

THE CITY OF TORONTO

Clerk's Department

Minutes of the Urban Environment and Development Committee

Monday, June 15, 1998, and Tuesday, June 16, 1998.

The Urban Environment and Development Committee met on Monday, June 15, 1998, in Committee Room A, 2nd Floor, Metro Hall, Toronto, commencing at 9:37 a.m.

Members Present:

Councillor Joe Pantalone, Chair
Councillor Irene Jones
Councillor Blake Kinahan
Councillor Pam McConnell
Councillor Ron Moeser
Councillor Howard Moscoe
Councillor Judy Sgro
Councillor Mario Silva
Councillor Mike Tzekas

Regrets: Councillor Frank Faubert
Councillor Peter Li Preti
Mayor Mel Lastman

168. Vending Permit No. 95-213 York Mills Road.

The Committee had before it a communication (May 13, 1998) from the City Clerk advising that the Road Allowance Sub-Committee on May 12, 1998, recommended to the Urban Environment and Development Committee that vending at this location (north side of York Mills Road, west of Banbury Road), be permitted to continue until such time as the lottery is held and that this location be deleted from the inventory of sidewalk/boulevard vending locations located on major arterial roads at that time.

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

(Clause No. 4 - Report No. 8)

169. Subway Asbestos Removal - Program Requirements.

The Committee had before it a communication (May 21, 1998) from the General Secretary, Toronto Transit Commission advising that the Toronto Transit Commission (Commission) on May 20, 1998, approved the following recommendations contained in Report No. (33), entitled "Subway Asbestos Removal - Program Requirements":

"It is recommended that the Commission:

- (1) authorize staff to proceed with the Subway Asbestos Removal Program in accordance with the revised schedule and modified methodology as reported to the Commission on September 23, 1997, noting that overall savings will be achieved in the Capital Program;
- (2) grant additional project approval in the amount of \$364,000.00 for a scaffold workcar under program 4.23 Purchase Rail Non-Revenue Vehicles, for a total estimated final cost of \$3,781,000.00 (see Appendix A) and thereby further approve:
 - (a) authorization of award of a contract to AVRA Industries, Tender No. N31S8079, in the amount of \$409,664.50, for the design and manufacture of a scaffold workcar for the immediate use in the Asbestos Removal Project on the North Yonge Line;
 - (b) funds in the amount of \$92,335.50 for in-house labour and material costs related to the purchase of the scaffold workcar;
- (3) grant additional project approval in the amount of \$140,000.00 for the overhaul of four workcars under program 4.22 Rail Non-Revenue Vehicle Overhaul, for a total estimated final cost of \$7,143,000.00 (see Appendix B); which will provide the necessary funds for in-house labour and material costs to complete the work and provide workcars for immediate use in the Asbestos Removal Project on the North Yonge Line;
- (4) approve these funds being held in TTC accounts pending City Council approval of the Project Approval adjustments, as set out in Appendices A, B and C; and
- (5) forward this report to the City of Toronto Council requesting the necessary Project Approval adjustments set out in Appendices A, B and C, noting that no additional funds are required overall."

On motion by Councillor Moscoe, the Committee recommended to the Budget Committee, the Strategic Policies and Priorities Committee, and

Council the adoption of Recommendation No. (5) embodied in the aforementioned communication, viz:

"(5) forward this report to the City of Toronto Council requesting the necessary Project Approval adjustments set out in Appendices A, B and C, noting that no additional funds are required overall."

(Budget Committee; Copy to: Chief General Manager, Toronto Transit Commission; General Secretary, Toronto Transit Commission; Chief Financial Officer and Treasurer; Mr. Shekhar Prasad, Director, Finance Department; Mr. Rob Hatton, Finance Department; Mr. Andres Hachard, Finance Department - June 17, 1998)

(Clause No. 25(b) - Report No. 8)

170. Toronto Transit Commission Financial Statements for the Year Ended December 31, 1997.

The Committee had before it the following communications:

- (i) (May 21, 1998) from the General Secretary, Toronto Transit Commission, advising that the Toronto Transit Commission (Commission) on May 20, 1998, approved the following recommendations contained in Report No. (29), entitled "Financial Statements of Toronto Transit Commission for Year Ended December 31, 1997":

"It is recommended that the Commission:

- (1) receive and approve the attached Financial Statements of the Toronto Transit Commission for the year ended December 31, 1997; and
 - (2) forward a copy of the approved financial statements to the City of Toronto Council, through the City Urban Environment and Development Committee, as required by the City of Toronto Act."
- (ii) (June 8, 1998) from the General Secretary, Toronto Transit Commission, forwarding, for the information of the Urban Environment and Development Committee, the 1997 Annual Report for the Toronto Transit Commission.

On motion by Councillor Moscoe, the Committee received the aforementioned communications, and directed that a copy thereof be forwarded to the Audit Committee for its consideration.

(Audit Committee; Copy to: City Auditor; Chief Financial Officer and Treasurer; Mr. Shekhar Prasad, Director, Finance Department; Mr. Rob Hatton, Finance Department; Mr. Andres Hachard, Finance Department; Mr. V. Rodo, General Secretary, Toronto Transit Commission - June 17, 1998)

(Clause No. 25(c) - Report No. 8)

171. Procurement of Used Buses.

The Committee had before it a communication (May 22, 1998) from the General Secretary, Toronto Transit Commission, advising that the Toronto Transit Commission (Commission) on May 20, 1998, considered Report No. (2), entitled "Procurement of Used Buses"; and that the Commission approved the recommendations contained in the above report, as listed below, at an upset limit amount for procurement which was specified in a confidential report received from the Chief General Manager concerning this matter:

"It is recommended that the Commission:

- (1) receive this report for information noting that it may be uneconomical to rebuild some of the current and future Flyer 12-Year rebuild candidate buses due to their condition and the intention is to procure used GM or RTS buses for rebuild in their place;
- (2) delegate authority to the Chair, one other Commissioner and the Chief General Manager to approve the submission of bids which will result in the procurement of up to 100 used buses;
- (3) delegate authority to the Chief General Manager to approve funds in the upset limit amount of \$30,000.00 to cover the cost for travel and accommodation for staff to inspect used buses; and
- (4) forward this report to the City of Toronto for information"

On motion by Councillor Moscoe, the Committee received the aforementioned communication, and directed that such communication be submitted to Council for information.

(Clause No. 22 - Report No.8)

**172. Toronto Transit Commission
Family Pass/Celebrate Toronto Street Festival.**

The Committee had before it a communication (May 22, 1998) from the General Secretary, Toronto Transit Commission, advising that the Toronto Transit Commission (Commission) on May 20, 1998, considered Report No. (34a), entitled "Toronto Transit Commission Family Pass/Celebrate Toronto Street Festival"; and stating that the Commission received the foregoing communication and requested that a copy be forwarded to the Urban Environment and Development Committee and City Council for information.

On motion by Councillor Moscoe, the Committee received the aforementioned communication, and directed that such communication be submitted to Council for information.

(Clause No. 23 - Report No. 8)

173. Profile Toronto: Immigrants in Toronto.

The Committee had before it a report (May 27, 1998) from the Commissioner of Urban Planning Development Services submitting a Planning Research publication, entitled "Immigrants In Toronto", which illustrates the settlement patterns of immigrants to Toronto from the 1996 Census; explaining that although immigration brings many benefits to the city, it also results in increased service costs, especially for education and training; that Toronto, Vancouver, and Mississauga as the main immigrant destinations must support the bulk of these costs; stating that to address these issues fairly requires partnerships between cities, school boards, the provinces and the Federal Government; that, in future, the City of Toronto could consider developing alliances with Vancouver and Mississauga in developing these partnerships with other levels of government; and recommending that the Committee receive this report for information.

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

(Clause No. 25(e) - Report No. 8)

**174. Contract No. T-56-98
F.G. Gardiner Expressway-Parliament Street
to Cherry Street Substructure Repairs.**

The Committee had before it a report (May 29, 1998) from the Interim Functional Lead, Transportation, recommending that:

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- (1) Contract No. T-56-98, for the substructure repairs to the F. G. Gardiner Expressway from Parliament Street to Cherry Street, be awarded to G. Tari Limited who submitted the lowest price bid in the amount of \$1,607,273.75; and
- (2) 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 \$1,759,723.75; that funding for this project has been approved by Council and is available in Capital Account No. C-TR180, F. G. Gardiner Expressway, Don Valley Parkway to Humber River; 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:

- (1) approved the aforementioned report from the Interim Functional Lead, Transportation; and
- (2) directed that such report be forwarded to Council for information.

(Clause No. 7 - Report No. 8)

**175. Contract No. EB9806RD
Construction of Waterfront Drive from
Park Lawn Road to Palace Pier Court, Including
Road Construction, Streetlighting, Streetscaping
and Underground Utility Distribution Duct Work.**

The Committee had before it a joint report (June 15, 1998) from the Commissioner of Works and Emergency Services and the Chief Financial Officer and Treasurer recommending that:

- (1) Contract No. EB9806RD, for the construction of Waterfront Drive from Park Lawn Road to Palace Pier Court, including road construction, streetlighting, streetscaping and underground utility distribution duct work, be awarded to Vaughan Paving Ltd. for the total tendered price of \$4,066,139.50 including all taxes; and
- (2) the appropriate City Officials be authorized to take the necessary action to give effect thereto;

advising that this project is included in the Provincial-Municipal Infrastructure Agreement entered into by the former City of Etobicoke under the terms of the Canada-Ontario Infrastructure Works Program; and that the Chief Financial Officer and Treasurer has confirmed that funds are available in the appropriate accounts for this project.

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

(Clause No. 8 - Report No. 8)

**176. TTC Streetcar Platforms on
Lake Shore Boulevard West at Park Lawn Road;
and Construction of Waterfront Drive.**

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

- (1) approval be given to proceed with the construction of TTC streetcar platforms on the west leg of the Lake Shore Boulevard West/Park Lawn Road intersection; and
- (2) the introduction of any necessary Bills be authorized;

advising that the cost for the construction of the TTC streetcar platforms is estimated to be \$185,000.00 and will be paid for by the Toronto Transit Commission; that the platforms are the final component of a project initiated in 1997 and will improve safety for transit passengers; further advising that the Department will be constructing Waterfront Drive and related services as approved by the former Etobicoke Council at its meeting on October 6, 1997, and that the reconfiguration of the south leg of the Lake Shore Boulevard West/Park Lawn Road intersection will be included in this work; stating that the total estimated cost for the construction of Waterfront Drive is \$4,432,000.00, of which \$1,535,000.00 is to be financed through the Canada/Ontario Infrastructure Works Program and the remaining \$2,897,000.00 has been financed by the former City of Etobicoke through Order No. 10010.

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

(Clause No. 10 - Report No. 8)

**177. Proposed Parking Prohibition on the
West Side of Scarlett Road, Near the
Lambton Golf and Country Club Driveway.**

The Committee had before it the a report (May 19, 1998) from the Interim Functional Lead, Transportation, recommending that:

- (1) the existing parking prohibition in effect at all times on the west side of Scarlett Road, between a point 74 metres north of Eileen Avenue and a point 48 metres further north thereof, be modified to be in effect from a point 52 metres north of Eileen Avenue and a point 70 metres north thereof; and
- (2) the appropriate by-law(s) be amended accordingly;

advising that the foregoing extension of the "No Parking Any Time" zone, as requested by Councillor Nunziata, would provide better sightlines and turning radii for motorists using the Lambton Golf and Country Club driveway without negatively impacting parking in this area; that the estimated cost to install the required signs is \$300.00; and that the funds for this work are contained in the Works and Emergency Services' 1998 Current Budget.

The Committee also had before it a communication (April 28, 1998) from Councillor Frances Nunziata, York-Humber, submitting a copy of Clause No. 5 of Report No. 21 of The Planning and Transportation Committee, headed "Proposed Parking Prohibition on the West Side of Scarlett Road, at the Lambton Golf and Country Club Driveway", which was adopted, without amendment, by the Metropolitan Council on December 10 and 18, 1997; pointing out that although a partial "No Parking Any Time" zone was implemented in the area last year, the parking and access problems still persist; and requesting that the "No Parking" zone be increased by a few more metres in the southerly direction on the west side of Scarlett Road, at the Lambton Golf and Country Club.

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

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the aforementioned report from the Interim Functional Lead, Transportation.

(Clause No. 18 - Report No. 8)

**178. Proposed Installation of Traffic Control Signals:
Bathurst Street and Robinson Street/Carr Street.**

The Committee had before it a report (May 20, 1998) from the Interim Functional Lead, Transportation, recommending that:

- (1) traffic control signals be approved at the intersection of Bathurst Street and Robinson Street/Carr Street coincident with the removal of the existing pedestrian crossover (PXO);

- (2) a northbound right-turn-on-red prohibition be introduced from Bathurst Street to Carr Street;
- (3) a southbound right-turn-on-red prohibition be introduced from Bathurst Street to Robinson Street;
- (4) pedestrian crossings of Bathurst Street be prohibited from the north curb line of Robinson Street to a point 30.5 metres south thereof; and
- (5) the appropriate by-law(s) be amended accordingly;

advising that traffic control signals are warranted at the aforementioned intersection and should replace the existing PXO to improve operational safety; that the estimated cost of installing the foregoing traffic control signals is \$81,000.00; and that the funds associated with new traffic control signal installations are contained in the Works and Emergency Services' Capital Program under Project No. C-TR031.

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

(Clause No. 19 - Report No. 8)

**179. Proposed Installation of Traffic Control Signals:
Lake Shore Boulevard East, 30 Metres West of
Kew Beach Avenue.**

The Committee had before it a report (May 20, 1998) from the Interim Functional Lead, Transportation, recommending that traffic control signals be approved on Lake Shore Boulevard East, 30 metres west of Kew Beach Avenue; advising that the Subdivision Agreement for the new Woodbine Park residential subdivision requires the developer, EMM Financial Corporation, to fund the installation of traffic control signals on Woodbine Avenue in the vicinity of Kew Beach Avenue; stating that the estimated cost of installing these traffic control signals is \$50,000.00, and that the signals will enhance pedestrian safety in this area.

Councillor Tom Jakobek, East Toronto, appeared before the Urban Environment and Development Committee in connection with the foregoing matter.

On motion by Councillor Silva, the Committee deferred consideration of the aforementioned report until its meeting to be held in March 1999.

(General Manager, Transportation Services: Copy to: Councillor Tom Jakobek, East Toronto - July 2, 1998)

(Clause No. 25(g) - Report No. 8)

**180. Proposed Installation of Traffic Control Signals:
Broadview Avenue and Hillside Drive.**

The Committee had before it a report (May 19, 1998) from the Interim Functional Lead, Transportation, recommending that traffic control signals be approved on Broadview Avenue at Hillside Drive; advising that the installation of a pedestrian crossover (PXO) is warranted on Broadview Avenue at Hillside Drive; however, because this location fails to meet the "environmental standards" for the installation of a PXO, traffic control signals will potentially provide for a safer crossing environment and should be installed at this location; stating that the estimated cost of the installation of the aforementioned traffic control signals is \$108,000.00; that the funds associated with new traffic signal installations are contained in the Works and Emergency Services Capital Program under Project No. C-TR031; that funding for this project has previously been approved by Metropolitan Council; and that the Treasurer has certified 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. 20 - Report No. 8)

**181. Non-Concurrence with the Proposed
Installation of Traffic Control Signals
on Cherry Street at Commissioners Street.**

The Committee had before it a report (May 20, 1998) from the Interim Functional Lead, Transportation, responding to a request from the Toronto Community Council to study the feasibility of installing traffic control signals at the intersection of Cherry Street and Commissioners Street; advising that an audit of the physical suitability of the pedestrian crossover (PXO) at this intersection did not reveal any characteristics which would make this location unsuitable for a PXO, and that staff of the former City of Toronto report that the PXO has been operating satisfactorily since it was installed in 1984; that, after reviewing the potential impacts of redevelopment and reconstruction in the area, staff have concluded that traffic control signals will not likely be required at the aforementioned intersection in the next few years; and recommending that the installation of traffic control signals at the intersection of Cherry Street and Commissioners Street not be approved.

On motion by Councillor McConnell, the Committee deferred consideration of the aforementioned report until its meeting scheduled to be held on October 5, 1998.

(General Manager, Transportation Services - July 2, 1998)

(Clause No. 25(h) - Report No. 8)

182. Traffic Control Signal Operation: (RE-OPENED)
Jane Street and Annette Street/Baby Point Road.

(Also see Minute No. 202.)

The Committee had before it a report (May 20, 1998) from the Interim Functional Lead, Transportation, responding to a request made by the Urban Environment and Development Committee on April 20, 1998, for a review of the operation of the traffic signals on Jane Street at Annette Street/Baby Point Road to determine whether the existing signal time provided for pedestrians to cross Jane Street is acceptable; advising that, notwithstanding the relatively comfortable crossing time provided, the investigation indicated that the time provided for pedestrians to cross Jane Street could be slightly increased by decreasing the green time for motorists on Jane Street, during all times of the day, without an undue reduction in overall intersection performance; stating that this change was made during the week of May 25, 1998; and recommending that this report be received for information.

The Committee also 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 Moscoe, the Committee received the aforementioned report and communication.

(The Committee subsequently re-opened its consideration of this matter later in the meeting in order to permit a deputant to address the Committee - refer to Minute No. 202.)

**183. Request to Relocate the Existing Pedestrian
Crossover from Scarlett Road at Bernice Crescent
to Scarlett Road at Eileen Avenue.**

The Committee had before it the following communication and report:

- (i) (April 21, 1998) from Councillor Frances Nunziata, York-Humber, submitting a report from the Transportation Department wherein it states that the existing pedestrian crossover (PXO) at Scarlett Road and Bernice Crescent is serving the pedestrian crossing demand at a satisfactory level, and the relocation of this PXO to Eileen Avenue is not advisable; stating that she cannot support the findings of the Central Traffic region in this matter; and requesting that this item be added to the agenda of the next Urban Environment and Development Committee.
- (ii) (June 3, 1998) from the Interim Functional Lead, Transportation, submitting, as requested by the Urban Environment and Development Committee, a location plan of the area of Scarlett Road/Bernice Crescent/Eileen Avenue.

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

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

(Clause No. 25(k) - Report No. 8)

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

The Committee had before it the a communication (March 11, 1998) from the Acting Manager, East Traffic Region, submitting a communication dated February 16, 1998, from Staff Inspector R. Taverner, Community Policing Support Unit, Toronto Police Services, 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.

Councillor Tom Jakobek, East Toronto, appeared before the Urban Environment and Development Committee in connection with the foregoing matter.

On motion by Councillor Moscoe, the Committee recommended that Council approve the installation of a pedestrian crossover at the intersection of Victoria Park Avenue and Swanwick Avenue, and that the appropriate officials be authorized and directed to take the necessary action to give effect thereto.

(Clause No. 21 - Report No. 8)

**185. East York Parking Contract with
APCOA Parking Development and Management Ltd.**

The Committee had before it a communication (May 11, 1998) from the City Clerk advising that the East York Community Council on May 6, 1998, referred the report dated April 23, 1998, from the Commissioner of Development Services, East York, and the communications dated May 1 and 4, 1998, from the President, APCOA Parking Development and Management Ltd., to the Urban Environment and Development Committee for consideration with respect to the recommended parking operation efficiencies available through technological advancements and the involvement of private parking management services to deliver parking operations in the City of Toronto.

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

(Clause No. 25(o) - Report No. 8)

186. Incorporation of the Terms of Reference for the Sub-Committee on Pro-Transit Initiatives into the Terms of Reference for the Environmental Task Force. **(RE-OPENED)**

(Also see Minute No. 210.)

The Committee had before it a report (June 10, 1998) from Councillor Joe Pantalone, Chair, Urban Environment and Development Committee, recommending that:

- (1) the Terms of Reference for the Sub-Committee on Pro-Transit Initiatives be incorporated into the Terms of Reference for the Environmental Task Force; and
- (2) the Environmental Task Force report to Council through the Urban Environment and Development Committee with respect to transit-related issues.

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

**(The Committee subsequently re-opened its consideration of this matter
later in the meeting to allow further discussion - refer to Minute
No. 210.)**

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

The Committee had before it a communication (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.

Councillor Tom Jakobek, East Toronto, appeared before the Urban Environment and Development Committee in connection with the foregoing matter.

On motion by Councillor Moscoe, the Committee referred the aforementioned communication to the General Manager, Transportation Services, with a request that he submit a report thereon to the Urban Environment and Development Committee, such report to include the implications of removing signal co-ordination on Danforth Avenue, from East Lynn Avenue to Woodbine Avenue.

(Sent to: Councillor Tom Jakobek, East Toronto; General Manager, Transportation Services - July 2, 1998)

(Clause No. 25(1) - Report No. 8)

**188. Road Modifications Required for Private
Sector Developments: Various Locations.**

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

- (1) approval be given to proceed with centre median modifications on Steeles Avenue West, west of Thompson Boulevard, to provide for an exclusive eastbound left-turn lane on Steeles Avenue West at a new development access to be constructed on the north side of Steeles Avenue West opposite Thompson Boulevard;

- (2) approval be given to proceed with the extension of the concrete centre median on Steeles Avenue West, west of Dufferin Street to physically restrict the left-turn movements in and out of the property at 1514 Steeles Avenue West;
- (3)
 - (a) approval be given to proceed with the reconstruction of the concrete centre median on Kingston Road, south of Cliffside Drive, to provide for a southbound left turn lane at the southerly entrance at 2235-2245 Kingston Road (Andrews Motel); and
 - (b) in conjunction with Recommendation No. (3)(a), approval be given to remove or transplant those trees in the centre median which will be affected by the reconstruction of the concrete centre median on Kingston Road, in the vicinity of 2235-2245 Kingston Road;
- (4) approval be given to proceed with the extension of the northbound bus bay on Warden Avenue in the vicinity of 1575 Warden Avenue;
- (5) the appropriate City of Toronto by-law(s) be amended accordingly; and
- (6) the introduction of any necessary Bills be authorized;

and advising that funding for the aforementioned road modifications is the responsibility of the developers.

The Committee also had before it a communication (June 11, 1998) from Councillor Brian Ashton, Scarborough Bluffs, advising of his opposition with respect to the proposed removal of a portion of the median on Kingston Road to allow the creation of a left-turn lane; that the portion in question currently contains a number of trees and stating that it is his belief that their removal would be detrimental to the streetscape.

Councillor Brian Ashton, Scarborough Bluffs, appeared before the Urban Environment and Development Committee in connection with the foregoing matter.

On motion by Councillor Moscoe, the Committee:

- (1) recommended to Council the adoption of Recommendations Nos. (4), (5) and (6) embodied in the aforementioned report;
- (2) deferred consideration of Recommendations Nos. (1) and (2) pending discussions with York Region officials regarding Steeles Avenue; and

- (3) referred Recommendation No. (3) to the General Manager, Transportation Services, with a request that Councillor Brian Ashton be consulted with respect thereto.

(Sent to: Councillor Brian Ashton, Scarborough Bluffs; General Manager, Transportation Services - July 2, 1998)

(Clause No. 15 - Report No. 8)

**189. Request to Provide On-Street Parking:
Lawrence Avenue East Between
Pharmacy Avenue and Birchmount Road.**

The Committee had before it a communication (May 22, 1998) from Councillor Norm Kelly, Scarborough-Wexford, submitting a copy of a staff report dated April 17, 1998, in response to a request made by Mr. Keysar Nasr of NASR Foods to provide on-street parking on Lawrence Avenue East between Pharmacy Avenue and Birchmount Road, wherein it states that Transportation staff are unable to justify a change in the parking regulations along the aforementioned section of Lawrence Avenue East at this time for the reasons set out in the report; and advising that Mr. Nasr has subsequently modified his request so that parking regulations are changed only on the north side of the aforementioned section of Lawrence Avenue East.

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

- Mr. George Papadopoulos, Papadopoulos & Pradman Architects, on behalf of Mr. K. Nasr;
 - Councillor Lorenzo Berardinetti, Scarborough City Centre; and
 - Councillor Norm Kelly, Scarborough Wexford.
- (A) Councillor Tzekas moved that the Committee refer the aforementioned communication to the Commissioner of Urban Planning and Development Services for inclusion in a previously requested study of this area.
- (B) Councillor Moscoe moved that the foregoing motion (A) by Councillor Tzekas be amended to provide that the communication be referred to the General Manager, Transportation Services, as well as to the Commissioner of Urban Planning and Development Services, and that they be requested to submit a preliminary joint report thereon to the Scarborough Community Council in September 1998.

- (C) Councillor Jones moved, on behalf of Councillor Kelly, that parking be permitted at this location from Fridays at 6:00 p.m. and all day Saturdays, Sundays and public holidays, for a trial period of six months, and that the General Manager, Transportation Services be requested to submit a report thereon to the Urban Environment and Development Committee at that time.

Upon the question of the adoption of the foregoing motion (B) by Councillor Moscoe, it was carried.

Upon the question of the adoption of the foregoing motion (A) by Councillor Tzekas, it was carried.

Having regard that the foregoing motions (A) and (B) were carried, motion (C) by Councillor Jones was not put to a vote.

(Sent to: Mr. George Papadopoulos, Papadopoulos & Pradman Architects; Mr. Keysar Nasr, NASR Foods; Commissioner of Urban Planning and Development Services; Mr. Lorne Ross, Urban Planning and Development Services; General Manager, Transportation Services - July 2, 1998)

(Clause No. 25(n) - Report No. 8)

**190. 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 communication (May 8, 1998) from the City Clerk advising that the East York Community Council on May 6, 1998, recommended to the Urban Environment and Development Committee the following:

- (1) that parking on the west side of Bayview Avenue, between Balliol Street to Soudan Avenue, from 4:00 p.m. to 6:00 p.m., be implemented for a trial period of six months or less; and
- (2) that the Interim Functional Lead for Transportation be requested to report on the impact along Bayview Avenue as a result of the implementation of parking during this time period.

The Committee also had before it a communication (May 21, 1998) from the City Clerk advising that the Toronto Community Council on May 6, 1998, recommended to the Urban Environment and Development Committee that City Council approve parking on Bayview Avenue, between Balliol Street and Soudan Avenue, during the morning and afternoon peak periods in the off-peak direction.

The Committee also 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.

Councillor Michael Walker, North Toronto, appeared before the Urban Environment and Development Committee in connection with the foregoing matter.

On motion by Councillor Moscoe, the Committee recommended to Council:

- (1) the adoption of the recommendations of the East York Community Council, embodied in the aforementioned communication (May 8, 1998) from the City Clerk; and
- (2) that the Chief General Manager, Toronto Transit Commission, be requested to submit a report to the Urban Environment and Development Committee, in six months' time, on the effects of this change on TTC buses operating on this section of Bayview Avenue.

(Clause No. 11 - Report No. 8)

191. Review of Level Crossings and the Construction of Grade Separations in the City of Toronto. (HELD DOWN)

(Also see Minute No. 215.)

The Committee had before it a communication (June 1, 1998) from Mr. Tony O'Donohue, P. Eng., recommending that the Urban Environment and Development Committee adopt the following:

"Request staff:

- (a) to report on the locations of all level crossings in Toronto;
- (b) to report on the financial formulas to be used for the construction of grade separations;
- (c) to review the contributions of benefitting developers/industries; and
- (d) to review the status of the Strachan Avenue level crossing; and, further, comment on safety, legal and the rights of the abutting new residential community."

Mr. Tony O'Donohue, Toronto, appeared before the Urban Environment and Development Committee in connection with the foregoing matter.

On motion by Councillor Moscoe, the Committee decided to hold down further discussion of the foregoing matter.

(Matter held down for further discussion - also refer to Minute No. 215.)

192. Presentation by the Honourable Christine Stewart, Federal Minister of the Environment.

At this point in the proceedings, Councillor Layton, Don River, and Third Vice-President, Federation of Canadian Municipalities (FCM) welcomed The Honourable Christine Stewart, Federal Minister of the Environment, who was in attendance to present a plaque on behalf of the Ministry, recognizing the important contributions made by the City of Toronto in its efforts to reduce greenhouse emissions.

Councillor Layton accepted the plaque and expressed appreciation on behalf of Mayor Lastman, and the City of Toronto Council.

**193. Passenger Drop-Off Lay-By on Bloor Street East
Required for Private Sector Development**

The Committee had before it a report (May 26, 1998) from the Interim Functional Lead, Transportation, recommending that:

- (1) approval be given to proceed with the construction of a passenger drop-off lay-by at 321 Bloor Street East;
- (2) subject to construction of the passenger drop-off lay-by;
 - (a) the current stopping prohibition on the south side of Bloor Street East, between St. George Street and Mount Pleasant Road, currently in effect from 3:30 p.m. to 6:30 p.m., Monday to Friday, except Saturdays, Sundays and Public Holidays, be rescinded;
 - (b) stopping be prohibited on the south side of Bloor Street East, from St. George Street to a point approximately 27 metres east of Jarvis Street, from 3:30 p.m. to 6:30 p.m., Monday to Friday, except Saturdays, Sundays and Public Holidays;
 - (c) stopping be prohibited on the south side of Bloor Street East, from a point approximately 42 metres east of Jarvis Street to Mount Pleasant Road, from 3:30 p.m. to 6:30 p.m., Monday to Friday, except Saturdays, Sundays and Public Holidays; and
 - (d) standing be prohibited at all times on the south side of Bloor Street East, from a point approximately 27 metres east of Jarvis Street to a point approximately 15 metres further east thereof;
- (3) the appropriate by-law(s) be amended accordingly; and
- (4) the introduction of any necessary Bills be authorized;

and advising that funding for this road modification is the responsibility of the developer, Eastern Construction on behalf of Rogers Cantel Inc.

On motion by Councillor McConnell, the Committee:

- (a) recommended to Council the adoption of the aforementioned report;
and

- (b) requested the General Manager, Transportation Services, to include in future reports respecting road construction or modifications, an indication as to whether the local Councillors whose wards are affected are in agreement with the revisions proposed.

(Clause No. 13 - Report No. 8)

**194. Yonge Street Median Construction,
North York Boulevard to Eglinton Avenue.**

The Committee had before it a report (May 26, 1998) from the Interim Functional Lead, Transportation, recommending that:

- (1) authority be given to proceed with the construction of a landscaped median along the centre line of Yonge Street between North York Boulevard and Eglinton Avenue;
- (2) the existing two-way left-turn designation for the centre left-turn lane on Yonge Street, between Sheppard Avenue and Parkview Avenue, be rescinded;
- (3) the appropriate City of Toronto By-law(s) be amended accordingly; and
- (4) the introduction of any Bills be authorized;

advising that the cost of the median will be approximately \$1.4 million including public art, construction, design fees, project administration fees and contingencies; and that funds for this project are available in Account No. 005 313 7106 which holds development charges collected for streetscaping in the Yonge Street corridor.

On motion by Councillor Moscoe, the Committee recommended to Council:

- (1) the adoption of the aforementioned report from the Interim Functional Lead, Transportation; and
- (2) that the General Manager, Transportation Services, be requested to meet with officials from the Toronto Transit Commission with respect to Phase 3 of the median extension, Sheppard Avenue to Highway No. 401.

(Clause No. 14 - Report No. 8)

195. Proposed Introduction of Left-Turn Prohibitions at 2530 Weston Road.

The Committee had before it a report (May 12, 1998) from the Interim Functional Lead, Transportation, recommending that:

- (1) northbound and eastbound left turns at the access to 2530 Weston Road, located approximately 18 metres south of Fairglen Crescent, to/from Weston Road be prohibited at all times; and
- (2) the appropriate by-law(s) be amended accordingly;

advising that the foregoing prohibition is a condition of site plan approval, is supported by channelization of the driveway, and will promote safe and efficient traffic flow on this section of Weston Road; and that the cost of the installation of the appropriate signage is the responsibility of the property owner.

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

(Clause No. 16 - Report No. 8)

196. Proposed Two-Way Left-Turn Lane Designation: Finch Avenue West Between Weston Road and a Point 255 Metres West of Weston Road.

The Committee had before it a report (May 14, 1998) from the Interim Functional Lead, Transportation, recommending that:

- (1) the centre lane on Finch Avenue West, between Weston Road and a point 255 metres west, be designated for eastbound and westbound left turns only; and
- (2) the appropriate by-law(s) be amended accordingly;

and advising that the funds associated with the installation of the appropriate signage and pavement markings, estimated to cost \$4,500.00, are contained in the Works and Emergency Services' 1998 Current Budget.

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

(Clause No. 17 - Report No. 8)

**197. TTC Streetcar Platforms and Bicycle Lanes (HELD DOWN)
on Lake Shore Boulevard West
Between 30th Street and 40th Street.**

(Also see Minute No. 206.)

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

- (1) authority be given to proceed with the construction of streetcar platforms on Lake Shore Boulevard West at the following locations: westbound at Long Branch Avenue, 37th Street and west of 39th Street; and eastbound at 39th Street, 37th Street, Long Branch Avenue and 31st Street;
- (2) the eastbound curb lane of Lake Shore Boulevard West between 40th Street and 31st Street be designated for bicycles only;
- (3) the appropriate City of Toronto by-law(s) be amended accordingly; and
- (4) the introduction of any necessary Bills be authorized;

advising that the cost of constructing the platforms is estimated to be \$190,000.00 and will be paid for by the Toronto Transit Commission.

On motion by Councillor Jones, the Committee decided to hold down further discussion of the foregoing matter

(Matter held down for further discussion - also refer to Minute No. 206.)

**198. Consultant Study - Inventory of Cycling Trail (RE-OPENED)
Opportunities in Rail and Hydro Corridors.**

(Also see Minute No. 216.)

The Committee had before it a report (June 1, 1998) from the Commissioner of Urban Planning and Development Services recommending that:

- (1) City Council endorse in principle developing trails in active and abandoned rail and hydro corridors, as an integral part of a city-wide network of cycling routes which would include both off-street and on-street facilities;

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- (2) the Commissioners of Urban Planning and Development Services, Economic Development, Culture and Tourism, and Works and Emergency Services be authorized to develop a plan, in consultation with the Toronto Cycling Committee, for implementing trails in active and abandoned corridors, based on the consultant's report, entitled "Inventory of Cycling Trail Opportunities in Rail and Hydro Corridors", which would address:
 - (a) guidelines for identifying priority trail projects;
 - (b) a multi-year implementation plan;
 - (c) design guidelines for trail construction and trail-roadway intersections;
 - (d) annual capital funding requirements for trail development and property acquisition; and
 - (e) additional funding sources and potential partnerships with other levels of government and private corporations;
- (3) the Commissioners of Urban Planning and Development Services, Economic Development, Culture and Tourism, and Works and Emergency Services be requested to report, in time for consideration as part of the 1999 capital budget, on trail projects which could be initiated in 1999;
- (4) the Commissioner of Urban Planning and Development Services be authorized to protect opportunities for bicycle and pedestrian trails in rail and hydro corridors wherever possible through the development approval process and secure implementation where appropriate;
- (5) the Commissioner of Urban Planning and Development Services be requested to consider policies as part of the new Official Plan to preserve future opportunities for trail development in rail and hydro corridors which are declared surplus; and
- (6) a copy of this report be forwarded to all Community Councils, the City of Toronto Environmental Task Force, Ontario Hydro, Consumers' Gas, CN Rail, CP Rail (St. Lawrence and Hudson), GO Transit and Toronto Transit Commission for information and comments.

The Committee also had before it the following reports and communication:

- (i) (June 6, 1998) from the City Clerk advising that the Metropolitan Cycling and Pedestrian Committee, the Toronto City Cycling Committee and the North York Cycling and Pedestrian Committee at a joint meeting on May 25, 1998, recommended to the Urban Environment and Development Committee that a bicycle/pedestrian path be included in the planning and development of the Ontario Hydro lands, between Highway No. 401 and McNicoll Avenue and Pharmacy and Warden Avenues; and that such request form part of the discussions at the Ontario Municipal Board Hearings.

- (ii) (May 22, 1998) from the Commissioner of Urban Planning and Development Services responding to the direction of the Urban Environment and Development Committee on May 19, 1998, for information on the status of Ontario Hydro Corridors in the new City and the City-wide significance of these corridors; advising that the remaining Ontario Hydro transmission corridors in the City of Toronto are going to remain active for some time; that this continuing primary function is necessary and important to the well-being of the City's residents and businesses, and should clearly be recognized; that the only other potential use of these corridors will, therefore, continue to be for secondary purposes, and there are many successful examples of such uses in a variety of land use contexts and under various planning objectives established across the City, which have benefited business and residents alike; stating that the City-wide significance of these corridors is that they can and do serve a variety of interests in a variety of ways; that opportunities exist to secure passive recreational walking, trail and cycling facilities within the current planning environment; and recommending that the Committee received this report for information.
- (iii) (June 1, 1998) from the Commissioner of Economic Development, Culture and Tourism, providing further information on the potential for recreational uses in the Hydro Corridors, and relevant economic strategies to achieve an enhanced level of use of both active and surplus Hydro Corridors; stating that it is clear that the City benefits from current uses of Hydro lands, and that there is the potential for additional parks and recreational needs to be addressed on existing and surplus Hydro lands; however, the costs of acquisition of large tracts of these surplus Hydro corridors is likely prohibitive; advising that the objectives of the City would be advanced by focusing on selective acquisition, potential public/private partnerships and dedication of lands through the development process; and recommending that this report be received for information.
- (iv) (June 12, 1998) from Mr. Jack Becker, Public Co-Chair, Metropolitan Cycling and Pedestrian Committee recommending to the Urban Environment and Development Committee that abandoned hydro and rail corridors be acquired by the City, through any means appropriate, and preserved as open spaces for use in the bike trails system, for transportation, and for other open space uses; and further recommending that for operational hydro and rail corridors, arrangements be made with the owners of the properties to permit the construction of an extensive bike trail network.

Mr. Victor Ford, Victor Ford and Associates, Consultants, made a presentation to the Urban Environment and Development Committee with respect to the foregoing matter.

Councillor Jack Layton, Don River, appeared before the Urban Environment and Development Committee in connection with the foregoing matter.

- (A) Councillor Tzekas moved that the Committee:

- (i) recommend that Council adopt:
 - (a) the aforementioned report (June 1, 1998) from the Commissioner of Urban Planning and Development Services; and
 - (b) the joint recommendation of the Metropolitan Cycling and Pedestrian Committee, the Toronto City Cycling Committee, and the North York Cycling and Pedestrian Committee, embodied in the aforementioned communication (June 6, 1998) from the City Clerk; and
 - (ii) forward to the Scarborough Community Council, a copy of the report and the communication referred to in Part (i) above, for its advance information.
- (B) Councillor Moscoe moved that the Commissioner of Urban Planning and Development Services be requested to negotiate with the railway companies and Ontario Hydro, a protocol for acquiring trails identified in the report dated June 1, 1998, from the Commissioner of Urban Planning and Development Services.
- (C) Councillor McConnell moved, on behalf of Councillor Layton, that the Commissioner of Urban Planning and Development Services be requested to:
- (i) address in future reports a consideration of utilitarian cycling needs, as well as recreational cycling needs; and
 - (ii) determine what effects bicycle trails within rail corridors in other cities have had on neighbouring communities, and submit a report thereon to the Urban Environment and Development Committee.
- (D) Councillor Moeser moved that the Commissioner of Urban Planning and Development Services be requested to meet with the local Councillors whose wards are affected by trails identified in the report dated June 1, 1998, from the Commissioner of Urban Planning and Development Services.

Upon the question of the adoption of the foregoing motion (D) by Councillor Moeser, it was carried.

Upon the question of the adoption of the foregoing motion (C) by Councillor McConnell, it was carried.

Upon the question of the adoption of the foregoing motion (B) by Councillor Moscoe, it was carried.

Upon the question of the adoption of the foregoing motion (A) by Councillor Tzekas, it was carried.

(Matter subsequently re-opened for further discussion - also refer to Minute No. 216.)

199. Sidewalk/Boulevard Vending.

(Also see Minute No. 200.)

The Committee had before it a communication (May 13, 1998) from the City Clerk advising that the Road Allowance Sub-Committee on May 12, 1998, recommended to the Urban Environment and Development Committee:

- (1) the adoption of Recommendation No. (1) of Part A of Appendix 1, embodied in the report (April 24, 1998) of the Interim Functional Lead, Transportation, subject to amending part (a) to provide that vending location No. (110) not be deleted, but be adjusted in consultation with the present vendor; and, further, that vending location No. (18) not be deleted until such time as a lottery takes place; so that Recommendation No. (1) shall read as follows:

“(1) (a) that the following vending locations be deleted from the inventory of sidewalk/boulevard vending spaces:

- (i) Nos. (7) and (81) listed in Attachment “A” to the report (January 22, 1998) from the Interim Functional Lead for Transportation; and
- (ii) Nos. (12) and (34), identified by the Bloor-Yorkville Business Improvement Area;

- (b) that vending location No. (110), listed in Attachment “A” to the report (January 22, 1998) from the Interim Functional Lead for Transportation, not be deleted, but adjusted in consultation with the present vendor; and

- (c) that vending location No. (18), listed in Attachment "A" to the report (January 22, 1998) from the Interim Functional Lead for Transportation, not be deleted until such time as a lottery takes place;"
- (2) the adoption of Recommendation No. (3), embodied in the aforementioned report (April 24, 1998), subject to reinstating vending location No. (21), subject to confirmation by the Interim Functional Lead, Transportation, that it is still operating; so that Recommendation No. (3) shall read as follows:
 - "(3) the vending locations listed in Part B of Appendix 1 to this report be deleted from the inventory of sidewalk/boulevard vending locations located on major arterial roads with the exception of vending location No. (21), such location to be reinstated, subject to confirmation by the Interim Functional Lead, Transportation, that it is still operating;"
- (3) the adoption of Recommendations Nos. (2) and (6), embodied in the aforementioned report (April 24, 1998);
- (4) that Recommendation No. (4), embodied in the aforementioned report (April 24, 1998), be deleted;
- (5) that Recommendation No. (5), embodied in the aforementioned report (April 24, 1998), be deleted and the following new Recommendation No. (5) be inserted in lieu thereof:
 - "(5) the Interim Functional Lead, Transportation, be requested to give the Bloor Street West area from Spadina Avenue to Bathurst Street special attention with regard to vending enforcement;"
- (6) that the Bloor-Yorkville BIA be given special attention by by-law enforcement officers;
- (7) that the existing contractual arrangements respecting the former City of Toronto and the former Metro road vending locations be confirmed; and
- (8) that the Interim Functional Lead, Transportation, be requested to:
 - (a) conduct a lottery as soon as possible to award the former Metro road vending locations, as well as the new sites identified within the Club/Entertainment District;
 - (b) review illegal vending within the Entertainment District to assist in determining where vending spots will be located; and

- (c) submit a report to the Road Allowance Sub-Committee:
- (i) on how the former City of Toronto vending locations will be brought into the lottery system upon the expiry of the existing contracts;
 - (ii) on appropriate new rules for the Club/Entertainment District after 11:00 p.m. and identify a number of legal vending locations for the Club/Entertainment District which conform to the new rules;
 - (iii) as soon as possible, on controlling vending on private property;
 - (iv) on the establishment of a committee of vendors to assist staff in determining vending locations;
 - (v) on a system of photo-identification for vendors;
 - (vi) on the issue of vendors hiring assistants; and
 - (vii) on establishing different categories of vending locations at different rates.

The Committee also had before it a communication (June 11, 1998) address to Councillor John Adams from Mr. Martin Sone, Owner and Chief Executive Officer, Merls Pharmacy (Ontario) Limited, advising that the presence of motorized vendors illegally parked along Bloor Street West between Spadina and Bathurst causes various problems; and urging the prohibition of these vendors from parking illegally in the neighbourhood.

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

- Mr. Abbas Eskandari, Toronto;
- Mr. John Mavrogiannis, Toronto;
- Mr. Corrado Salonia, Toronto;
- Mr. Rick Brandenburg, Toronto;
- Mr. Peter Kovatchev, Etobicoke;
- Mr. Fred Heywood, Whitby; and
- Ms. Kapustova, Toronto.

At this point in the proceedings, having regard to the hour of 12:30 p.m., in accordance with subsection 11(1) of the Council Procedural By-law, the Committee decided to hold down further discussion of the foregoing matter and recess immediately, to reconvene at 2:00 p.m.

(Matter held down for further discussion - also refer to Minute No. 200.)

The Urban Environment and Development Committee recessed at 12:32 p.m.

The Urban Environment and Development Committee reconvened at 2:12 p.m.

Members Present:

Councillor Joe Pantalone, Chair
Councillor Irene Jones
Councillor Blake Kinahan
Councillor Pam McConnell
Councillor Ron Moeser
Councillor Howard Moscoe
Councillor Mario Silva
Councillor Mike Tzekas

Regrets: Councillor Frank Faubert
 Councillor Peter Li Preti
 Councillor Judy Sgro
 Mayor Mel Lastman

200. Sidewalk/Boulevard Vending.

(Also see Minute No. 199.)

The Committee resumed its consideration of the issue of Sidewalk/Boulevard Vending.

The following persons also appeared before the Committee in connection with the foregoing matter:

- Mr. Bob McIntosh, Toronto;
- Mr. Thuoc Do, Toronto;
- Ms. Patty MacPherson, Bloor Bathurst Madison BIA;
- Mr. John Chronopoulos, Toronto;
- Mr. Neek Mohammed Neekzad, North York; and
- Councillor Michael Walker, North Toronto.

On motion by Councillor Moscoe, the Committee recommended to Council:

- (i) the adoption of the recommendations of the Road Allowance Sub-Committee embodied in the aforementioned communication (May 13, 1998) from the City Clerk, subject to amending

Recommendation No. (2) to provide that vending location No. (21) not be deleted until such time as a lottery takes place; and

- (ii) that public property enforcement occur immediately within the Club District to remove illegal vendors after 11:00 p.m. each night.

(Clause No. 3 - Report No. 8)

**201. Prince Edward (Bloor Street) Viaduct
 Measures to Deter Suicide Attempts.**

The Committee had before it a report (May 28, 1998) from the Interim Functional Lead, Transportation, recommending that:

- (1) the Urban Environment and Development Committee support in principle the introduction of measures, as outlined in this report, to deter suicide attempts from the Bloor Street Viaduct;
- (2) a Request for Proposals be issued, as outlined in this report, to solicit proposals for design concepts and full architectural services, with the submissions being evaluated by a Project Steering Committee comprised of representatives from:
 - the Schizophrenia Society of Ontario;
 - the Council on Suicide Prevention;
 - the Toronto Historical Board/Heritage Toronto;
 - Architecture and Civic Improvements, City Planning;
 - the Transportation Division, Works and Emergency Services Department;
 - and
 - the Public Art Policy Advisory Committee;
- (3) a further report be submitted to the Urban Environment and Development Committee on the selection of a preferred design, the detailed budget requirements and a project schedule; and
- (4) the appropriate City of Toronto officials be directed to take the necessary action to give effect thereto;

advising that funds of between \$40,000.00 and \$60,000.00 for the proposed Request for Proposals and design process can be absorbed within the approved 1998 Transportation Capital Works budget; that preliminary estimates indicate that the installation costs for barriers/safety netting/equipment on the Viaduct will range from \$400,000.00 to \$700,000.00 plus operating and maintenance costs ranging from \$10,000.00 to \$25,000.00

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per year; pointing out that these estimates are based on the provision of basic safety systems and do not include any costs associated with architectural or artistic enhancements to conform with City urban design practices; that the cost of these enhancements is unknown at this time but could increase the costs to between \$800,000.00 and \$1,300,000.00; and stating that the Works and Emergency Services Department does not have funds allocated for this project in either its Current or Capital Budget for 1998.

The Committee also had before it a communication (June 11, 1998) from Dr. Robin R. Richards, Head - Division of Orthopaedics, St. Michael's Hospital, expressing strong support for the efforts of the Committee in increasing the safety of the Prince Edward Viaduct and other pedestrian bridges in Toronto; advising that most patients who jump from this bridge do not survive, but that those who do usually suffer severe musculoskeletal injuries that result in permanent disability; and urging the Committee to take action with regard to this issue.

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

- Mr. Al Birney, President, East York Chapter and Chairman, Bridge Committee, Schizophrenia Society of Ontario;
- Mr. Ray Doucette, Scarborough;
- Mr. Michael McCamus, Spokesperson of the Bridge Committee, Schizophrenia Society of Ontario;
- Police Superintendent Aidan Maher, Toronto Police, 55 Division;
- Dr. Paul Links, Arthur Sommer Rotenberg Chair in Suicide Studies, University of Toronto;
- Dr. Robin R. Richards, Head of Orthopaedics, St. Michael's Hospital;
- Dr. Isaac Sakinofsky, Psychiatrist, Clarke Institute of Psychiatry, and Professor of Suicide Studies, York University;
- Ms. Karen Letofsky, Executive Director, Suicide Survivor Support Programme, Toronto Distress Centre;
- Mr. Dale Wright, Canadian Airmotive Ltd.; and
- Councillor Jack Layton, Don River.

(A) Councillor McConnell moved that the Committee recommend to Council the adoption of the aforementioned report.

(B) Councillor Moscoe moved that the Committee recommend to the Budget Committee that it recommend to the Strategic Policies and Priorities Committee, and Council, that up to \$1.5 million be allocated from the Corporate Contingency Account to undertake the project to avert suicides on the Bloor Street Viaduct.

Upon the question of the adoption of the foregoing motions (A) and (B), it was carried.

(Budget Committee; Copy to: Commissioner of Works and Emergency Services; Mr. Dave Kaufman, General Manager Transportation Services; Ms. Wendy Walberg, Legal Department; Mr. Les Kelman, Transportation Services, Metro Hall; All Interested Persons - June 17, 1998)

(Clause No. 2 - Report No. 8)

202. Traffic Control Signal Operation: (RE-OPENED)
Jane Street and Annette Street/Baby Point Road.

(Also see Minute No. 182.)

On motion by Councillor Moscoe, the Committee re-opened its consideration of the foregoing matter in order to permit a deputant to address the Committee.

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

- Ms. Joan Miles, Toronto; and
- Councillor Bill Saundercook, York - Humber.

On motion by Councillor Moscoe, the Committee received the aforementioned report and communication, inasmuch as the on-going monitoring of this location will continue.

(Clause No. 25(j) - Report No. 8)

**203. Morningside Heights Land Use Study and
Related Development Applications, and
Morningside Tributary Subwatershed Study.**

The Committee had before it the following report and communications:

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- (i) (June 4, 1998) from the City Clerk advising that City Council, at its meeting held on June 3 and 4, 1998, struck out and referred Clause No. 13 of Report No. 5 of The Scarborough Community Council, headed "Morningside Heights Land Use Study and Related Development Applications, and the Morningside Tributary Subwatershed Study", to the Urban Environment and Development Committee for further consideration.
- (ii) (May 29, 1998) from the Commissioner of Urban Planning and Development Services responding to a request made by the Urban Environment and Development Committee on May 19, 1998, for the Commissioner to submit to the Committee all documentation pertaining to the redesignation of Morningside Heights and to report on the consultation undertaken with respect to the issue; advising that there has been extensive consultation with the public, technical agencies, interest groups and the applicants over the past 13 years; that, with the encouragement of the Scarborough Community Council and the Ontario Municipal Board, this effort by staff continues with the objective of narrowing the issues to be argued at the scheduled October 19, 1998 Ontario Municipal Board Hearing; and recommending that the Committee receive this report for information.
- (iii) (June 10, 1998) from Mr. Jeffrey L. Davies, Davies Howe Partners, advising that his firm is counsel to 554056 Ontario Limited, the Neilson Development Corporation, M & R Holdings, the Staines Development Corporation and Silvercore Properties Inc., which are the owners of the bulk of the lands known as "Morningside Heights"; that consideration of the Morningside Heights application involves a number of important and complicated issues which are subject to further staff reports; stating that his firm has been advised that the staff report requested by the Scarborough Community Council will soon be completed and will be on the agenda for the June 24, 1998 meeting of the Community Council; and requesting that the Urban Environment and Development Committee not commence its deliberations on Morningside Heights until its next meeting, at which time it will have the benefit of the staff report dealing with the dividing line between industrial and residential uses west of Morningside Creek.
- (iv) (June 11, 1998) from Mr. Jeffrey L. Davies, Davies Howe Partners advising, further to his letter dated June 10, 1998, that the Ontario Municipal Board (OMB) has scheduled a Pre-Hearing Conference for July 13, 1998, which is the date of the next meeting of the Urban Environment and Development Committee; suggesting that, in order to avoid a conflict with the Pre-Hearing, the Committee set a time to deal with the Morningside Heights issue on July 14, 1998; further advising that he is prepared to request the OMB to schedule an additional Pre-Hearing between the July 14 and September 14, 1998 Pre-Hearings in order to assure the Committee that the

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City will not be prejudiced by a deferral of the Morningside Heights issue to its July, 1998 meeting.

- (v) (June 15, 1998) from Councillor Lorenzo Berardinetti, Chair, Scarborough Community Council, advising that at the Scarborough Community Council meeting on May 27, 1998, staff were directed to bring forward further reports on this item to the Community Council meeting on June 24, 1998; that with this in mind, major landowners in the area have suggested that the item before the Committee be deferred until its next meeting; further advising that while he is unable to attend the June 15 meeting of the Urban Environment and Development Committee meeting, he supports the request for a temporary deferral of the item.
- (vi) (June 15, 1998) from Ms. Lois James, Scarborough, urging Members of the Urban Environment and Development Committee to adopt the goal of clean air for the Rouge Valley, and to discouraging the use of cars and trucks by providing public transit access and by planning for services within walking and cycling distances.

The following persons made a presentation to the Urban Environment and Development Committee with respect to the foregoing matter:

- Ms. Virginia West, Commissioner of Urban Planning and Development Services;
- Mr. Lorne Ross, Urban Planning Division, Scarborough Civic Centre;
- Ms. Brenda Librecz, Interim Functional Lead, Economic Development; and
- Mr. Raymond Simpson, Hemson Consulting Ltd.

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

- Mr. John Mackenzie, Save the Rouge Valley System;
- Mr. Jeffrey L. Davies, Davies Howe Partners, on behalf of Morningside Heights landowners;
- Mr. Randy Grimes, Director, IBI Group;
- Mr. Bela Kaposi, Markham (and also appearing on behalf of Ms. Gina Raponi);
- Mr. William A. Dempsey, Centennial Community and Recreation Association of Highland Creek;
- Mr. Michael Bowman, Osler Hoskin and Harcourt on behalf of IPSCO Ontario Inc.;
- Ms. Angelina Macri, Dale & Lessman, Barristers and Solicitors (on behalf of Black and McDonald, et al);
- Ms. Marion Kenney, Markham;
- Ms. Ruth Gill, Scarborough;
- Ms. Linda Carscadden, Scarborough;
- Ms. Lois James, Scarborough;
- Mr. Jim Robb, Friends of the Rouge Watershed, and filed a written submission; and
- Mr. Brian Gardner, Scarborough.

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

- Councillor Bas Balkissoon, Scarborough Malvern;
 - Councillor Lorenzo Berardinetti, Scarborough City Centre;
 - Councillor Raymond Cho, Scarborough Malvern; and
 - Councillor Norm Kelly, Scarborough Wexford.
- (A) Councillor Tzekas moved that the Committee refer this matter to the Commissioner of Urban Planning and Development Services and the Commissioner of Economic Development, Culture and Tourism, with a request that they submit a joint report thereon, to the Scarborough Community Council, for subsequent submission to the July 13, 1998 meeting of the Urban Environment and Development Committee, if possible.
- (B) Councillor Moscoe moved that the Committee:
- (i) recommend to Council the adoption of Recommendations Nos. (1) to (4) of the Scarborough Community Council embodied in Clause No. 13 of Report No. 5 of The Scarborough Community Council; and
 - (ii) request the Commissioner of Urban Planning and Development Services to submit a report directly to Council for consideration with this matter on the recommendations contained in the submission dated June 15, 1998 from Mr. Jim Robb, Project Co-ordinator, Friends of the Rouge Watershed.
- (C) Councillor Moeser moved that the Committee:
- (i) defer consideration of this matter pending the receipt of further reports by the Scarborough Community Council; and
 - (ii) request the Scarborough Community Council to submit such further reports to the Urban Environment and Development Committee.

Upon the question of the adoption of the foregoing motion (A) by Councillor Tzekas, it was lost.

Upon the question of the adoption of the foregoing motion (C) by Councillor Moeser, it was lost.

Upon the question of the adoption of Part (i) of the foregoing motion (B) by Councillor Moscoe, it was carried.

Upon the question of the adoption of Part (ii) of the foregoing motion (B) by Councillor Moscoe, it was carried.

In summary therefore, the Urban Environment and Development Committee recommended to Council the adoption of Recommendations Nos. (1) to (4) of the Scarborough Community Council embodied in Clause No. 13 of Report No. 5 of The Scarborough Community Council, headed “Morningside Heights Land Use Study and Related Development Applications, and the Morningside Tributary Subwatershed Study”, viz:

“The Scarborough Community Council recommends that Council:

- (1) endorse Phase 2 and Addendum and direct staff to complete Phase 3 of the Morningside Tributary Subwatershed Study;**
- (2) defer the redesignation of the lands south of the Hydro Corridor, east of Staines Road, currently designated Open Space to a later date, until the City has rectified the problems associated with the diversion structure and the stabilization of the stream north of the Corridor;**
- (3) adopt Option 2, i.e., retain employment uses west of the Tributary; permit Executive Residential uses east of the Tributary, with Significant Natural Area Centred on the Morningside Tributary, and:**
 - (a) resolve that the existing land use designations west of the Morningside Tributary be retained as one of the largest remaining greenfield employment opportunities in the City of Toronto, and that staff be directed to initiate an official plan amendment to redesignate the lands east of the Tributary for Executive Residential uses; and**
 - (b) direct staff to use the recommendations from the staff report on the Phase 2 Subwatershed Analysis and Addendum, submitted to Scarborough Council last fall, including a green space corridor centred on Morningside**

and Neilson Tributaries as the basis for preparing the Implementation Plan for the Subwatershed Study;

- (4) **endorse the position taken by the Scarborough Community Council that it does not support any road connection between Highway 407/the Markham By-pass and Highway 401 as it is detrimental and negative to the proper planning of the Morningside Heights area;”.**

The Committee also requested the Commissioner of Urban Planning and Development Services to submit a report directly to Council for consideration with this matter on the recommendations contained in the submission dated June 15, 1998 from Mr. Jim Robb, Project Co-ordinator, Friends of the Rouge Watershed, viz:

“Therefore, Friends of the Rouge Watershed requests that the Urban Environment and Development Committee make the following prudent and diligent recommendations:

- **The Committee recommends the establishment of a minimum flood-plain buffer of 160 metres wide along the Morningside Tributary between Steeles Avenue and the CPR tracks to avoid the public liabilities associated with allowing development too close to flood-prone and/or erosion-prone areas and to protect the ecological features and functions of the Morningside Tributary area of the Rouge Park;**
- **That the City of Toronto seek the co-operation of the federal government, the provincial government, the Rouge Park, the Toronto and Region Conservation Authority, the landowners and other potential partners to help acquire the lands between Staines Road and the Rouge Valley (at fair market value based on their current land-use designation and constraints) for dedication to the City of Toronto or the Rouge Park for flood plain, public parkland and ecosystem protection;**
- **The Committee supports the unanimous (11-0) Scarborough Community Council position that no new roads or highways should be built through the Rouge Park area (including the Morningside Tributary) south of Steeles Avenue;**
- **Whether the land-use is industrial or residential, the Committee recommends that any further development within the Morningside Tributary watershed will need to:**

- (a) **comply with the Subwatershed Study recommendations and pertinent provincial and federal legislation (e.g., federal Fisheries Act and policy);**
- (b) **improve water quality, stream base flow and red-side dace habitat;**
- (c) **reduce flash floods and erosion by maximizing infiltration of precipitation and protecting prudent flood plain buffers;**
- (d) **support the goal and objectives of the Rouge Park Management Plan by protecting, expanding and interconnecting natural areas (e.g., streams, woodlands, wetlands);**
- (e) **protect the stream corridors defined in Map 5 of the Metropolitan Greenspace System (December 30, 1994)."**

(Commissioner of Urban Planning and Development Services; Copy to: Mr. Paul Bedford, Executive Director and Chief Planner, Urban Planning Division; Mr. Lorne Ross, Urban Planning Division, Scarborough Civic Centre; Ms. Brenda Librecz, Interim Functional Lead, Economic Development; Interim Contact, Scarborough Community Council; All Interested Persons - June 17, 1998)

(Clause No. 1 - Report No. 8)

**204. Extension of Contract No. T-27-96:
Maintenance of Traffic Control and Related Devices.**

The Committee had before it a report (May 26, 1998) from the Interim Functional Lead, Transportation, recommending that Contract No. T-27-96 with Stacey Electric Company Limited be extended from January 1, 1999, to December 31, 1999, under the terms and conditions of the original contract, by exercising the "Option of Extension" clause (Part C, Section 15); advising that Contract No. T-27-96 was issued as a two-year contract from January 1, 1997 to December 31, 1998, with two one-year extensions in 1999 and 2000, each of which requires the approval of Toronto City Council; that the Contract was written in this way to achieve cost savings in the area of maintenance of traffic control devices, while maintaining the quality of maintenance work; stating that these benefits have been

experienced with the current electrical contractor, Stacey Electric Company Limited; and that the funds for the activities included within this Contract will be contained in the Works and Emergency Services Current Budget estimates for 1999.

On motion Councillor Moscoe, by the Committee:

- (1) recommended to the Budget Committee, the Strategic Policies and Priorities Committee, and Council the adoption of the aforementioned report; and
- (2) requested the General Manager, Transportation Services, to:
 - (a) consult with employee groups during the development of the consolidated service delivery plan; and
 - (b) submit a report to the Urban Environment and Development Committee with regard to the details of the tendering specifications, prior to re-tendering.

(Budget Committee; Copy to: Chief Financial Officer and Treasurer; Commissioner of Works and Emergency Services; General Manager, Transportation Services; Mr. Shekhar Prasad, Director, Finance Department; Mr. Rob Hatton, Finance Department; Ms. Keshwer Patel, Finance Department - June 17, 1998)

(Clause No. 25(f) - Report No. 8)

**205. Contract No. T-8-98:
Bathurst Street Bridge Over the
Toronto Terminal Railway South of
Front Street - Structure Rehabilitation.**

The Committee had before it a report (June 1, 1998) from the Interim Functional Lead, Transportation, recommending that the contract price for Contract No. T-8-98, Structure Rehabilitation on the Bathurst Street Bridge over the Toronto Terminal Railways, be increased by \$580,000.00 gross and \$280,000.00 net, to a total of \$2,489,813.58, to accommodate additional repair work; advising that approximately \$300,000.00 of the additional cost will be recovered from CN Rail and the Toronto Transit Commission; that funding for this project has previously been approved by Council and is available in Capital

Account No. C-TR055, Bridge Reconstruction Program; stating that the Treasurer has previously certified that financing can be provided under the updated Debt and Financial Obligation limit and that it falls within corporate debt guidelines; and that there are sufficient funds available in Capital Account No. C-TR055 to accommodate the extension of this Contract.

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

(Clause No. 6 - Report No. 8)

**206. TTC Streetcar Platforms and Bicycle Lanes (HELD DOWN)
on Lake Shore Boulevard West
Between 30th Street and 40th Street.**

(Also see Minute No. 197.)

The Committee resumed its consideration of the foregoing matter.

- (A) Councillor Moscoe moved that the Committee recommend to Council that:
 - (i) the General Manager, Transportation Services, be requested to apply the “artist on design team” policy with respect to the aesthetics of the TTC platforms at these locations; and
 - (ii) the Chief General Manager, Toronto Transit Commission, be requested to submit a report to the Commission with respect to this issue.
- (B) Councillor Kinahan moved that the Committee recommended to Council the adoption of the aforementioned report.

Upon the question of the adoption of the foregoing motions (A) and (B), it was carried.

(Clause No. 9 - Report No. 8)

**207. Removal of Trees from the Sheppard Avenue
Right-of-Way at Burbank Drive/Bessarian Road.**

The Committee had before it a report (April 27, 1998) from the Interim Functional Lead, Transportation, recommending that authority be granted for the removal of seven trees from the Sheppard Avenue right-of-way in the area of Burbank Drive/Bessarian Road; advising that the removal of the aforementioned trees is required in order to facilitate the construction of the Sheppard Subway, Bessarian Station; and that the costs associated with this work will be the responsibility of the Toronto Transit Commission.

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the aforementioned report, conditional upon the Toronto Transit Commission awarding the contract for Bessarian Station, and that no action be taken on the removal of trees until such contract is awarded.

(Clause No. 12 - Report No. 8)

**208. Traffic Control Signal Operation:
Eglinton Avenue West and Ennerdale Road.**

The Committee had before it a report (May 19, 1998) from the Interim Functional Lead, Transportation, responding to a request made by Councillor Mihevc to review the existing signal time provided for pedestrians to cross Eglinton Avenue West at Ennerdale Road; advising that 15 seconds walking time is provided for pedestrians to cross Eglinton Avenue West at Ennerdale Road at all times of the day; that, in addition, an additional six seconds of clearance time (amber and all-red indications) provides an added level of safety; that, furthermore, in October 1996 the "Flashing Don't Walk" display was installed to enhance pedestrian safety; that, based on the above information, the existing pedestrian walk times provided at the intersection of Eglinton Avenue West and Ennerdale Road are acceptable; and recommending that this report be received for information.

The Committee also had before it, a communication (February 3, 1998) from Councillor Joe Mihevc, York Eglinton, requesting that staff re-examine the issue of the timing of the traffic control signals at Eglinton Avenue West and Ennerdale Road to allow pedestrians, especially seniors, more time to cross at this busy intersection.

On motion by Councillor Moscoe, the Committee:

- (1) received the aforementioned report and communication; and
- (2) requested the General Manager, Transportation Services, to review the "flashing don't walk" display at signalized intersections and submit a report to the Urban Environment and Development

Committee on the feasibility of replacing it with a “flashing orange walking-person” display.

(Clause No. 25(i) - Report No. 8)

209. Request for Review of the Composition of the Canadian National Exhibition Association and the Board of Governors of Exhibition Place.

The Committee had before it a communication (June 8, 1998) from the City Clerk advising that City Council, at its meeting held on June 3, 4 and 5, 1998, referred a motion by Councillor O'Brien, seconded by Councillor Brown, which contains the following operative paragraph:

“BE IT RESOLVED THAT City Council request the Provincial Government to review the composition of the Canadian National Exhibition Association and the Board of Governors of Exhibition Place in concert with officials of the City of Toronto.”

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

(Clause No. 25(r) - Report No. 8)

210. Incorporation of the Terms of Reference for the Sub-Committee on Pro-Transit Initiatives into the Terms of Reference for the Environmental Task Force. (RE-OPENED)

(Also see Minute No. 186.)

On motion by Councillor Kinahan, the Committee re-opened its consideration of the foregoing matter.

On motion by Councillor Kinahan, the Committee:

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- (1) recommended to Council the adoption of the aforementioned report;
and
- (2) expressed its appreciation to Councillor Kinahan for volunteering to
serve on the previously proposed Sub-Committee on Pro-Transit
Initiatives.

(Clause No. 24 - Report No. 8)

The Urban Environment and Development Committee recessed at 6:55 p.m.

Tuesday, June 16, 1998

The Urban Environment and Development Committee reconvened at 9:15 a.m.

At the request of Councillor Kinahan, the Roll was called at 9:15 a.m., those Members
present at the call of the Roll being:

Councillor Joe Pantalone, Chair
Councillor Blake Kinahan
Councillor Irene Jones
Councillor Ron Moeser
Councillor Howard Moscoe
Councillor Mario Silva

Members Present:

Councillor Joe Pantalone, Chair
Councillor Blake Kinahan
Councillor Irene Jones
Councillor Pam McConnell
Councillor Ron Moeser
Councillor Howard Moscoe
Councillor Judy Sgro
Councillor Mario Silva
Councillor Mike Tzekas

Regrets: Councillor Frank Faubert
Councillor Peter Li Preti
Mayor Mel Lastman

211. Report on the Fixed Link to the City Centre Airport Environmental Assessment.

The Committee had before it the following reports and communications:

- (i) (May 6, 1998) from the Commissioner of Urban Planning and Development Services explaining the findings of the Federal Environmental Assessment concerning the Fixed Link (bridge) to the City Centre Airport; and recommending, provided the Environmental Assessment is approved by federal authorities, design and operational requirements for both the bridge and Bathurst Street, and new terms and conditions which should be added to the Tripartite Agreement as a condition of City Council agreeing to the construction of the bridge and to an exchange of land between the City and the Federal Government which will result in additional park space.
- (ii) (June 1, 1998) from the City Clerk setting out the actions taken by the Urban Environment and Development Committee on May 19, 1998, with respect to the proposed Fixed Link (bridge) to the City Centre Airport.
- (iii) (May 8, 1998) from the City Clerk advising that City Council, at its Special Meeting held on April 29 and 30, 1998, in adopting the 1998 Operating and Capital Budgets, directed, inter alia, that the 1998 Capital Program pertaining to the Toronto Harbour Commission (No. 60) be amended, and setting out the amendments made thereto.
- (iv) (May 7, 1998) from the City Solicitor, responding to a request from the Chair of the Urban Environment and Development Committee (UEDC) as to whether the report (May 6, 1998) from the Commissioner of Urban Planning and Development Services, entitled "Fixed Link to the City Centre Airport Environmental Assessment", should be on the UEDC agenda; providing the opinion that the aforementioned report should be considered by UEDC; and setting out the reasons for such opinion.
- (v) (May 19, 1998) from the Commissioner of Urban Planning and Development Services, respecting the Toronto City Centre Airport; and recommending that this report be received for information.

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- (vi) (undated) from the Commissioner of Urban Planning and Development Services, respecting a Fixed Link to the City Centre Airport; and recommending that this report be received for information.

The Urban Environment and Development Committee also had before it the following communications and briefs:

- (May 14, 1998) from Mr. Donald J. MacLean, Regional Director, Programs, Ontario Region, Transport Canada;
- (May 20, 1998) and (June 15, 1998) from Mr. Malcolm Horne, Heritage Planner, Cultural Programs Branch, Archaeology and Heritage Planning Unit, Ministry of Citizenship, Culture and Recreation;
- (May 18, 1998) from Mr. Gary F. Reid, General Manager, The Toronto Harbour Commissioners (THC);
- (May 12, 1998) from Mr. Kevin Psutka, Executive Vice-President, Canadian Owners and Pilots Association;
- (May 13, 1998) from Mr. Roger D. Wilson, Toronto;
- (May 15, 1998) from Dr. C. Douglas Creelman, Toronto;
- (May 19, 1998) from Ms. Joan Doiron, Co-Chair, Environmentalists Plan Transportation;
- (May 19, 1998) from Ms. Freya Godard, Toronto Island;
- (May 15, 1998) from Ms. Kittie Fells, President, Mid-City Naturalists' Group;
- (May 25, 1998) from Mr. Dennis I. Bryant, Toronto;
- (June 4, 1998) from Mr. Harve Sokoloff, Toronto;
- (June 9, 1998) from Mr. Simon Miles, Toronto;
- (June 8, 1998) from Miss Jean Macdonald, Toronto;
- (June 11, 1998) from Ms. Helen Hanson and Mr. Robert Hanson, Toronto;
- (June 12, 1998) from Mr. Robert I. Mitchell, Toronto;
- (June 7, 1998) from Mr. Paul M. Grant, Toronto;
- (undated) from Ms. Peggie Sampson, Professor Emeritus, York University;
- (June 11, 1998) from Mr. Carson Woods, Architect and Town Planner, and Representative of the Ontario Boating Forum;
- (June 10, 1998) from Mr. Jack Taylor, Maple, Ontario;
- (June 16, 1998) from the Controller and CFO, The Toronto Harbour Commissioners;
- (June 15, 1998) from Ms. Laurie M. Bruce, Project Manager, Dillon Consulting; and
- (June 16, 1998) from The Toronto Harbour Commissioners, headed "A Presentation to the Urban Environment and Development Committee".

Mr. Paul Bedford, Executive Director and Chief Planner, Urban Planning Division, made an overhead presentation to the Urban Environment and Development Committee with respect to the foregoing matter, and filed a copy of his presentation material.

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

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- Dr. Lance Levy, Chairman, Downtown City Airlines (DCA) Inc.;
- Mr. Eli Ophek, Toronto Bay Group, and filed a written brief with respect thereto;
- Mr. John Bessai, Bathurst Quay Neighbourhood Association;
- Mr. Timothy Dobson, Toronto, and filed a written brief with respect thereto;
- Mr. Irwin Doxsee, on behalf of the Ontario Boating Forum;
- Mr. John Morand, Director of Strategic Planning, and Mr. Gary Reid, General Manager, The Toronto Harbour Commissioners;
- Ms. Victoria Piersig, Toronto;
- Dr. Bill Freeman, Toronto;
- Ms. Debra Williams, Air Ontario;
- Ms. Mary Hay, Toronto Waterfront Coalition;
- Mr. Roger Wilson, Toronto, and filed a written brief with respect thereto; and
- Mr. Victor Pappalardo, Trans Capital Air and Stolport Corporation.

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

- Councillor Sandra Bussin, East Toronto;
- Councillor Olivia Chow, Downtown;
- Councillor Jack Layton, Don River; and
- Councillor Norm Kelly, Scarborough Wexford.

Councillor Pantalone appointed Councillor Moeser Acting Chair of the Urban Environment and Development Committee and vacated the Chair.

- (A) Councillor Pantalone moved that the Committee:
- (i) defer consideration of the aforementioned reports, communications and briefs regarding the proposed Fixed Link to the City Centre Airport, until its meeting to be held on September 8, 1998; and
 - (ii) request the Commissioner of Urban Planning and Development Services, in consultation with appropriate officials, to submit a consolidated report on this matter to its meeting to be held on September 8, 1998, such report to include:

- (a) the reports previously requested by the Committee and City Council; and
- (b) comments from the Commissioner of Economic Development, Culture and Tourism.

Councillor Pantalone resumed the Chair.

- (B) Councillor Sgro moved that the foregoing motion (A) by Councillor Pantalone be amended to provide that the Commissioner of Urban Planning and Development Services be requested to include in the consolidated report, a full business plan, to be prepared by the Toronto Harbour Commission, including whether general aviation movement will increase or decrease; and an analysis of such business plan.
- (C) Councillor Moeser moved that the foregoing motion (A) by Councillor Pantalone be amended to provide that the Commissioner of Urban Planning and Development Services be requested to include in the consolidated report, comments from the Waterfront Regeneration Trust on the proposal for the Fixed Link.

At this point in the proceedings, on motion by Councillor Kinahan, having regard to the hour of 12:29 p.m., in accordance with subsection 12(1) of the Council Procedural By-law, the Committee decided to waive the requirement of the 12:30 p.m. recess in order to complete the Agenda.

- (D) Councillor McConnell moved that the foregoing motion (A) by Councillor Pantalone be amended to provide that the Commissioner of Urban Planning and Development Services be requested to include the following in the consolidated report:
 - (i) an estimated travel time from the Lester B. Pearson International Airport to the downtown core, if a proposed rail link from the airport to downtown is put in place;
 - (ii) an analysis of the impact of the Fixed Link on air quality; and
 - (iii) an analysis of the economic impact on tourism and residential development.

- (E) Councillor McConnell further moved, on behalf of Councillor Chow, that the foregoing motion (A) by Councillor Pantalone be amended to provide that the Commissioner of Urban Planning and Development Services be requested to include the following in the consolidated report:
- (i) consideration of the formation of a Work Group to develop a comprehensive Waterfront Policy;
 - (ii) an examination of the impact the Fixed Link may have on tourism, specifically with respect to tour operations, and also the proposed height of the bridge;
 - (iii) an examination of the impact of the Fixed Link on:
 - (a) traffic patterns along the waterfront, including various concrete traffic-calming options; and
 - (b) the new residences presently being constructed; and
 - (iv) a determination of the impact of the rail link from downtown to the Lester B. Pearson International Airport on the financial feasibility of the Fixed Link.
- (F) Councillor Kinahan moved, on behalf of Councillor Bussin, that the Chair of the Police Services Board be requested to submit to the Committee, in camera if necessary, its complete report on the Marine Police Unit's ability to service emergencies outside the Inner Harbour.

Upon the question of the adoption of the foregoing motions (A) to (F) inclusive, it was carried.

In summary therefore, the decision of the Urban Environment and Development Committee is as follows:

The Committee:

- (1) **deferred consideration of the aforementioned reports, communications and briefs regarding the proposed Fixed Link to the City Centre Airport, until its meeting to be held on September 8, 1998;**

- (2) requested the Commissioner of Urban Planning and Development Services, in consultation with appropriate officials, to submit a consolidated report on this matter to its meeting to be held on September 8, 1998, such report to include:
- (a) the reports previously requested by the Committee and City Council;
 - (b) a full business plan, to be prepared by the Toronto Harbour Commission, including whether general aviation movement will increase or decrease; and an analysis of such business plan;
 - (c) comments from the Waterfront Regeneration Trust on the proposal for the Fixed Link;
 - (d) estimated travel time from the Lester B. Pearson International Airport to the downtown core, if a proposed rail link from the airport to downtown is put in place;
 - (e) an analysis of the impact of the Fixed Link on air quality;
 - (f) an analysis of the economic impact on tourism and residential development;
 - (g) comments from the Commissioner of Economic Development, Culture and Tourism;
 - (h) consideration of the formation of a Work Group to develop a comprehensive Waterfront Policy;
 - (i) an examination of the impact the Fixed Link may have on tourism, specifically with respect to tour operations, and also the proposed height of the bridge;
 - (j) an examination of the impact of the Fixed Link on:
 - (i) traffic patterns along the waterfront, including various concrete traffic-calming options; and
 - (ii) the new residences presently being constructed; and
 - (k) a determination of the impact of the rail link from downtown to the Lester B. Pearson International Airport on the financial feasibility of the Fixed Link; and

- (3) **requested the Chair of the Police Services Board to submit to the Committee, in camera if necessary, its complete report on the Marine Police Unit's ability to service emergencies outside the Inner Harbour.**

(Commissioner of Urban Planning and Development Services; Copy to: Chief Administrative Officer; Commissioner of Economic Development, Culture and Tourism; Commissioner of Finance and Treasurer; Commissioner of Works and Emergency Services; Mr. Paul Bedford, Executive Director and Chief Planner, Urban Planning Division; Mr. Joe D'Abramo, Urban Planning Division, City Hall Office; Ms. Mary Ellen Bench, Legal Department; Ms. Wendy Walberg, Legal Department; Chair, Police Services Board; General Manager, The Toronto Harbour Commissioners; All Interested Persons - June 22, 1998)

(Clause No. 25(a) - Report No. 8)

**212. Expression of Thanks to Doug Floyd,
Commissioner of Transportation.**

Councillor Pantalone, Chair of the Urban Environment and Development Committee advised the Committee that this would be the last Urban Environment and Development Committee meeting at which Mr. Doug Floyd, Commissioner of Transportation, would be in attendance, having regard that the Commissioner is leaving the Corporation at the end of June, 1998.

Commissioner Floyd addressed the Committee and thanked Members for their support.

The Committee unanimously expressed its appreciation to Commissioner Floyd for his tremendous efforts and hard work during his career with the Municipality of Metropolitan Toronto and with the City of Toronto.

213. Bill 104 - The Vital Services Act.

The Committee had before it a communication (May 25, 1998) from the City Clerk advising that City Council, at its meeting held on May 13 and 14, 1998, referred a Motion by Councillor Jakobek, seconded by Councillor Ootes, regarding Bill 104 - the *Vital Services Act*, to the Urban Environment and Development Committee for consideration.

The Committee also had before it the following reports:

- (i) (June 10, 1998) from the Commissioner of Urban Planning and Development Services recommending that the City of Toronto not enact a vital services by-law under authority of the *Tenant Protection Act*, given the expected high cost of its administration and potential for financial risk to the City, as further outlined in this report.
- (ii) (June 9, 1998) from the City Solicitor reviewing the potential implications of the motion referred by City Council at its meeting of May 13 and 14, 1998, which proposes that the City enact a by-law requiring providers of vital services to adopt a program whereby the service providers would continue to provide services to tenanted properties despite the landlord's failure to make utility payments.

On motion by Councillor Kinahan, the Committee deferred consideration of the aforementioned communication and reports until its next meeting, scheduled to be held on July 13, 1998.

(Clause No. 25(m) - Report No. 8)

**214. Application of Former City of Toronto's
1984 Special Legislation Respecting
Demolition Control to the New City of Toronto.**

The Committee had before it a report (June 10, 1998) from the City Solicitor responding to a request made by the Urban Environment and Development Committee on May 19, 1998, during consideration of the conversion to condominium, and demolition, of rental housing before and after the proclamation of the *Tenant Protection Act*, for a report on the feasibility of amending the former City of Toronto's special demolition control legislation in the *City of Toronto Act, 1984*, so that the Act will apply to the whole of the urban area of the new City.

On motion by Councillor Kinahan, the Committee deferred consideration of the aforementioned report until its next meeting, scheduled to be held on July 13, 1998.

(Clause No. 25(p) - Report No. 8)

215. Review of Level Crossings and the Construction of Grade Separations in the City of Toronto. (HELD DOWN)

(Also see Minute No. 191.)

The Committee resumed its consideration of the foregoing matter.

On motion by Councillor Kinahan, the Committee deferred consideration of the aforementioned communication until its next meeting scheduled to be held on July 13, 1998.

(Mr. Tony O'Donohue, P.Eng. - July 2, 1998)

(Clause No. 25(q) - Report No. 8)

216. Consultant Study - Inventory of Cycling Trail Opportunities in Rail and Hydro Corridors. (RE-OPENED)

(Also see Minute No. 198.)

On motion by Councillor Tzekas, the Committee re-opened its consideration of the foregoing matter, insofar as it relates to the following reports only:

- (i) (May 22, 1998) from the Commissioner of Urban Planning and Development Services responding to the direction of the Urban Environment and Development Committee on May 19, 1998, for information on the status of Ontario Hydro Corridors in the new City and the City-wide significance of these corridors; advising that the remaining Ontario Hydro transmission corridors in the City of Toronto are going to remain active for some time; that this continuing primary function is necessary and important to the well-being of the City's residents and businesses, and should clearly be recognized; that the only other potential use of these corridors will, therefore, continue to be for secondary purposes, and there are many successful examples of such uses in a variety of land use contexts and under various planning objectives established across the City, which have benefited business and residents alike; stating that the City-wide significance of these corridors is that they can and do serve a variety of interests in a variety of ways; that opportunities exist to secure passive recreational walking, trail and cycling facilities within the current planning environment; and recommending that the Committee received this report for information.

- (iii) (June 1, 1998) from the Commissioner of Economic Development, Culture and Tourism, providing further information on the potential for recreational uses in the Hydro Corridors, and relevant economic strategies to achieve an enhanced level of use of both active and surplus Hydro Corridors; stating that it is clear that the City benefits from current uses of Hydro lands, and that there is the potential for

additional parks and recreational needs to be addressed on existing and surplus Hydro lands; however, the costs of acquisition of large tracts of these surplus Hydro corridors is likely prohibitive; advising that the objectives of the City would be advanced by focusing on selective acquisition, potential public/private partnerships and dedication of lands through the development process; and recommending that this report be received for information.

On motion by Councillor Tzekas, the Committee deferred consideration of the aforementioned reports until its next meeting scheduled to be held on July 13, 1998.

In summary therefore, the decision of the Urban Environment and Development Committee is as follows:

The Committee recommended to Council:

- (1) the adoption of the report (June 1, 1998) from the Commissioner of Urban Planning and Development Services;**
- (2) the adoption of the joint recommendation of the Metropolitan Cycling and Pedestrian Committee, the Toronto City Cycling Committee, and the North York Cycling and Pedestrian Committee, embodied in the communication (June 6, 1998) from the City Clerk, viz:**

“that a bicycle/pedestrian path be included in the planning and development of the Ontario Hydro lands, between Highway No. 401 and McNicoll Avenue and Pharmacy and Warden Avenues; and that such request form part of the discussions at the Ontario Municipal Board Hearings”; and
- (3) that the Commissioner of Urban Planning and Development Services be requested to:**
 - (a) negotiate with the railway companies and Ontario Hydro, a protocol for acquiring trails identified in the report dated June 1, 1998, from the Commissioner of Urban Planning and Development Services;**
 - (b) address in future reports a consideration of utilitarian cycling needs, as well as recreational cycling needs; and**

- (c) **determine what effects bicycle trails within rail corridors in other cities have had on neighbouring communities, and submit a report thereon to the Urban Environment and Development Committee.**

The Committee also:

- (i) **directed that a copy of the aforementioned report dated June 1, 1998, from the Commissioner of Urban Planning and Development Services and the communication dated June 6, 1998, from the City Clerk be forwarded to the Scarborough Community Council for its advance information;**
- (ii) **requested the Commissioner of Urban Planning and Development Services to meet with the local Councillors whose wards are affected by trails identified in the aforementioned report dated June 1, 1998, from the Commissioner of Urban Planning and Development Services;**
- (iii) **deferred consideration of the following reports until its next meeting scheduled to be held on July 13, 1998:**
 - (a) **(May 22, 1998) from the Commissioner of Urban Planning and Development Services, headed "Ontario Hydro Corridors in the City of Toronto"; and**
 - (b) **(June 1, 1998) from the Commissioner of Economic Development, Culture and Tourism, headed "Recreational Use of Hydro Corridors"; and**
- (iv) **received the communication (June 12, 1998) from Mr. Jack Becker, Public Co-Chair, Metropolitan Cycling and Pedestrian Committee.**

(Sent to: Commissioner of Urban Planning and Development Services; Commissioner of Economic Development, Culture and Tourism; Scarborough Community Council; Mr. Jack Becker, Public Co-Chair, Metropolitan Cycling and Pedestrian Committee; Copy to: Mr. Paul Bedford, Executive Director and Chief Planner, Urban Planning Division; Mr. Victor Ford, Victor Ford Consultants - June 17, 1998)

(Clause No. 5 - Report No. 8)

**217. PCB Waste Storage Management Issues
in the New City of Toronto.**

The Committee had before it the following communication and report:

- (i) (May 19, 1998) from the City Clerk advising, for the information of the Urban Environment and Development Committee, of the actions taken by the Board of Health on May 12, 1998, with respect to PCB Waste Storage Management Issues in the New City of Toronto.
- (ii) (May 7, 1998) Dr. Sheela Basrur, Medical Officer of Health, recommending that the Medical Officer of Health, in consultation with Functional Leads from affected program areas, co-ordinate the development of policies and procedures to be applied to PCB transfers, PCB decontaminations and PCB waste storage sites in the new City, and report through the Board of Health.

On motion by Councillor Kinahan, the Committee received the aforementioned communication and report.

(Clause No. 25(d) - Report No. 8)

The Committee adjourned its meeting at 12:37 p.m.

Chair.