road users.

This report provides an overview of early works and station construction related temporary road closures at each of the six downtown stations and its impacts on the community and road users including pedestrians, cyclists and transit users. The temporary road closures discussed in this report are the maximum permitted for the proponents in the procurement stage. The Project Co. procurement process incentivizes the proponents to reduce the number and duration of road closures. Therefore, it is expected that the successful proponent design would require fewer

temporary road closures during construction than discussed in this report, resulting in reduced impacts on the community and road users.

Additionally, the report discusses infrastructure improvements on York Street, including installation of a new streetcar track (between Queen Street West and Adelaide Street West) and a new cycle track (between Richmond Street West and King Street West). Metrolinx will install the new infrastructure to accommodate the TTC Queen 501 streetcar detour during the full closure of Queen Street required for the construction of the Ontario Line Queen Station. Finally, the report provides an overview of Metrolinx's outreach to the local community, including BIAs, community, and elected officials and their communication strategy during the project's construction.

The objective of the report is to seek City Council approval for the following:

- Implementation of long term temporary road closures and associated traffic regulation amendments required for the station construction,
- Implementation of new infrastructure improvements on York Street, including a new streetcar track and a cycle track, and
- Authority to negotiate and enter into an agreement with Metrolinx and TTC for the delivery of the new infrastructure works on York Street, between Queen Street West and King Street West.

Background Information (Committee)

(November 23, 2021) Report from the General Manager, Transportation Services on Ontario Line Downtown Stations - Temporary Road Closures and Community Impacts

(<https://www.toronto.ca/legdocs/mmis/2021/ex/bgrd/backgroundfile-173823.pdf>)

Appendix A - Ontario Line Early Works Construction - Road and Lane Closures for Six Downtown Stations

(<https://www.toronto.ca/legdocs/mmis/2021/ex/bgrd/backgroundfile-173824.pdf>)

Appendix B - Traffic By-law Amendments

(<https://www.toronto.ca/legdocs/mmis/2021/ex/bgrd/backgroundfile-173825.pdf>)

Appendix C - Key Intersection Measures of Effectiveness

(<https://www.toronto.ca/legdocs/mmis/2021/ex/bgrd/backgroundfile-173826.pdf>)

(December 7, 2021) Presentation from the General Manager, Transportation Services, on Ontario Line Downtown Stations - Temporary Road Closures and Impacts

(<https://www.toronto.ca/legdocs/mmis/2021/ex/bgrd/backgroundfile-174118.pdf>)

Communications (Committee)

(December 6, 2021) E-mail from Carolyn Johnson (EX.Supp)

(December 6, 2021) E-mail from Catherine Bray (EX.New)

(December 6, 2021) E-mail from Hamish Wilson (EX.New)

(December 6, 2021) E-mail from Coralina Lemos (EX.New)

(December 6, 2021) Letter from Cynthia Wilkey and John Wilson, Co-Chairs, West Don Lands Committee (EX.New)

(<https://www.toronto.ca/legdocs/mmis/2021/ex/comm/communicationfile-142246.pdf>)

(December 6, 2021) Letter from Rick Green, Chair, FoSTRA (EX.New)

(<https://www.toronto.ca/legdocs/mmis/2021/ex/comm/communicationfile-142247.pdf>)

(December 7, 2021) Letter from Diana Belshaw, Vice-President and Chair Development Committee, Gooderham & Worts Development Association (EX.New)

(<https://www.toronto.ca/legdocs/mmis/2021/ex/comm/communicationfile-142249.pdf>)

(December 7, 2021) Letter from Councillor Kristyn Wong-Tam, Ward 13, Toronto Centre (EX.Supp)

(<https://www.toronto.ca/legdocs/mmis/2021/ex/comm/communicationfile-142251.pdf>)

(December 7, 2021) E-mail from Alan Barthel, President, Longboat Area Residents' Association (EX.New)

(<https://www.toronto.ca/legdocs/mmis/2021/ex/comm/communicationfile-142264.pdf>)

Communications (City Council)

(December 7, 2021) E-mail from Alan Potts (CC.Main)

(December 13, 2021) E-mail from Hamish Wilson (CC.Supp)

Speakers

Councillor Kristyn Wong-Tam