

THE CITY OF TORONTO

Clerk's Department

Minutes of the Urban Environment and Development Committee

Monday, April 20, 1998.

The Urban Environment and Development Committee met on Monday, April 20, 1998, in Committee Room A, 2nd Floor, Metro Hall, Toronto, commencing at 9:39 a.m.

Members Present:

Councillor Joe Pantalone, Chair
Councillor Frank Faubert
Councillor Irene Jones
Councillor Peter Li Preti
Councillor Pam McConnell
Councillor Ron Moeser
Councillor Howard Moscoe
Councillor Judy Sgro
Councillor Mario Silva
Councillor Mike Tzekas

Regrets:

Councillor Blake Kinahan
Mayor Mel Lastman

Also Present:

Councillor John Adams
Councillor Doug Holyday
Councillor Norm Kelly
Councillor Jack Layton
Councillor Frances Nunziata

Councillor Pantalone in the Chair.

Confirmation of Minutes.

84. City of Toronto Employment Picture - 1997.

The Committee had before it a report (April 1, 1998) from the Commissioner of Urban Planning and Development Services presenting the following highlights of the City of Toronto's 1997 employment picture as obtained from the annual employment survey:

- (1) total employment in the City of Toronto increased for the first time since 1988/1989, growing by 24,700 or 2.1 percent to 1,178,500 between 1996 and 1997; however, total employment is still below the 1989 level of 1,356,900;
- (2) notable increases were experienced between 1996 and 1997 in the office (12,900 jobs), manufacturing (10,400 jobs), and service (4,400 jobs) sectors. The 6.3 percent increase in manufacturing employment is particularly encouraging. Decreases were experienced in the retail (700 jobs) and institutional (4,300 jobs) sectors, the latter decrease likely a result of public sector restructuring and streamlining; and
- (3) of the increase in total employment between 1996 and 1997, about 14,900 of the additional jobs are full-time while the remaining 9,800 are part-time. The percentage of total employment represented by part-time jobs continued to rise, increasing from 20.7 percent in 1996 to 21.1 percent in 1997, a significant jump from the 13.2 percent observed ten years ago;

and recommending that the Committee receive this report for information.

On motion by Councillor Moeser, the Committee received the aforementioned communication.

(Clause No. 23(a) - Report No. 6)

85. Appointments to the Boards of Management for Business Improvement Areas and Amendments to the (former Toronto) Municipal Code Chapter 20, Business Improvement Areas - Various Wards.

The Committee had before it a report (April 2, 1998) from the Interim Functional Lead, Economic Development recommending that:

- (1) in accordance with the elections held at the Business Improvement Area Annual General Meetings, amendments be made to Schedule A, Individual Boards of Management, of the (former Toronto) Municipal Code Chapter 20, Business Improvement Areas, as set out in the attached Schedule A. These changes are specific to Number of Members and Members Needed for Quorum and are highlighted by "Changes From and To";

- (2) Council appoint the nominees listed in Appendix 1 of this report to the Boards of Management for Bloor/Bathurst-Madison, Keele-Eglinton, Kingsway and Lakeshore Village Business Improvement Areas. The term of office is to expire on November 30, 2000, or as soon thereafter as successors are appointed. Each of the named nominees meets the requirements of Section 220 of the Municipal Act, as amended by Bill 106; and
- (3) the appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

On motion by Councillor McConnell, the Committee recommended to Council the adoption of the aforementioned report.

(Clause No. 5 - Report No. 6)

86. 1998 Membership in Ontario Traffic Conference.

The Committee had before it a report (March 31, 1998) from the Interim Functional Lead, Transportation recommending that:

- (1) up to two elected officials from the Urban Environment and Development Committee be selected for representation on the Ontario Traffic Conference (OTC), and that the selections be reported to the Administrative Assistant of the Ontario Traffic Conference; and
- (2) this report be referred to each Community Council for the selection of up to two representatives each for the Ontario Traffic Conference, and that the selections be reported to the Administrative Assistant of the Ontario Traffic Conference;

advising that a city is normally entitled to a total of six members on the OTC; that, as a result of discussions with the OTC on membership entitlement for the new City in view of its unique size and scope compared to other cities within the Province, it has been agreed that the City of Toronto will be permitted up to 14 elected representatives, up to 14 staff members and five Police personnel; stating that the cost of the 1998 Ontario Traffic Conference membership is \$4,000.00; and that this item has been included in the 1998 Current Budget estimates for the transportation component of the Works and Emergency Services Department.

On motion by Councillor Moscoe, the Committee reports, for the information of each of the Community Councils, having recommended to City Council that:

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- (1) Councillors Ron Moeser and Irene Jones be appointed as the representatives of the Urban Environment and Development Committee on the Ontario Traffic Conference; and
- (2) that the selections be reported to the Administrative Assistant of the Ontario Traffic Conference.

(East York Community Council; Etobicoke Community Council; North York Community Council; Scarborough Community Council; Toronto Community Council; York Community Council; Copy to: Commissioner of Works and Emergency Services; Interim Functional Lead, Transportation; Mr. Dave Kaufman, Transportation Department - April 21, 1998)

(Clause No. 7 - Report No. 6)

87. Safety and Operational Road Improvements for 1998.

The Committee had before it a report (April 1, 1998) from the Interim Functional Lead, Transportation recommending that, subject to the approval of the Capital Works Program, the City of Toronto Council:

- (1) authorize the construction of safety and operational road improvements described in this report, at an estimated cost of \$500,000.00;
- (2) approve the advertisement of the construction by-law for the safety and operational road improvements as described in this report;
- (3) authorize the acquisition of lands shown as Part 1 on Sketch Z-39-5 and Part 1 on Sketch Z-45-23 for an amount not to exceed \$18,000.00 and, where such negotiations are unsuccessful, authorize staff to make application for approval to expropriate and to serve and publish notice of such application pursuant to the Expropriations Act;
- (4) subject to the completion of construction of modifications, rescind the existing regulation which prohibits southbound left turns at all times from Trethewey Drive to Yore Road;
- (5) subject to the completion of construction of the lay-by, amend the existing regulation which prohibits stopping at all times on the south side of Lake Shore Boulevard West, between Stadium Road and a point 75 metres east thereof, to prohibit standing at all times in the vicinity of 633 Lake Shore Boulevard West;

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- (6) prohibit eastbound to westbound and westbound to eastbound "U"-turns at all times on Danforth Avenue at 3600 Danforth Avenue, subject to the completion of all road works associated with the break in the centre median;
- (7) amend the appropriate City By-law(s) accordingly;
- (8) authorize the introduction of any necessary Bills; and
- (9) authorize the appropriate City of Toronto officials to take any further action to give effect thereto;

advising that if the Department's Capital Budget is approved by Council on April 28, 1998, funding for this project will be available in Capital Account No. C-TR-380, Safety and Operational Improvements, Capital Account C-TR-028, Humber/Gardiner Bridges, and the Scarborough Works and Environment-Public Building Services Division Capital Estimates for Fire Stations; and stating that the Treasurer has previously certified that financing can be provided under the updated Debt and Financial Obligation Limit approved by City Council.

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the aforementioned report.

(Clause No. 9 - Report No. 6)

**88. Contract No. T-29-98:
Bloor Street Westbound Bridge Over
Dundas Street Eastbound--Structure Rehabilitation.**

The Committee had before it a report (March 23, 1998) from the Interim Functional Lead, Transportation recommending that, subject to this project being included in the approved 1998 Capital Works Program:

- (1) Contract No. T-29-98, for the rehabilitation of the Bloor Street westbound bridge over Dundas Street eastbound, be awarded to Belor Construction Limited who submitted the lowest price bid in the amount of \$1,158,424.37;
- (2) commencing the first day of construction (expected to be May 15, 1998) and terminating on the last day of construction (expected to be September 4, 1998);
 - (a) the northerly and southerly westbound lanes on Bloor Street West at Dunbloor Road be designated for westbound right turns only;

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- (b) the easterly northbound lane on Dunbloor Road at Dundas Street West be designated for northbound left turns, through movements and right turns only;
 - (c) the westerly northbound lane on Dunbloor Road at Dundas Street West be designated for northbound left turns only; and
 - (d) pedestrian crossings be prohibited on Dundas Street West between the west curb line of Dunbloor Road and a point 30.5 metres west thereof;
- (3) the appropriate by-laws be amended accordingly; and
 - (4) the appropriate City of Toronto officials be directed to take the necessary action to give effect thereto;

advising that the total project cost is estimated to be \$1,371,474.37; that if the Department's Capital Budget is approved by Council on April 28, 1998, funding for this project will be available in Capital Account No. C-TR055, Bridge Reconstruction Program; and stating that the Treasurer certifies that financing can be provided under the updated Debt and Financial Obligation Limit and that it falls within Corporate Debt Guidelines.

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the aforementioned report.

(Clause No. 11 - Report No. 6)

**89. Contract No. T-37-98:
Frederick G. Gardiner Expressway High Mast Lighting
Installation--Windermere Avenue to Dufferin Street.**

The Committee had before it a report (March 26, 1998) from the Interim Functional Lead, Transportation recommending that, subject to this project being included in the approved 1998 Capital Works Program:

- (1) Contract No. T-37-98, for the installation of high mast lighting on the F. G. Gardiner Expressway from 12 metres west of Windermere Avenue to 50 metres west of Dufferin Street, be awarded to Guild Electric Limited who submitted the lowest price bid in the amount of \$1,684,183.75; and
- (2) the appropriate City of Toronto officials be directed to take necessary action to give effect thereto;

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advising that the total project cost is estimated to be \$2,500,183.75; that funding is currently available in Capital Account No. C-TR180, F. G. Gardiner Repairs, Parkway to Humber; and stating that the Treasurer certifies that financing can be provided under the updated Debt and Financial Obligation Limit and that it falls within Corporate Debt Guidelines.

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the aforementioned report.

(Clause No. 12 - Report No. 6)

**90. Rehabilitation of the Existing Bridge Deck on the
Glen Road Bridge Between South Drive and
Beaumont Road - Award of Contract No. 59690.**

The Committee had before it a report (April 3, 1998) from the Commissioner of Works and Emergency Services recommending that:

- (1) the Commissioner of Works and Emergency Services be authorized to report directly to City Council at its May 13, 1998 meeting on the results of the tender call and recommendation for the award of Contract No. 59690 for the rehabilitation of the Glen Road bridge; and
- (2) the appropriate City Officials be authorized and directed to take the action necessary to give effect thereto;

advising that the Council of the former City of Toronto on June 2, and 3, 1997, approved the inclusion of the rehabilitation of the Glen Road bridge deck under the extended Canada Ontario Infrastructure Works Program (COIWP), at an estimated cost of \$1,800,000; that this project has been approved by the COIWP Management Committee; that the balance of the funds required for the project (\$1,000,000.99) is included in the 1998 Capital Budget request; stating that, although tenders have been called and are scheduled to close on April 8, 1998, there will be insufficient time for staff to analyse the tenders for this complex project and prepare a recommendation report for the April 20, 1998, meeting of the Urban Environment and Development Committee; therefore, the Committee's authorization is sought to report directly to City Council on this matter in order that the commencement date and overall construction schedule is not compromised.

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the aforementioned report.

(Clause No. 14 - Report No. 6)

**91. Proposed Installation of Traffic Control Signals:
Dundas Street West and Montrose Avenue.**

The Committee had before it a report (March 25, 1998) from the Interim Functional Lead, Transportation recommending that:

- (1) traffic control signals be approved at the intersection of Dundas Street West and Montrose Avenue; and
- (2) installation be subject to the approval of the 1998 Capital Works Program and the securing of appropriate financing;

advising that although a pedestrian crossover (PXO) is warranted at the aforementioned intersection, this location is not suitable for a PXO and the more positive form of pedestrian control provided by traffic control signals should be provided; stating that the funds associated with new traffic control signal installations are contained in the Transportation Department's proposed Capital Program under Project No. C-TR031; and that the estimated cost of the proposed installation is \$50,000.00.

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the aforementioned report.

(Clause No. 15 - Report No. 6)

**92. Proposed Installation of Traffic Control Signals:
Islington Avenue, North of Winnipeg Road.**

The Committee had before it a report (March 18, 1998) from the Interim Functional Lead, Transportation recommending that:

- (1) pedestrian-activated traffic control signals be installed on Islington Avenue, approximately 25 metres north of Winnipeg Road;
- (2) coincident with the pedestrian-activated traffic control signal installation, the existing pedestrian crossover (PXO) be removed;
- (3) installation be subject to the approval of the 1998 Capital Works Program and the securing of appropriate financing; and
- (4) the appropriate by-law(s) be amended accordingly;

advising that the existing PXO is no longer operating in a satisfactory fashion and pedestrian-activated traffic control signals will improve pedestrian safety at the aforementioned location; stating that the funds associated with new traffic control signal installations are contained in the Transportation Department's Capital Budget projections under Project No. C-TR031; and that the estimated cost of the proposed installation, including the removal of the existing PXO, is \$57,000.00.

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the aforementioned report.

(Clause No. 16 - Report No. 6)

**93. Proposed Installation of Traffic Control Signals:
Birchmount Road and 2450/2500 Birchmount Road Driveway
(Site Access to Stephen Leacock Collegiate Institute,
John Buchan Senior Public School/
Stephen Leacock Arena and Community Centre).**

The Committee had before it a report (March 17, 1998) from the Interim Functional Lead, Transportation recommending that:

- (1) traffic control signals be approved on Birchmount Road at the driveway to 2450/2500 Birchmount Road;
- (2) coincident with the traffic control signal installation, the existing pedestrian crossover (PXO) on Birchmount Road, north of the driveway to 2450/2500 Birchmount Road, be removed;
- (3) installation be subject to the approval of the 1998 Capital Works program and the securing of appropriate financing; and
- (4) the appropriate by-law(s) be amended accordingly;

advising that the existing PXO is no longer operating in a satisfactory fashion and traffic control signals will improve pedestrian safety at the aforementioned location; stating that the funds associated with new traffic control signal installations are contained in the Transportation Department's proposed Capital Program under Project No. C-TR031; and that the estimated cost of the proposed installation, including the removal of the existing PXO, is \$90,000.00.

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the aforementioned report.

(Clause No. 17 - Report No. 6)

**94. Proposed Installation of Traffic Control Signals
Overlea Boulevard and William Morgan Drive.**

The Committee had before it a report (March 17, 1998) from the Interim Functional Lead, Transportation recommending that:

- (1) traffic control signals be approved at the intersection of Overlea Boulevard and William Morgan Drive;
- (2) coincident with the traffic control signal installation, the existing split pedestrian crossover (PXO) be removed;
- (3) authority be given to construct the road modifications described in this report;
- (4) authority be given to advertise the construction by-law for the road modifications as described in this report;
- (5) installation be subject to the approval of the 1998 Capital Works Program and the securing of appropriate financing;
- (6) the appropriate by-law(s) be amended accordingly;
- (7) the introduction of any necessary Bills be authorized; and
- (8) the appropriate City Officials be authorized to take the necessary action to give effect thereto;

advising that the funds associated with new traffic signal installations are contained in the Transportation Department's proposed Capital Program under Project No. C-TR031; and that the estimated cost of installing traffic control signals at the aforementioned intersection is \$90,000.00, including the removal of the existing split PXO.

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the aforementioned report.

(Clause No. 19 - Report No. 6)

**95. Proposed Introduction of a U-Turn Prohibition:
Kipling Avenue in the Vicinity of the**

**Ramp from Westbound Dundas Street West
to Northbound Kipling Avenue.**

The Committee had before it a report (March 18, 1998) from the Interim Functional Lead, Transportation recommending that:

- (1) northbound U-turns be prohibited at all times on Kipling Avenue, from the ramp from westbound Dundas Street West to northbound Kipling Avenue to a point 50 metres further north; and
- (2) the appropriate by-law(s) be amended accordingly;

advising that the proposed U-turn prohibition will eliminate a potentially unsafe traffic movement, and will allow for Toronto Police Service intervention at the aforementioned location; and that the funds for this work are contained in the Transportation Department's 1998 Current Budget Estimates.

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the aforementioned report.

(Clause No. 20 - Report No. 6)

**96. Bayview Avenue from Balliol Street
to Soudan Avenue/Parkhurst Boulevard:
Request to Permit Parking in the Off-Peak Direction
During the Morning and Afternoon Peak Periods.**

The Committee had before it a report (March 31, 1998) from the Interim Functional Lead, Transportation assessing the implications of a proposal from merchants on both sides of Bayview Avenue, between Balliol Street and Soudan Avenue/Parkhurst Boulevard, to provide parking in the "off-peak" direction during peak periods due to a shortage of available on-street and off-street parking facilities; advising that Bayview Avenue is a four-lane arterial roadway which operates two-way on a pavement width of approximately 14 metres with a maximum speed limit of 50 kilometres per hour, and that two TTC bus routes operate on the subject section of Bayview Avenue; pointing out that rescindment of the parking prohibitions on the east side in the morning, and on the west side in the afternoon, would in all likelihood result in severe traffic congestion along this section of Bayview Avenue, characterized by lengthened travel times, extensive delays and deterioration in the transit service; noting also that peak period parking in the curb lanes on Bayview Avenue would significantly impact the effectiveness of the SCOOT system (which controls the traffic control signals) to respond to traffic conditions during peak periods; concluding that the existing parking prohibitions should be maintained on both sides of

Bayview Avenue during the peak periods as the adverse impacts that would result from providing parking in the "off-peak" direction during peak periods outweigh any benefits that would be gained by the business proprietors with the provision of additional on-street parking; and recommending that this report be forwarded to the Toronto and East York Community Councils for information.

On motion by Councillor Pantalone, the Committee:

- (1) deferred consideration of the following report (March 31, 1998) from the Interim Functional Lead, Transportation; and
- (2) directed that a copy thereof be forwarded to the East York and Toronto Community Councils for their consideration and input thereon back to the Urban Environment and Development Committee:

(Sent to: East York Community Council; Toronto Community Council; Copy to: Commissioner of Works and Emergency Services; Commissioner of Urban Planning and Development Services; Interim Functional Lead, Transportation; Mr. Stephen Benjamin, Manager of Transportation Operations, City Hall; Ms. Jacqueline White, Acting Manager, Central Traffic Region, Metro Hall - April 21, 1998)

(Clause No. 23(b) - Report No. 6)

97. Proposed Amendments to the Railway Safety Act: (RE-OPENED)
Municipal Enforcement of Train
Speed Limits/Fencing Requirements.

(Also refer to Minute No. 107)

The Committee had before it the following report and communication:

- (i) (March 31, 1998) from the City Solicitor recommending that:
 - (A) City Council decide whether it wishes to confirm the actions taken by the Council of the former City of Toronto at its meetings of August 21, 1997, and October 6 and 7, 1997, as follows:
 - (1) request the Federal Minister of Transportation to:

- (a) consider the appointment and training of municipal employees or police officers under section 27 of the *Railway Safety Act* to enforce the *Act*, rules and regulations with respect to train speed limits and appropriate fencing of railway lands or, in the alternative, support amendments to the *Railway Safety Act*. as set out in the schedule attached to this, report to allow municipalities to appoint municipal inspectors for the purpose of enforcing speed limits and fencing requirements for trains operating in rail corridors within municipalities;
 - (b) support the passage of regulations under the *Railway Safety Act*, as set out in the schedule attached to this report, to impose a minimum requirement of two metre high chain link fencing with respect to railway property located within the boundaries of municipalities with a population of greater than 50,000;
 - (c) amend the Railway Safety Rules to reduce the maximum rate of speed (preferably to 25 miles per hour) on railway tracks within the City of Toronto; and
 - (d) invite Ontario municipalities, along with the Association of Municipalities of Ontario and the Federation of Canadian Municipalities, to take part in any future discussions concerning the development of new regulations requiring adequate fencing to secure railway property where it passes through populated areas; and
- (2) advise the Toronto District School Board of City Council's action; and
- (B) City Council request the City Clerk to advise the Canadian Federation of Municipalities and the Association of Municipalities of Ontario of its action with respect to this matter and request their support.
- (ii) (January 31, 1998) from Mr. James W. Knight, Executive Director, Federation of Canadian Municipalities, responding to a communication (October 10, 1997) from the Assistant City Clerk of the former City of Toronto informing the Federation of Canadian Municipalities (FCM) of the City's resolution regarding the proposed amendments to the *Railway Safety Act*; advising that at the FCM Board of Directors' meeting in December 1997, the Standing Committee on National Transportation and Communication considered the resolution by the former City of Toronto requesting "an amendment to federal legislation to empower municipal police and/or municipal

inspectors to enforce one speed limit in Metropolitan Toronto, the lowest of the three speed limits"; that, in light of the recent election of a new City council in Toronto, the Committee moved to send the resolution back to the new Council for further discussion; and setting out the FCM position with respect to railway fencing regulations.

(Matter re-opened for further discussion - also refer to Minute No. 107)

98. Update on the Humber Bridge Construction.

The Committee had before it a Committee Transmittal (March 13, 1998) from the City Clerk advising that the Task Force on the Lakeshore Gardiner Corridor on February 25, 1998, recommended that:

- (1) funding be provided for the completion of the cycling and pedestrian paths under the east side of the Humber Bridges, and that CN Rail be consulted to ensure that the pathway system on the west bank of the Humber River may be completed; and
- (2) a feasibility study be conducted, in consultation with CN Rail, to determine the feasibility of extending the pedestrian underpass of the railway corridor to accommodate completion of the connection on the west side of the Humber River.

On motion by Councillor Moscoe, the Committee referred the aforementioned Committee Transmittal to the Interim Functional Lead, Transportation, with a request that he submit a report thereon to the next meeting of the Committee scheduled to be held on May 19, 1998.

(Interim Functional Lead, Transportation; Copy to: Secretary, Task Force on the Lakeshore Gardiner Corridor; Commissioner of Works and Emergency Services - April 22, 1998)

(Clause No. 23(c) - Report No. 6)

99. Financial Statements of the Former Parking Authority of North York for the Period Ended December 31, 1997.

The Committee had before it a communication (March 16, 1998) from the Interim Functional Lead, Parking submitting , pursuant to section 208 of the *Municipal Act*, and in accordance with the former City of North York By-law No. 31295, a copy of the financial statements of the former Parking Authority of North York for the period ended December 31, 1997.

On motion by Councillor Moscoe, the Committee received the aforementioned communication and financial statements.

(Clause No. 23(d) - Report No. 6)

**100. Existing Environmental Committees
and the Environmental Task Force.**

The Committee had before it a Committee Transmittal (March 25, 1998) from the City Clerk advising that the Works and Utilities Committee on March 25, 1998, concurred in the recommendations embodied in the report dated March 10, 1998, from the Commissioner of Works and Emergency Services respecting existing environmental committees and the Environmental Task Force; wherein it is recommended, inter alia, that this report be forwarded to the Urban Environment and Development Committee for information; and further directed that the report be referred to the Environmental Task Force for its consideration and recommendations to the Special Committee to Review the Final Report of the Toronto Transition Team.

On motion by Councillor Moscoe, the Committee received the aforementioned Committee Transmittal.

(Clause No. 23(e) - Report No. 6)

**101. Emergency and Protective Services Committee
- Time of Meetings.**

The Committee had before it a communication (April 20, 1998) from the City Clerk submitting, for information and any attention deemed necessary, Clause No. 1 contained in Report No. 3 of The Emergency and Protective Services Committee, headed "Emergency and Protective Services Committee - Time of Meetings", which was adopted, without amendment, by the Council of the City of Toronto at its meeting held on April 16, 1998; such Clause recommending that the City Clerk be directed to:

- (1) reschedule future meetings of the Emergency and Protective Services Committee, commencing with the meeting scheduled for April 21, 1998, to start at 9:30 a.m.; and
- (2) re-assign the Committee Rooms for Standing Committee meetings as follows:
 - (a) Room A for the first day of a Standing Committee meeting; and
 - (b) Room C for the second day of a meeting, when a second day is required.

On motion by Councillor Moscoe, the Committee received the aforementioned communication.

(Clause No. 23(f) - Report No. 6)

102. 1998 City Planning Work Program.

The Committee had before it the following communications:

- (i) (March 24, 1998) from the City Clerk advising that the Urban Environment and Development Committee on March 23 and 24, 1998, during consideration of the attached report (March 6, 1998) from the Commissioner, Urban Planning and Development Services, entitled "1998 City Planning Work Program, inter alia:
 - (1) concurred with Recommendation No. (2) embodied in the aforementioned report, viz:
 - "(2) that the City Clerk be requested to place a copy of this report on the April 1, 1998 agenda for all Community Council meetings, with a request that any comments from the Community Councils be forwarded to the April 20, 1998 meeting of the Urban Environment and Development Committee."; and
 - (2) requested the Commissioner of Urban Planning and Development Services:
 - (a) to modify section (3)(a), entitled "Community Projects--Local Area Studies and Implementation", of the 1998 Research and Policy Program as follows:
 - (i) review the wording of Project No. (7), Humber Bay Shores, with the appropriate Planning staff in the Etobicoke Civic Centre;
 - (ii) amend Project No. (9), Downsview Secondary Plan, by striking out the description embodied therein and inserting in lieu thereof the following:
 - "Responds to the closure of CFB Downsview and several specific applications, resulting in a Secondary Plan for the Downsview lands and vicinity."; and

- (iii) amend Project No. (11), Allen Sheppard Study, by striking out the description embodied therein and inserting in lieu thereof the following:

"Primarily an urban design study addressing three corners on the north and south-east sides of Sheppard Avenue at the W. R. Allen Road. Design guidelines and possible changes to the permitted mix of uses at the corners are anticipated. An open process for the design of the City-owned land will be developed in consultation with the community and local Councillors."; and
 - (b) to identify whether the Standards for Row Housing study is underway and should be included in this Work Program.
- (ii) (April 4, 1998) from the City Clerk City Clerk advising that the Etobicoke Community Council on April 1, 1998, during consideration of the 1998 City Planning Work Program, recommended to the Urban Environment and Development Committee that:
 - (a) project (3)(a)7. (Pg. 11), Humber Bay Shores be modified to read: "Co-ordinates staff, agency, private sector, and consultant interests to create a comprehensive design for the Central site within this area. Initiated by the former Etobicoke Council."; and
 - (b) the project Townhouse Zoning, Development Standards, originally moved back to 1999, be brought forward to the 1998 Work Program, under (3)(b)17. (Pg. 16) Updating Planning Regulations, with the following description: "Develops comprehensive standards for townhouse projects. Initiated by the former Etobicoke Council in 1997."
- (iii) (April 4, 1998) from the City Clerk advising that the North York Community Council on April 1, 1998, during consideration of the 1998 City Planning Work Program, concurred with the recommendation of the Urban Environment and Development Committee embodied in the following communication (March 24, 1998) from the City Clerk, save and except for the description of Project No. (9) appearing in subclause (1)(a)(ii) of the Committee's recommendation which it recommends be amended to read as follows:

"Responds to the closure of CFB Downsview and several specific applications. Included in the study for the purposes of establishing appropriate principles of land use and density are the City (formerly

Metro) owned lands at the south east corner of Allen Road and Sheppard Avenue West. The study will result in a Secondary Plan for the area, as well as rezoning to permit specific developments on the CFB Downsview lands."

- (iv) (April 6, 1998) from the City Clerk advising that the Scarborough Community Council on April 2, 1998, recommended to the Urban Environment and Development Committee that:
- (1) the Commissioner of Planning and Urban Development Services be requested to provide staff support to co-ordinate a Business Creation and Employment Centre at the Scarborough Civic Centre, in conjunction with the Scarborough community and businesses; and
 - (2) the Commissioner of Planning and Urban Development Services be requested to modify Section (3) (a), entitled: "Community Projects - Local Area Studies and Implementation" of the 1998 Research and Policy Program - Projects, by adding thereto the following:

"Kingston Road Study - to develop a vision for the revitalization of Kingston Road between the Canadian National Railway at the Guildwood GO Station easterly to Lawson Road; terms of reference to be similar to the first stage of study between Brimley Road and the Guildwood GO Station".
- (v) (April 6, 1998) from the City Clerk reporting, for the information of the Urban Environment and Development Committee, that the East York Community Council on April 1, 1998:
- (1) received the communication (March 24, 1998) from the City Clerk requesting comments from The East York Community Council on the 1998 City Planning Work Program; and
 - (2) requested the Interim Functional Lead for Planning to report on policies for the O'Connor Employment Area in conjunction with the planning application submitted by Mr. Goldman for 1590 O'Connor Drive.
- (vi) (April 14, 1998) from the City Clerk advising that the York Community Council on April 1, 1998, requested the York Commissioner of Development Services to report to the April 20, 1998, meeting of the Urban Environment and Development Committee on York's proposed work program in relation to the 1998 City Planning Work Program.

- (vii) (April 9, 1998) from the City Clerk advising that the Toronto Community Council on April 1, 1998, during consideration of the 1998 City Planning Work Program, requested the Chief Planning Official for the Toronto community to provide a briefing note to Members of the Toronto Community Council on the impact of the Planning Department's budget on the planning initiatives in the area covered by the Toronto Community Council, such briefing to be provided after consideration of the operating budget by the Budget Committee and prior to its consideration by City Council.

On motion by, the Committee recommends:

- (1) the adoption of the report (March 6, 1998) from the Commissioner of Urban Planning
- (a) amending section (3), entitled "Community Projects", subsection (a), entitled "Local Area Studies and Implementation", of the 1998 Research and Policy Program as follows:
- (i) amending Project No. (7), Humber Bay Shores, by striking out the description embodied therein and inserting in lieu thereof the following:
- "Co-ordinates staff, agency, private sector, and consultant interests to create a comprehensive design for the Central site within this area. Initiated by the former Etobicoke Council.";
- (ii) amending Project No. (9), Downsview Secondary Plan, by striking out the description embodied therein and inserting in lieu thereof the following:
- "Responds to the closure of CFB Downsview and several specific applications, resulting in a Secondary Plan for the Downsview lands and vicinity."; and
- (iii) amending Project No. (11), Allen Sheppard Study, by striking out the description embodied therein and inserting in lieu thereof the following:
- "Primarily an urban design study addressing three corners on the north and south-east sides of Sheppard Avenue at the W. R. Allen Road. Design guidelines and possible changes to the permitted mix

of uses at the corners are anticipated. An open process for the design of the City-owned land will be developed in consultation with the community and local Councillors."; and

- (iv) adding thereto the following new Project No. (48):

"Kingston Road Study. To develop a vision for the revitalization of Kingston Road between the Canadian National Railway at the Guildwood GO Station easterly to Lawson Road; terms of reference to be similar to the first stage of study between Brimley Road and the Guildwood GO Station."; and

- (b) amending section (3), entitled "Community Projects", subsection (b), entitled "Updating Planning Regulations", of the 1998 Research and Policy Program by adding thereto the following new Project No. (17):

"Townhouse Zoning, Development Standards. Develops Comprehensive Standards for Townhouse Projects. Initiated by the former Etobicoke Council in 1997."; and

- (2) that the Commissioner of Urban Planning and Development Services be requested:

- (a) to include in the 1998 City Planning Work Program, the start of a planning review to determine:

- (i) an appropriate redevelopment strategy for those lands and buildings which may become available as a result of school closures within the City of Toronto; and
- (ii) whether it is necessary to acquire some of these sites, in whole or in part, for municipal purposes;

having regard for community requirements such as parks and recreation, and noting that most school yards are used by neighbours as a form of open, public space, in some instances acting as an extension of an adjacent public park;

- (b) to identify whether the Standards for Row Housing study is underway and should be included in this Work Program; and

- (c) in conjunction with the Commissioner of Economic Development, Culture and Tourism, and in consultation with the Scarborough community and businesses, to provide staff support for the co-ordination of a Business Creation and Employment Centre at the Scarborough Civic Centre.

(Clause No. 1 - Report No. 6)

103. Transit Issues Related to Toronto's 2008 Olympic Bid.

The Committee had before it a communication (April 9, 1998) from the General Secretary, Toronto Transit Commission (Commission), advising that the Commission on April 8, 1998, during consideration of report No. (7), entitled "Transit Issues Related to Toronto's 2008 Olympic Bid":

- (1) received the report for information, noting that:
 - (a) effective transit services will be a critical element in plans for operating a successful Olympic Games in Toronto in 2008;
 - (b) the construction of any new transit facilities must be justifiable and affordable based on realistic long-term travel needs, not primarily on the needs of the Olympic Games themselves;
 - (c) a joint transportation operations plan, integrating TTC services, GO Transit services, and road operations, will be required;
 - (d) there will be significant costs involved in providing transit services for the games;
 - (e) the TTC's streetcar fleet cannot be easily expanded, on a short-term basis, for the Olympic games. Streetcars could be re-assigned to serve the major Olympic venues, but a large increase in the bus fleet would likely be required, on a temporary basis, to provide the overall increase in transit capacity needed during the games;
 - (f) for transit to be effective, a high level of transit priority will be required on the road network during the games, likely including the temporary conversion of existing roadways to transit-only use;

- (g) overall transit and road capacity issues in the vicinity of Exhibition Place/Ontario Place need to be addressed before the venue locations, transit facility requirements, and transit service plans can be finalized;
 - (h) the proposed Olympic Village in the eastern port area is not well-located from a transit perspective. Alternative sites such as the Gooderham/Ataratiri area, the Railway Lands or the Molson's site on Fleet Street would be preferable from a transit perspective; and
 - (i) accessibility issues will need to be addressed, along with a full operations plan for the para-Olympics, as part of the planning associated with the TTC portion of the Olympic bid; and
- (2) directed that a Task Force be established to deal with the various transit issues that will arise if the 2008 Olympic Games are held in Toronto; and that staff report back on Terms of Reference and Membership for this Task Force, pending approval of the Olympic Bid by the Canadian Olympic Association.

On motion by, the Committee:

- (1) requested the Toronto Transit Commission to add the Humber Bay Shores to the list of alternative sites for the proposed Olympic Village (see (1)(h) above);
- (2) directed that a copy of the aforementioned communication be forwarded, for information, to the Economic Development Committee, once it is established; and
- (3) received the aforementioned communication.

(Sent to: General Secretary, Toronto Transit Commission; Economic Development Committee; Copy to: Mayor Mel Lastman; Mr. David Crombie, Toronto 2008 Olympic Bid Office; Mr. David Gunn, Chief General Manager, Toronto Transit Commission; Ms. Dianne Young, General Manager, Exhibition Place; Mr. Joe Halstead, Commissioner of Economic Development, Culture and Tourism; Ms. Brenda Librecz, Interim Functional Lead, Economic Development; Mr. Doug Floyd, Interim Functional Lead, Transportation - April 24, 1998)

(Clause No. 23(g) - Report No. 6)

104. 1998 Budgets - Business Improvement Areas.

The Committee had before it a report (April 3, 1998) from the Chief Financial Officer and Treasurer recommending that:

- (1) the Urban Environment and Development Committee certify to City Council the expenditure estimates of the following Business Improvement Areas for the year 1998, in the following amounts:

Bloor/Bathurst-Madison	\$ 20,000.00
Bloor By The Park	38,500.00
Bloorcourt Village	52,000.00
Bloor West Village	243,308.00
Bloor-Yorkville	945,850.00
Corso Italia	160,000.00
Danforth By The Valley	64,800.00
Eglinton Way	153,900.00
Forest Hill Village	22,000.00
Greektown On The Danforth	246,526.00
Junction Gardens	77,000.00
Kennedy Road	252,500.00
Kingsway	119,270.00
Lakeshore Village	31,871.00
Little Italy	80,210.00
Long Branch	57,000.00
Mimico Village	8,000.00
Old Cabbagetown	166,992.00
Pape Village	36,000.00
Roncesvalles Village	98,300.00
Weston	133,200.00

- (2) the expenditure estimates of the above Business Improvement Areas be adopted; and
(3) a copy of this report be forwarded to the Budget Committee for its information;

and stating that no City funds are required since Business Improvement Area operating budgets are raised by a special tax on members.

On motion by Councillor Moeser, the Committee:

- (1) recommended to Council the adoption of Recommendations Nos. (1) and (2), embodied in the aforementioned report: and

- (2) concurred with Recommendation No. (3), embodied in the aforementioned report, viz:

"(3) a copy of this report be forwarded to the Budget Committee for its information."

(Budget Committee; Copy to: Chief Financial Officer and Treasurer; Ms. Brenda Librecz, Interim Functional Lead, Economic Development; Mr. Donald Altman, Finance Department - April 23, 1998)

(Clause No. 6 - Report No. 6)

105. Business Improvement Areas: Status of Funding Relationships.

The Committee had before it a report (April 3, 1998) from the Interim Functional Lead, Economic Development responding to a request made by the Urban Environment and Development Committee on March 23 and 24, 1998, for a report on the status of the funding relationships with respect to Business Improvement Areas (BIAs) and whether or not the Province of Ontario is still involved in funding BIAs; advising that BIAs do not receive direct funding from either the municipality or the Province of Ontario; that the monies required for their programs are raised by a levy collected from all of the business properties located within their boundaries; submitting, for the information of the Urban Environment and Development Committee, a more detailed report (March 19, 1998), entitled "Business Improvement Areas: Interim Administrative Procedures for 1998 and Municipal Code Amendments for the (former) City of Toronto", which is being considered by the Strategic Policies and Priorities Committee at its meeting on April 7, 1998; and recommending that this report be received for information.

On motion by Councillor Moeser, the Committee received the aforementioned report.

(Clause No. 23(h) - Report No. 6)

**106. Proposed Installation of Traffic Control Signals:
Progress Avenue and William Kitchen Road.**

The Committee had before it the following report and communication:

- (i) (March 27, 1998) from you recommending that:

- (1) traffic control signals be approved at the intersection of Progress Avenue and William Kitchen Road;
- (2) installation be subject to the opening of William Kitchen Road and the closure of the easterly driveway at 34 Progress Avenue; and
- (3) installation of the traffic control signals be subject to the receipt of funding from the developer;

advising that the proposed installation of traffic control signals will provide safe access to the Kennedy Commons Shopping Centre development on Progress Avenue; and that all costs associated with this work are to be borne by the developer, First Gulf Development Corporation.

- (ii) (April 9, 1998) from Councillor Lorenzo Berardinetti, Scarborough City Centre, expressing his strong support for the installation of traffic control signals at the intersection of Progress Avenue and William Kitchen Road in Scarborough.

On motion by Councillor Faubert, the Committee:

- (1) recommended to Council the adoption of the aforementioned report;
- (2) received the aforementioned communication; and
- (3) requested the Interim Functional Lead, Transportation, to submit a report directly to Council for consideration with this matter on May 13, 1998, outlining the process which was used for the naming of William Kitchen Road.

(Interim Functional Lead, Transportation; Copy to: Councillor Lorenzo Berardinetti, Scarborough City Centre; Mr. Martin Maguire, Acting Manager, East Traffic Region, Metro Hall - April 21, 1998)

(Clause No. 18 - Report No. 6)

107. Proposed Amendments to the Railway Safety Act: (RE-OPENED)
Municipal Enforcement of Train
Speed Limits/Fencing Requirements.

(Also refer to Minute No. 97)

Councillor John Adams, Midtown, appeared in the Committee in connection with the foregoing matter.

On motion by Councillor Moscoe, the Committee recommended the adoption of the aforementioned report subject to:

- (1) deleting from Recommendation (A) the words "decide whether it wishes to"; so that such Recommendation shall now read as follows:

"(A) City Council confirm the actions taken by the Council of the former City of Toronto at its meetings of August 21, 1997 and October 6 and 7, 1997 as follows:"; and

- (2) adding to Recommendation (A)(2) the words "and the Toronto Catholic District School Board" after the words "the Toronto District School Board"; so that such Recommendation shall now read as follows:

"(2) advise the Toronto District School Board and the Toronto Catholic District School Board of City Council's action.":

(Clause No. 4 - Report No. 6)

108. Designation of Loading Areas and On-Street Parking Spaces in Downtown Toronto for Use By Motor Coaches.

The Committee had before it the following report and communication:

- (i) (March 27, 1998) from the Interim Functional Lead, Transportation, regarding the designation of loading areas and on-street parking spaces in downtown Toronto for use by motor coaches; recommending that:
 - (1) on-street loading areas and parking areas should be defined by appropriate signage;
 - (2) the parking and/or stopping regulations on the sections of Adelaide Street West, Richmond Street West, Jarvis Street and University Avenue (former Metropolitan roadways), identified in Appendix 1 of this report, be rescinded;
 - (3) the parking, standing, stopping and/or parking metre regulations on the sections of Adelaide Street West, Richmond Street West, Jarvis Street and

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University Avenue (former Metropolitan roadways), identified in Appendix 2 of this report, be adopted;

- (4) the loading, parking and/or parking metre regulations on the sections of Asquith Avenue, Bay Street, Commissioners Street, Front Street East/West, Queen Street West, Victoria Street and Wellesley Street West (former City of Toronto roadways), identified in Appendix 3 of this report, be rescinded;
- (5) the parking, standing and/or parking metre/machine regulations on the sections of Asquith Avenue, Bay Street, Commissioners Street, Front Street East/West, Queen Street West, Victoria Street and Wellesley Street West (former City of Toronto roadways), identified in Appendix 4 of this report, be adopted;
- (6) the appropriate City officials be requested to take whatever action is necessary to give effect to the foregoing, including the introduction in Council of any Bills that are required to provide the legal mechanism and to amend the appropriate Sections/Schedules of the Uniform Traffic By-law and the City of Toronto Municipal Code; and
- (7) this report be forwarded to the Toronto Community Council for its information;

advising that, in total, approximately 70 full and part-time on-street spaces will be provided for motor coaches; and that the funds associated with the implementation of the proposed plan (approximately \$17,000.00) are contained in the 1998 Current Budget estimates.

- (ii) (April 20, 1998) from Ms. Karen Cameron, Manager, Communications and Government Relations, Ontario Motor Coach Association, submitting an advance copy of her deputation to the Urban Environment and Development Committee for its meeting on April 20, 1998.

Ms. Karen Cameron, Manager, Communications and Government Relations, Ontario Motor Coach Association, appeared before the Urban Environment and Development Committee in connection with the foregoing matter.

On motion by, the Committee:

- (1) deferred consideration of the aforementioned report, and the following motions by Councillor Moscoe, to its next meeting scheduled to be held on May 19, 1998:

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"That the Urban Environment and Development Committee recommend to Council:

- (a) the adoption of the report (March 27, 1998) from the Interim Functional Lead, Transportation;
 - (b) that the parking metre rates for motor coaches be \$5.00 per hour within the central business district and \$2.00 per hour outside of the central business district;
 - (c) that the Interim Functional Lead, Planning, be requested to review the issue of the provision of off-street loading facilities for motor coaches with a view to ensuring that the design and location of new attractions and hotels include a mandatory requirement to provide appropriate off-street parking and loading facilities for motor coaches;
 - (d) that the Interim Functional Lead, Transportation, be requested to determine from the Metro Toronto Coach Terminal Inc. whether overnight motor coach parking could be made available at the terminal; and, if so, for what hours and at what rates; and
 - (e) that the Commissioner of Works and Emergency Services be requested to submit a report to the Urban Environment and Development Committee on:
 - (i) the feasibility of Parking Control Officers enforcing the City's idling by-law as it applies to motor coaches; and
 - (ii) whether or not the City of Toronto has the ability to impose emission standards on motor coaches operating within the City.";
- (2) directed that a copy of the aforementioned report (March 27, 1998) from the Interim Functional Lead, Transportation, be forwarded to the Toronto Community Council for consideration and input thereon to the Urban Environment and Development Committee for its meeting scheduled to be held on May 19, 1998;
- (3) requested the Toronto Parking Authority and the Toronto Economic Development Corporation (TEDCO) to advise the Urban Environment and Development Committee, for its meeting scheduled

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to be held on May 19, 1998, whether there is any land within their port properties which could be utilized for motor coach parking;

- (4) requested the Interim Functional Lead, Real Estate, in consultation with the Interim Functional Lead, Economic Development, to investigate whether there is any land owned by the former Metropolitan Corporation in the vicinity of the R. C Harris Filtration Plant which could be utilized for motor coach parking; and to submit a report thereon to the Urban Environment and Development Committee for its meeting scheduled to be held on May 19, 1998;
- (5) requested the Interim Functional Lead, Transportation, to submit an area map to the Urban Environment and Development Committee for its meeting scheduled to be held on May 19, 1998; and
- (6) received the aforementioned communication (April 20, 1998) from Ms. Karen Cameron.

(Sent to: Toronto Community Council; Mr. Maurice Anderson, President, Toronto Parking Authority; Mr. Erkki Pukonen, President, Toronto Economic Development Corporation; Ms. Cathie Macdonald, Interim Functional Lead, Real Estate; Ms. Brenda Librecz, Interim Functional Lead, Economic Development; Mr. Doug Floyd, Interim Functional Lead, Transportation; Copy to: Chair, Urban Environment and Planning Committee; Mr. Barry Gutteridge, Commissioner of Works and Emergency Services; Ms. Virginia West, Commissioner of Urban Planning and Development Services; Mr. Jim Kinrade, Interim Functional Lead - Parking; Ms. Christine Raissis, Economic Development Division, Metro Hall; Mr. Peter Hillier, Senior Manager, Traffic Regions, Transportation, Metro Hall; Mr. Stephen Benjamin, Manager, Transportation Operations, City Hall; Ms. Karen Cameron, Manager, Communications and Government Relations, Ontario Motor Coach Association; Mr. Jonas Vaskas, General Manager, Days Inn Hotel; Mr. Seiling, President, Toronto Hotel Association; Ms. Wendy Walberg, Legal Department - April 21, 1998)

(Clause No. 23(i) - Report No. 6)

109. Temporary Standing Prohibition on Dundas Street West, in Front of the Art Gallery of Ontario.

The Committee had before it a report (March 30, 1998) from the Interim Functional Lead, Transportation recommending that:

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- (1) standing be prohibited every day between 9:30 a.m. and 10:30 p.m. on the south side of Dundas Street West, between Beverley Street and McCaul Street, for a period commencing June 10, 1998, and terminating on September 21, 1998; and
- (2) the appropriate by-law(s) be amended accordingly;

advising that the foregoing temporary standing prohibition is required to accommodate bus loading and unloading activity during "The Courtauld Collection" exhibition at the Art Gallery of Ontario (AGO); pointing out that it has been past practice not to seek remuneration from the AGO to compensate for the minimal cost to install the loading zone and temporarily cover/uncover the parking metres (\$400.00), and also for the loss of parking metre revenue (estimated to be approximately \$8,900.00), because of the overall benefits to the City derived from the AGO exhibition; and stating that the funds associated with the installation of this temporary standing prohibition are contained in the Current Budget estimates for Transportation.

On motion by Councillor McConnell, the Committee recommended to Council the adoption of the aforementioned report.

(Toronto Community Council; Copy to: Commissioner of Works and Emergency Services; Interim Functional Lead, Transportation; Ms. Jacqueline White, Acting Manager, Central Traffic Region, Metro Hall; Ms. Madeline Brown, Interim Contact, Council - April 22, 1998)

(Clause No. 8 - Report No. 6)

110. Prohibition of Advertising Signs Abutting the F.G. Gardiner Expressway (Formerly Queen Elizabeth Way), Eglinton Avenue West, Highway No. 2, Highway No. 2A, and Highway No. 27.

The Committee had before it the following reports and communications:

- (i) (April 15, 1998) from the Interim Functional Lead, Transportation, recommending that:
 - (1) a sign by-law/municipal code provision be enacted to prohibit third party advertising within 400 metres of the road sections shown in Table No. 1, entitled "Third Party Advertising (400 metre Prohibition)", attached to this report, and to authorize appropriate staff to take the necessary steps to give effect thereto;

- (2) the Urban Environment and Development Committee direct staff to give public notice as to hearings on a proposed sign by-law; and
 - (3) Council delegate to the Urban Environment and Development Committee the authority to hear the public on this matter.
- (ii) (March 5, 1998) from the Interim Functional Lead, Transportation, recommending that the former Metropolitan Toronto By-law No. 211-79 be amended to include the road sections shown in Table No. 1, entitled "Third Party Advertising (45 metre Prohibition)" attached to this report, and to authorize appropriate staff to take the necessary steps to give effect thereto; advising that the foregoing will prohibit the installation of third party advertising signs abutting those sections of former provincial highways transferred to the former Municipality of Metropolitan Toronto on April 1, 1997.
- (iii) (April 17, 1998) from Mr. Blair Murdoch, Director, Outdoor Advertising Association of Canada, advising that the Association has only recently learned that the Urban Environment and Development Committee is reviewing the regulations with respect to signs along the newly-assumed Queen Elizabeth Way; that the Association was not informed of the initial recommendations or of the subsequent review of this matter; and requesting that the Association, and its members, be given an opportunity to review the recommendations embodied in the latest staff report, and to meet with staff to provide input to this issue.
- (iv) (April 14, 1998) addressed to the Interim Functional Lead, Transportation, from Mr. Blair Sinclair, President, Maypole Dairy Products Limited, advising of the serious financial implications for his firm as a result of the proposed changes in the Toronto Transportation policy with respect to the setback regulations for signs facing the F. G. Gardiner Expressway; and urging that Maypole Dairy Products Limited not be denied the opportunity to generate some additional revenue which is essential to the firm's future growth.

The following persons appeared before the Urban Environment and Development Committee in connection with the foregoing matter:

- Mr. Just Cole, Permits Co-ordinator, Leasing and Legislation, Gould Outdoor Advertising;
- Mr. Ross Muzylo, President, Outdoor Opportunities Inc., on behalf of Canadian National Railways and Canadian Pacific Railways; and
- Mr. Blair Murdoch, Director, Outdoor Advertising Association of Canada, and General Manager and Vice-President of Mediacom.

On motion by, the Committee:

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- (1) recommended to Council the adoption of the report (April 15, 1998) from the Interim Functional Lead, Transportation;
- (2) directed that this matter be forwarded to Council for consideration at its special meeting scheduled to be held on April 28, 1998;
- (3) requested the City Solicitor to submit directly to Council on April 28, 1998:
 - (a) a confidential report on the implications of this matter; and
 - (b) an interim control by-law to reflect the intent of the aforementioned report (April 15, 1998) from the Interim Functional Lead, Transportation;
- (4) requested, in the interim, that the Interim Functional Lead, Transportation, conduct a study with respect to signage on former provincial highways;
- (5) directed that a copy of the aforementioned report (April 15, 1998) from the Interim Functional Lead, Transportation, be forwarded to the Road Allowance Sub-Committee, with a request that the Sub-Committee meet with representatives of the sign industry and the appropriate City officials to discuss the industry's concerns, and report thereon to the Urban Environment and Development Committee prior to the finalization of the sign by-law; and
- ((6) received the aforementioned report (March 5, 1998) from the Interim Functional Lead, Transportation, and the communications (April 17, 1998) from Mr. Blair Murdoch, Director, Outdoor Advertising Association of Canada, and (April 14, 1998) addressed to the Interim Functional Lead, Transportation, from Mr. Blair Sinclair, President, Maypole Dairy Products Limited.

(Sent to: City Solicitor; Interim Functional Lead, Transportation; Road Allowance Sub-Committee; Copy to: Mr. Barry Gutteridge, Commissioner of Works and Emergency Services; Ms. Virginia West, Commissioner of Urban Planning and Development Services; Ms. Wendy Walberg, Legal Department; Mr. Keeva Lane, Supervisor, Road Allowance Control, Transportation, Metro Hall; Mr. Just Cole, Permits Co-ordinator, Leasing and Legislation, Gould Outdoor Advertising; Mr. Ross Muzylo, President, Outdoor Opportunities Inc.; Mr. Blair Murdoch, Director, Outdoor Advertising Association of Canada; Mr. Blair Sinclair, President, Maypole

Dairy Products Limited; Ms. Elise Gagnon, Sign Association of Canada; Ms. Madeline Brown, Interim Contact, Council - April 21, 1998)

(Clause No. 1 - Report No. 5)

**111. Jane Street at Annette Street/Baby Point Road:
Pedestrian Crossing Safety.**

The Committee had before it a communication (April 3, 1998) from Councillor Frances Nunziata, York-Humber, submitting correspondence relating to the intersection of Jane and Annette Streets; advising that she does not concur with assessment of the Transportation Department, embodied in the attached correspondence, regarding the safety of pedestrians crossing Jane Street at Annette Street/Baby Point Road; wherein it states that, based on a review by the Transportation Department, the existing traffic signal timing is currently meeting the needs of pedestrians crossing Jane Street at the aforementioned intersection; and requesting that this matter be placed on the agenda of the next Urban Environment and Development Committee meeting for the hearing of deputations.

Councillor Frances Nunziata, York-Humber, appeared before the Urban Environment and Development Committee in connection with the foregoing matter.

On motion by Councillor Pantalone, on behalf of Councillor Nunziata, the Committee:

- (1) deferred consideration of the aforementioned matter; and
- (2) requested the Interim Functional Lead, Transportation to meet with Councillors Nunziata and Saundercook, and any other interested parties, respecting the safety of pedestrians crossing Jane Street at Annette Street/Baby Point Road, and to submit a report thereon to the Urban Environment and Development Committee.

(Interim Functional Lead, Transportation; Copy to: Mr. Barry Gutteridge, Commissioner of Works and Emergency Services; Councillor Frances Nunziata, York-Humber; Councillor Bill Saundercook, York-Humber; Ms. Jacqueline White, Transportation Department, Metro Hall - April 27, 1998)

(Clause No. 23(j) - Report No. 6)

**112. Contract No. T-25-98:
Prince Edward Viaduct Don Section Span 4**

Cleaning, Painting and Repairs of Structural Steel.

The Committee had before it a report (March 26, 1998) from the Interim Functional Lead, Transportation recommending that, subject to this project being included in the approved 1998 Capital Works Program:

- (1) Contract No. T-25-98, for the cleaning, painting and repair of structural steel on the Prince Edward Viaduct, be awarded to C. H. Heist Ltd. who submitted the lowest price bid in the amount of \$2,458,412.74; and
- (2) the appropriate City of Toronto officials be directed to take necessary action to give effect thereto;

advising that the total project cost is estimated to be \$2,719,932.74, of which approximately \$1,000,000.00 is recoverable from the Toronto Transit Commission; that if the Department's Capital Budget is approved by Council on April 28, 1998, funding for this project will be available in Capital Account No. C-TR055, Bridge Reconstruction Program; and stating that the Treasurer certifies that financing can be provided under the updated Debt and Financial Obligation Limit and that it falls within Corporate Debt Guidelines.

On motion by Councillor Jones, the Committee recommended to Council the adoption of the aforementioned report.

(Clause No. 10 - Report No. 6)

113. Award of Contract No. 330: Asphalt Resurfacing, Pavement Repairs and Some Associated Concrete Sidewalk and Curb Repairs at Various Locations in the City of Toronto, Scarborough District.

The Committee had before it a report (April 6, 1998) from the Interim Functional Lead, Transportation recommending that Contract No. 330, for asphalt resurfacing, pavement repairs and some associated concrete sidewalk and curb repairs at various locations in the City of Toronto, Scarborough district, be awarded to D. Crupi and Sons Limited who submitted the lowest price bid in the amount of \$2,050,374.05, plus G.S.T.; advising that funds have been provided within the 1998 Current Budget Estimates in the following accounts:

- (a) Asphalt Resurfacing Account No. 20000-70200-73370-552;
- (b) Utility Cut Restoration Account No. 20000-70200-73710-552; and
- (c) Other Roadside Activities Account No. 20000-70200-73580-552;

and that monies have been allocated within the Department's interim appropriation to accommodate these expenditures.

On motion by Councillor Moeser, the Committee recommended to Council the adoption of the aforementioned report.

(Clause No. 13 - Report No. 6)

**114. Contract No. T-42-98:
Don Valley Parkway Resurfacing at Two Locations.**

The Committee had before it a report (April 9, 1998) from the Interim Functional Lead, Transportation, recommending that:

- (1) pre-budget approval of \$2,700,000.00 be granted for the 1999 Capital Works Program or, alternatively, that funds be provided from the sale of property assets as outlined in this report;
- (2) subject to approval of Recommendation No. (1), Contract No. T-42-98, for the resurfacing on the Don Valley Parkway at two locations, be awarded to Warren Bitulithic Limited who submitted the lowest price bid in the amount of \$2,554,897.17;
- (3) the appropriate City of Toronto officials be directed to take the necessary action to give effect thereto; and
- (4) this report be forwarded to the Budget Committee;

advising that this project was tendered prior to budget approval, on the assumption that the 1998 Transportation Capital Works Budget would be approved at a level similar to the 1997 budget; however, based on the recommendations of the Budget Committee, the Transportation Capital Works Budget for the City of Toronto, which is scheduled to be approved by Council at its meeting on April 29, 1998, now does not include this project; explaining that an unusual situation has arisen in which the "low bidder" has indicated its willingness to proceed with this project and be paid at a later date; that this could occur next year as part of the 1999 Capital Works Program or later in 1998, if funds become available from the sale of property assets; pointing out that this was proposed by the Budget Committee in order to provide funds for works which have had to be deferred as a result of its recommendations to delete \$8.4 million from the Transportation Capital Budget submission; stating that Warren Bitulithic Limited has confirmed in writing that it will conform with all of the conditions in the original tender documents and that it will not seek

any compensation for “late” payment; and that this proposal does not violate the integrity of the “tender and award” process.

On motion by Councillor Moeser, the Committee recommended to the Strategic Policies and Priorities Committee, and Council, the adoption of Recommendations Nos. (1), (2) and (3), embodied in the aforementioned report.

(Strategic Policies and Priorities Committee; Copy to: Commissioner of Works and Emergency Services; Interim Functional Lead, Transportation; Mr. R. Burlie, Manager of Resurfacing, Transportation Division, Metro Hall - April 22, 1998)

(Clause No. 23(k) - Report No. 6)

**115. Prevention of Suicides on the Bloor Street Viaduct
--Mental Health Reform/Public Education.**

The Committee had before the following reports:

- (i) (April 14, 1998) from the Commissioner of Community and Neighbourhood Services recommending that:
 - (1) City Council urge the Ontario Minister of Health to make a financial commitment to the Mental Health Reform Strategy by:
 - (a) allocating funding immediately to ensure that a comprehensive crisis response system is in place for Toronto;
 - (b) ensuring that the community services dealing with suicide (i.e., distress centres, phone-in lines) are adequately funded to meet increased demands for these services; and
 - (c) implementing key components of related community-based services (e.g., case management, housing, etc.) as quickly as possible; and
 - (2) the Medical Officer of Health report via the Board of Health on the range of prevention and educational services already in place within the City and, in consultation with the Canadian Mental Health Association, identify further educational components needed to better equip the general public in the area of suicide awareness and prevention;

advising that this report is in response to the request made by the Urban Environment and Development Committee on March 23 and 24, 1998, for a public education program and improved services in the area of suicide prevention; and explaining that suicide prevention needs to be seen in the context of mental health reform, which requires a financial commitment and timely implementation by the Province.

- (ii) (April 15, 1998) from the Interim Functional Lead, Transportation, advising that the Works and Emergency Services Department does not have funds allocated in either its Current Budget or Capital Budget for 1998 for installing barriers or safety netting on the Bloor Street Viaduct; that preliminary estimates indicate that the installation costs will range from \$400,000.00 to \$700,000.00 plus operating and maintenance costs ranging from \$10,000.00 to \$25,000.00 per year; that these estimates are based on the provision of basic safety systems and do not include any costs associated with architectural or artistic enhancements; submitting a copy of the report (April 7, 1998) from the Interim Functional Lead, Transportation, which will be before City Council at its meeting on April 16, 1998, and which provides information on the progress that has been made to date with respect to safety measures on the Bloor Street Viaduct, and on those short-term initiatives which can be implemented immediately; and recommending that this report be received for information.

On motion by, the Committee:

- (1) recommended to Council the adoption of the report (April 14, 1998) from the Commissioner of Community and Neighbourhood Services;
- (2) received the report (April 15, 1998) from the Interim Functional Lead, Transportation; and
- (3) directed that a copy of the aforementioned reports be forwarded to the Municipal Grants Review Committee for information when the Committee commences its consideration of the Community Grants program.

(Municipal Grants Review Committee; Copy to: Commissioner of Community and Neighbourhood Services; Commissioner of Works and Emergency Services; Dr. Sheela Basrur, Medical Officer of Health; Interim Functional Lead, Transportation; Mr. Les Kelman, Assistant Director, Construction, Transportation Division, Metro Hall; Ms. Karen Letofsky, Executive Director, Suicide Survivor Support Programme, Toronto Distress Centre; Ms. Alison Licht, Chairperson, Council on Suicide Prevention; Dr. Robin R. Richards, Head of Orthopaedics, St. Michael's Hospital; Detective Sergeant John Bates, Internal Affairs, Metropolitan Toronto Police Service; Ms. Cornelia Principe, DB Media; Mr. Ian Cockburn, Toronto - April 22, 1998)

(Clause No. 2 - Report No. 6)

116. Increased Pedestrian Safety on City Streets.

The Committee had before it a report (April 17, 1998) from Ms. Joan Doiron and Ms. Marie Sabin, Co-Chairs, Pedestrian Issues Sub-Committee, advising that the Sub-Committee on March 26, 1998, considered at length the issue of pedestrian safety on City streets, and is most concerned about the tripling of pedestrian road fatalities since 1997; seeking the support of the Urban Environment and Development Committee for the recommendations proposed by the Sub-Committee; and stating that it is most urgent that transportation and planning staff be assigned to the important task of ending the terrible fatalities and injuries on the City's streets.

The following persons appeared before the Urban Environment and Development Committee in connection with the foregoing matter:

- Ms. Rhona Swarbrick, Protect Established Neighbourhoods in Etobicoke, and Etobicoke Member, Pedestrian Issues Sub-Committee; and filed a written brief with regard thereto;
- Ms. Joan Doiron, Co-Chair, Pedestrian Issues Sub-Committee (Downtown);
- Ms. Marie Sabin, Co-Chair, Pedestrian Issues Sub-Committee (North York);
- Ms. Helen Riley, Feet on the Street, and Mobility Committee, Older Women's Network; and
- Mr. Ian Wheal, Toronto Field Naturalists; and filed a written brief with regard thereto.

On motion by, the Committee:

- (1) again recommended to the Special Committee to Review the Final Report of the Toronto Transition Team that separate committees be established to deal with cycling and pedestrian issues;
- (2) requested the Commissioner of Works and Emergency Services to establish a Pedestrian Working Group within the existing Transportation Division of the Works and Emergency Services Department; such Working Group to include a representative from the Urban Planning Division of the Urban Planning and Development Services Department;
- (3) requested the Interim Functional Lead, Transportation, to review all pedestrian injuries and fatalities and to submit a report to the Urban

Environment and Development Committee with recommendations for changes which would assist in the reduction of pedestrian/vehicular collisions; and

- (4) requested the Pedestrian Issues Sub-Committee to submit to the Urban Environment and Development Committee recommendations for changes, both physical and regulatory, which would make the City of Toronto more pedestrian-friendly and safe.

(Clause No. 23(1) - Report No. 6)

The Urban Environment and Development Committee recessed at 12:31 p.m.

The Urban Environment and Development Committee reconvened at 2:00 p.m.

Members Present:

Councillor Joe Pantalone, Chair
Councillor Frank Faubert
Councillor Irene Jones
Councillor Pam McConnell
Councillor Howard Moscoe
Councillor Judy Sgro
Councillor Mario Silva
Councillor Mike Tzekas

Regrets:

Councillor Blake Kinahan
Councillor Peter Li Preti
Councillor Ron Moeser
Mayor Mel Lastman

Also Present:

Councillor John Filion
Councillor Jack Layton

117. Quality of Life and Infrastructure Strategies

in the Greater Toronto Area and Ontario.

The Committee had before it a communication (December, 1996) from Ms. Lela Gary, Transit Advisory Committee advising that the Transit Advisory Committee was established in January, 1996, for the purpose of collaborating on an action plan to consider environmental issues and infrastructure costs related to air pollutants from automobile/truck transport which have a destructive effect on quality of life in Ontario, as the high level of air pollution has raised health and infrastructure costs; and submitting a report, entitled "Quality of Life and Infrastructure Strategies in the Greater Toronto Area and Ontario".

The following persons appeared before the Urban Environment and Development Committee in connection with the foregoing matter:

- Ms. Lela Gary, Co-ordinator, Transit Advisory Committee, and filed a chart with regard thereto; and
- Mr. Dave Roberts, Member, Transit Advisory Committee, and former Executive Director of Ontario Urban Transit Association.

On motion by Councillor Moscoe, the Committee:

- (1) referred the report, entitled "Quality of Life and Infrastructure Strategies in the Greater Toronto Area and Ontario", to the Commissioner of Urban Planning and Development Services with a request that consideration be given to incorporating into the new Official Plan some of the concepts contained therein;
- (2) requested the Commissioner of Urban Planning and Development Services to review the feasibility of channelling the profits of the Toronto Parking Authority to support public transit, and to submit a report thereon to the Urban Environment and Development Committee; and
- (3) directed that a copy of the report, entitled "Quality of Life and Infrastructure Strategies in the Greater Toronto Area and Ontario", be forwarded to the Toronto Transit Commission.

(Sent to: Commissioner of Urban Planning and Development Services; General Secretary, Toronto Transit Commission; Copy to: Chief General Manager, Toronto Transit Commission; Interim Functional Lead, Planning; Mr. David Gurin, Planning Department; Ms. Lela Gary, Co-ordinator, Transit Advisory Committee; Mr. Dave Roberts, Member, Transit Advisory Committee - April 27, 1998)

(Clause No. 23(m) - Report No. 6)

**118. Toronto Harbour Commission:
Land Use Plan for the Port Lands.**

The Committee had before it a communication (February 24, 1998) from the City Clerk advising that the Toronto Community Council on February 18, 1998, during consideration of various reports and communications respecting the status of Bill C-9, *The Canada Marine Act*, and its implications for the Port of Toronto, inter alia, requested The Toronto Harbour Commissioners to present the process respecting its land use plan for the port lands to the Urban Environment and Development Committee for its information and input.

The following officials of The Toronto Harbour Commissioners made a presentation to the Urban Environment and Development Committee in connection with the foregoing matter, insofar as it relates to Bill C-9 - *The Canada Marine Act*, and also filed a briefing book with respect thereto:

- Mr. Gary Reid, General Manager;
- Mr. John Morand, Director of Strategic Planning; and
- Mr. Mike Doran, Director of Port Operations.

The following Members of Council appeared before the Urban Environment and Development Committee in connection with the foregoing matter:

- Councillor Jack Layton, Don River; and
- Councillor Norm Kelly, Scarborough Wexford.

On motion by, the Committee:

- (1) authorized the Commissioner of Urban Planning and Development Services to document the concerns that have been raised by the City of Toronto with respect to Bill C-9 - *The Canada Marine Act*, and to direct the appropriate staff to present such concerns on April 30, 1998, to the Standing Senate Committee on Transport and Communications during its hearings on Bill C-9; and
- (2) recommended that City Council concur in the foregoing action taken by the Committee.

(Commissioner of Urban Planning and Development Services; Copy to: Toronto Community Council; Councillor Jack Layton, Don River; Councillor Norm Kelly, Scarborough Wexford; Mr. Gary Reid, General Manager, The Toronto Harbour Commissioners; Mr. John Morand, Director of Strategic Planning, The Toronto Harbour Commissioners; Mr. Mike Doran, Director of Port Operations, The Toronto Harbour Commissioners; Mr. Dalton Shipway, Task Force to Bring Back the Don; Mr. Lorne Ross, Interim Functional Lead, Planning; Mr. Paul Bedford, Urban Planning and Development Services, City Hall; Mr. Joe D'Abramo, Urban Planning and Development Services, City Hall - April 21, 1998)

(Clause No. 3 - Report No. 6)

**119. Toronto Harbour Commission:
1998 Operating and Capital Budgets.**

The Committee had before the following communications and budgets:

- (i) (March 27, 1998) from the City Clerk advising that the Urban Environment and Development Committee on March 23 and 24, 1998, had before it the 1998 Capital Budget for the Toronto Harbour Commission (THC), together with two communications (March 18, 1998) from the City Clerk advising of the action taken to date by Budget Committee with respect to the 1998 Operating and Capital Budgets for THC; and that the Urban Environment and Development Committee:
 - (1) advised the Budget Committee that no officials of the Toronto Harbour Commission (Commission) attended the March 23 and 24, 1998, UEDC meeting to discuss the Commission's 1998 Operating and Capital Budgets; therefore, the Urban Environment and Development Committee had no comments to make on the aforementioned Budgets; and
 - (2) requested the Toronto Harbour Commission to direct the appropriate officials to attend the meeting of the Urban Environment and Development Committee scheduled to be held on April 20, 1998, in order to discuss the Commission's 1998 Operating and Capital Budgets.
- (ii) the 1998 Operating Budget Estimates Capital Works Program for The Toronto Harbour Commissioners, as recommended by the Budget Committee on March 31, April 2 and 3, 1998; and

- (iii) (March 2, 1998) addressed to the City of Toronto Budget Review Group from The Toronto Harbour Commissioners (THC), submitting THC's draft 1998 Operating Budget.

The following officials of The Toronto Harbour Commissioners appeared before the Urban Environment and Development Committee in connection with the foregoing matter:

- (1) Mr. Gary Reid, General Manager; and
- (2) Mr. Alan Paul, Controller.

On motion by Councillor Jones, the Committee received the aforementioned communications and budgets.

(Clause No. 23(n) - Report No. 6)

120. Tree Removal from the Municipal Road Right-of-Way at 77 Finch Avenue West.

The Committee had before it the following report and communication:

- (i) (March 31, 1998) from the Interim Functional Lead, Transportation recommending that authority be granted for the removal of a Chinese Elm tree from the right-of-way abutting 77 Finch Avenue West, subject to receipt of the assessed value of the tree (\$4,702.00) from the owners, advising that removal of the tree is required in order to provide safe access to Finch Avenue West from 77 Finch Avenue West, where a medical office building is being constructed; and
- (2) (April 20, 1998) from the Councillor Norm Gardner, North York Centre,

On motion by Councillor McConnell, the Committee recommended to Council the adoption of the aforementioned report.

(Clause No. 22 - Report No. 6)

121. Amendments to Parking Meter Operation on Spadina Avenue, Between Queen Street and Spadina Crescent.

The Committee had before it a report (March 27, 1998) from the Interim Functional Lead, Transportation recommending that:

- (1) northbound U-turns be prohibited at all times on Kipling Avenue, from the ramp from westbound Dundas Street West to northbound Kipling Avenue to a point 50 metres further north; and
- (2) the appropriate by-law(s) be amended accordingly;

advising that the proposed U-turn prohibition will eliminate a potentially unsafe traffic movement, and will allow for Toronto Police Service intervention at the aforementioned location; and that the funds for this work are contained in the Transportation Department's 1998 Current Budget Estimates.

On motion by, the Committee recommended to Council the adoption of the aforementioned report.

The Committee reports, for the information of Council, having requested the Interim Functional Lead, Transportation, to submit a report to the Urban Environment and Development Committee regarding the parking metres which are activated on Sundays.

(Clause No. 21 - Report No. 6)

**122. Removal of Trees from the Bayview Avenue
Right-of-Way Between Sheppard Avenue East
and Mallingham Court.**

The Committee had before it the following report and communication regarding the removal of trees from the Bayview Avenue right-of-way between Sheppard Avenue East and Mallingham Court:

- (i) (February 20, 1998) from the Interim Functional Lead, Transportation, recommending that authority be granted for the removal of six trees from the Bayview Avenue right-of-way between Sheppard Avenue East and Mallingham Court; advising that the removal of the trees is required to facilitate the construction of the Sheppard Subway Bayview Station; and that the costs associated with this work will be the responsibility of the Toronto Transit Commission; and
- (ii) (April 9, 1998) from the General Secretary, Toronto Transit Commission (Commission), advising that the Commission on April 8, 1998, during consideration of No. (6), entitled "Sheppard Subway - Bayview Station Hydro Relocation - Mallingham Court", took the following action:
 - (a) received the report for information;

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- (b) requested that this report be forwarded to the Urban Environment and Development Committee, requesting the Committee to approve the required tree-cutting permit for the Mallingham Court Hydro vault at its April 20, 1998 meeting (to City Council on May 13, 1998) to allow critical Hydro infrastructure to be relocated in advance of the construction of Bayview Station;
- (c) requested, in the event that this matter is not considered at the April 20, 1998 meeting of the Urban Environment and Development Committee, that the report be forwarded directly to City Council for consideration at its May 13, 1998 meeting; and
- (d) requested staff to contact the local Councillor regarding this matter to see if there are any concerns.

The following persons appeared before the Urban Environment and Development Committee in connection with the foregoing matter:

- Ms. Kay Fogden, North York;
- Councillor John Filion, North York Centre;
- Mr. John Sepulis, General Manager, Engineering and Construction Branch, Toronto Transit Commission; and
- Mr. Charles Wheeler, Deputy Project Manager, Facilities Design, Sheppard Subway Department, Toronto Transit Commission; and also made an overhead presentation regarding the various options for placing the Hydro vault in the vicinity of Mallingham Court.

On motion by, the Committee:

- (1) deferred consideration of the foregoing matter to its next meeting, scheduled to be held on May 19, 1998; and
- (2) requested the Chief General Manager, Toronto Transit Commission (TTC), in consultation with the Chair of the TTC, the local Councillors and all interested parties, to pursue a solution to this matter and report thereon to the aforementioned May 19, 1998, meeting .

(Mr. David Gunn, Chief General Manager, Toronto Transit Commission;
Copy to: Councillor John Filion, North York Centre; General Secretary,
Toronto Transit Commission; Mr. John Sepulis, General Manager,
Engineering and Construction Branch; Toronto Transit Commission;
Mr. Charles Wheeler, Deputy Project Manager, Facilities Design,
Sheppard Subway Department, Toronto Transit Commission; Commissioner

of Works and Emergency Services; Interim Functional Lead, Transportation;
Mr. David Butler, Manager, Sheppard Subway Operations, Transportation;
Ms. Kay Fogden, North York - April 21, 1998)

(Clause No. 23(o) - Report No. 6)

**123. Toronto Transit Commission:
Need for Expansion of Union Subway Station.**

The Committee had before it the following communications:

- (i) (February 26, 1998) from the General Secretary, Toronto Transit Commission (Commission), advising that the Commission on February 25, 1998, considered report No. (6), entitled "Need for Expansion of Union Subway Station", and took the following action:
 - (1) received the report for information, noting a number of elements with respect to Union Subway Station;
 - (2) approved requesting the City of Toronto Council to:
 - (a) establish a special reserve fund for private-sector contributions toward the cost of expanding Union Subway Station; and
 - (b) direct City staff to establish a mechanism for obtaining private sector contributions to this fund as a condition of approval of all new developments within the catchment area of Union Subway Station, including the Railway Lands and Harbourfront; that is, those developments which contribute to the overcrowding of the station;
 - (3) approved requesting Maple Leaf Gardens, Limited to make the initial contribution to this fund in conjunction with its plans to integrate the Air Canada Centre with Union Station itself; and
 - (4) approved forwarding a copy of this report to City of Toronto Council, the City of Toronto Planning Department, the Chief Administrative Officer of the City of Toronto and Maple Leaf Gardens, Limited.
- (ii) (March 31, 1998) from Mr. Tom Anselmi, Vice-President and Project Director, Maple Leaf Gardens, Limited, in response to the foregoing communication (February 26, 1998) from the General Secretary, Toronto Transit Commission (TTC), and the request therein for the City of Toronto to establish a mechanism for

obtaining private sector funding for the expansion of Union Subway Station, and, further, that Maple Leaf Gardens, Limited should be requested to make the initial contribution to the fund as a result of the proposed Air Canada Centre/Union Station development; pointing out that the TTC reports attached to the aforementioned communication indicate that the capacity/demand problem is a result of potential surge demand from the original plan for two sports stadiums with coincident events and from the extensive developments planned for surrounding areas, such as Harbourfront, the Railway Lands and Grand Adex; stating that it is the position of Maple Leaf Gardens, Limited that the Air Canada Centre, the redevelopment of Union Station and/or the integration of the two projects is not responsible for the under-capacity of Union Subway Station in its larger context; that any expansion to Union Subway Station should be financed through an increase to the TTC capital program; expressing the opinion that public sector investment should be used to attract development as opposed to a new private sector "tax" which discourages it; and respectfully advising that Maple Leaf Gardens, Limited is not prepared to consider contributing to the expansion of Union Subway Station.

- (iii) (April 17, 1998) from the Chief General Manager, Toronto Transit Commission, submitting a letter dated April 17, 1998, addressed to Mr. Tom Anselmi, Vice-President and Project Director of Maple Leaf Gardens, Limited, in response to Mr. Anselmi's letter of March 31, 1998; pointing out that the decisions to locate the Air Canada Centre, Skydome, and a host of other large developments near Union Station were clearly driven, to a large extent, by the superior accessibility provided to that area by the public transportation systems which operate out of Union Station; that Union Subway Station, which is a critical part of that high-quality transportation infrastructure, is now being outgrown due to the increasing demands being placed on it by the intensification of development in the area; stating that the City of Toronto recently approved a development charges by-law which will apply a per-square-foot charge to developments within the zone of influence of North York Centre Subway Station. and of stations along the new Sheppard Subway Line, which is intended to recapture the significant additional value which accrues to developments near subway stations; advising that this is the basis on which the Toronto Transit Commission (TTC) has requested the City of Toronto Council to establish a special reserve fund for private-sector contributions towards the cost of expanding Union Subway Station; and urging Maple Leaf Gardens, Limited (MLGL) to re-consider its position regarding a contribution toward such a reserve fund, in light of the significant convenience and benefits which transit will bring to its customers at the Air Canada Centre and the significant value which transit adds to MLGL's investment.

On motion by, the Committee:

- (A) recommended to the Strategic Policies and Priorities Committee, and Council, the adoption of Recommendation No. (2) of the Toronto

Transit Commission, embodied in the communication dated February 26, 1998, from the General Secretary of the Commission, viz:

"The Commission took the following action:

- (2) approved requesting the City of Toronto Council to:
 - (a) establish a special reserve fund for private-sector contributions toward the cost of expanding Union Subway Station; and
 - (b) direct City staff to establish a mechanism for obtaining private-sector contributions to this fund as a condition of approval of all new developments within the catchment area of Union Subway Station, including the Railway Lands and Harbourfront; that is, those developments which contribute to the overcrowding of the station;"
- (B) recommended to the Strategic Policies and Priorities Committee that this matter be submitted to the meeting of City Council scheduled to be held on May 13, 1998;
- (C) requested the Chief Administrative Officer and the Chief Financial Officer and Treasurer to submit a joint report directly to Council, for consideration with this matter on May 13, 1998, demonstrating how the establishment of a special reserve fund for private-sector contributions toward the cost of expanding Union Subway Station, and a mechanism for obtaining such contributions, can be achieved;
- (D) referred the issue of the development of a crowd control management plan to the Commissioner of Urban Planning and Development Services, with a request that she submit a report thereon to the meeting of the Urban Environment and Development Committee scheduled to be held on June 15, 1998; and
- (E) received the aforementioned communications (March 31, 1998) from Mr. Tom Anselmi, Vice-President and Project Director, Maple Leaf Gardens, Limited, and (April 17, 1998) from the General Secretary, Toronto Transit Commission.

(Strategies Policies and Priorities Committee; Sent to: Chief Administrative Officer; Chief Financial Officer and Treasurer; Commissioner of Urban Planning and Development Services; Copy to: Mayor Mel Lastman; General Secretary, Toronto Transit Commission; Chief General Manager, Toronto Transit Commission; Mr. Tom Anselmi, Vice-President and Project Director, Maple Leaf Gardens, Limited; Mr. Lorne Ross, Interim Functional Lead, Planning; Mr. Rob Hatton, Finance Department; Mr. Joe Farag, Finance Department; Ms. Wendy Walberg, Legal Department; Ms. Madeline Brown, Interim Contact, Council - April 21, 1998)

(Clause No. 23(p) - Report No. 6)

**124. Provincial/Municipal/Toronto Transit Commission
Capital Subsidy Agreement.**

The Committee had before it the following report and communication:

- (i) (April 20, 1998) addressed to the Budget Committee from the Chief Financial Officer and Treasurer recommending that:
 - (1) in exchange for prepayment to the City by the Province of an amount of \$828,200,100.00 adjusted, as necessary, for changes in the prevailing interest rates and any undue delays in the receipt of payment:
 - (a) the City of Toronto, the Toronto Transit Commission and the Province of Ontario execute a mutual release from the Five-Year Capital Subsidy Agreement;
 - (b) a by-law be introduced to create two interest-bearing Reserve Funds, entitled "The TTC Capital Subsidy Reserve Fund" and "The Sheppard Subway Project Capital Reserve Fund", to be established with the proceeds of the prepayment, to be expended solely for the purposes of funding TTC capital projects in accordance with the subsidy assumptions in the 1998 Capital Program; and
 - (c) the Toronto Transit Commission report, entitled "Provincial/Municipal/TTC Capital Subsidy Agreement", be received for information; and
 - (2) the appropriate staff be authorized to undertake any necessary actions to implement these initiatives;

and setting out the policy, administrative and financial advantages for the City as a result of the proposal from the Province to prepay all future TTC capital subsidies required under the Capital Subsidy Agreement in exchange for release from the Agreement.

- (ii) (April 17, 1998, from the General Secretary, Toronto Transit Commission (Commission), advising that the Commission on April 17, 1998:
 - (A) authorized TTC staff to prepare a draft funding agreement surviving the existing Five-Year TTC/Provincial/Municipal Capital Subsidy Agreement, such draft to be available for consideration at the next Commission meeting on April 22, 1998; and
 - (B) directed staff not to exercise a release to any party of the existing Capital Subsidy Agreement until such time as an appropriate surviving agreement has been executed with the City of Toronto.

- (iii) (April 9, 1998) from the General Secretary, Toronto Transit Commission, advising that the Commission on April 8, 1998, during consideration of report No. (1), entitled "Provincial/Municipal/TTC Capital Subsidy Agreement", took the following action:
 - (A) amended Conditions Nos. (1) and (5), noted on page 3 of the report, to read as follows:
 - "(1) two reserve funds or trust funds (if it can be accommodated without any adverse tax implications) be established--one for the Sheppard Subway project and one for the Commission's base capital program; and
 - (5) new projects not included in Schedule A of the 1998-2002 Capital Budget will require specific Commission and Council approval;"
 - (B) approved the following:
 - (1) the execution of an agreement to release the Province from the Provincial/Municipal/TTC Capital Subsidy Agreement in consideration of it prepaying its obligation under the Agreement, subject to the conditions set out in this report, as amended; and
 - (2) that this report be forwarded through the Urban Environment and Development Committee to City of Toronto Council for approval; and

- (C) requested that when staff reply to the Minister regarding the release, the letter include reference to the fact that the Province does not have unilateral power to cancel the contract.

On motion by Councillor Moscoe, the Committee received the aforementioned report and communications, having regard that the Budget Committee already dealt with this matter at its meeting on April 20, 1998.

(Clause No. 23(q) - Report No. 6)

**125. Proposed Pedestrian Crossover:
Victoria Park Avenue and Swanwick Avenue.**

The Committee had before it the following communication:

- (i) (March 11, 1998) from the Acting Manager, East Traffic Region submitting a communication (February 16, 1998) from the Toronto Police Service indicating that a crossing guard is not warranted at Victoria Park Avenue and Swanwick Avenue and will not be provided; advising that Metropolitan Council on June 4, 1997, approved Clause No. 4 of Report No. 14 of The Planning and Transportation Committee which recommended that a pedestrian crossover (PXO) be installed at the intersection of Victoria Park Avenue and Swanwick Avenue, subject to a crossing guard being provided at such intersection; and stating that, given that a crossing guard will not be provided, the PXO will not be installed and the Transportation Department now considers this issue to be closed.
- (ii) Clause No. 4 of Report No. 14 of The Planning and Transportation Committee, headed "Request for Installation of Pedestrian Crosswalk - Victoria Park Avenue and Swanwick Avenue", which was adopted, without amendment, by the Metropolitan Council on June 4, 1997.

On motion by, the Committee deferred consideration of the aforementioned report to its next meeting, scheduled to be held on May 19, 1998.

(Clause No. 23(r) - Report No. 6)

**126. Request to Remove Traffic Signal Co-ordination:
Danforth Avenue, East Lynn Avenue to Woodbine Avenue.**

The Committee had before it a report ((April 3, 1998) from Councillor Tom Jakobek, East Toronto, advising that he does not agree with the attached report (February 25, 1998) from

the Acting Manager, Central Traffic Region, Metro Hall, in response to a request from the Councillor for adjustments to traffic signal co-ordination on Danforth Avenue, from East Lynn Avenue to Woodbine Avenue, due to public complaints about speeding on this portion of Danforth Avenue; wherein it states that the Transportation Department has completed its investigation and has concluded that adjustments to signal co-ordination on this section of Danforth Avenue will not necessarily result in safer or overall slower traffic operations; and requesting that this matter be placed on the upcoming agenda of the Urban Environment and Development Committee.

On motion by Councillor Sgro, the Committee deferred consideration of the aforementioned report to its next meeting, scheduled to be held on May 19, 1998.

(Clause No. 23(s) - Report No. 6)

The Committee adjourned its meeting at 5:00 p.m.

Chair.