

**J(44)****NOTICE OF MOTION****Request to Reaffirm the City of Toronto Position Regarding a Subway Line to Pearson Airport from Union Station****Moved by: Councillor Nunziata****Seconded by: Councillor Palacio**

“WHEREAS in 1998, following the cancellation of the Eglinton Subway line by the Provincial Government, which was to have connected to Pearson Airport, the City requested senior governments to build a ‘rapid transit’ connection between Pearson Airport and Union Station, using the CN Weston Corridor; and

WHEREAS the senior levels of government have committed significant sums of money, including \$235 million of municipal money, in part for the creation of a private, for-profit Air-Rail Link, which is deliberately designed to be priced out of reach of ordinary citizens and will be almost exclusively used by business travelers to Toronto; and

WHEREAS the proposed design of the Air-Rail Link creates significant environmental problems for residents along the entire corridor, in particular in Weston, Mt. Dennis, St. Clair Avenue West and Liberty Village; and

WHEREAS the northwest of the City faces significant economic disadvantages, leading to personal poverty, crime and gun violence and has no City rapid transit facilities whatsoever; and

WHEREAS the northwestern part of the City, including large sections of the former Cities of Etobicoke, York and North York are terribly underserved by public transit; and

WHEREAS City Council on October 1 and 2, 1998 adopted Clause 1 of Report 10 of The Urban Environment and Development Committee, headed ‘A Rapid Transit Connection Between Pearson International Airport and Union Station’ (attached);

NOW THEREFORE BE IT RESOLVED THAT the City of Toronto reaffirm its original request for a rapid transit link to the northwest of the City, connecting Pearson Airport and Union Station and providing rapid transit to the residents of the City, in particular to the disadvantaged northwest quadrant, as a City-building measure;

AND BE IT FURTHER RESOLVED THAT the City make it clear that this rapid transit link should be a subway, with at least 10 stops in communities along the route, connected to the Bloor route at Dundas West;

AND BE IT FURTHER RESOLVED THAT GO Transit, CN and CP be asked to bury their rail lines in the resultant subway arterial routes as St. Clair Avenue West and Queen Street to be located underneath rail lines;

AND BE IT FURTHER RESOLVED THAT the Chief Planner and Executive Director, City Planning be requested to report to an upcoming meeting of the Planning and Transportation Committee, on the economic and transportation benefits in the area;

AND BE IT FURTHER RESOLVED THAT the Chief General Manager of the Toronto Transit Commission be consulted in the authoring of this report;

AND BE IT FURTHER RESOLVED THAT the City allow the private sector partners of the federal government to create a separate Air-Rail link, should they so choose, along the same excavation and at their expense, as originally promised by the federal government, provided that the subway link is created first or simultaneously;

AND BE IT FURTHER RESOLVED THAT the necessary provisions of Chapter 27 of the City of Toronto Municipal Code be waived to permit introduction and debate of this Notice of Motion at the meeting of Council on December 5, 2005.”

December 6, 2005

Attachment

According to Chapter 27 of the Municipal Code, the foregoing Notice of Motion:

Notice was previously given	
Meets Municipal Code provisions and only requires a simple majority to introduce and debate	
Requires two-thirds to waive notice	(√)
Requires two-thirds to re-open	
Fiscal Impact Statement provided	*
Should have Fiscal Impact Statement prior to debate	*
Requires two-thirds to waive requirement if Council wishes to debate	
Should be referred to the Planning and Transportation Committee	(√)
Requires two-thirds to waive referral if Council wishes to debate	
Recommendations are time sensitive	

* Deputy City Manager and Chief Financial Officer to advise.