

THE CITY OF TORONTO

Clerk's Department

Minutes of the Urban Environment and Development Committee

Monday, July 13, 1998.

The Urban Environment and Development Committee met on Monday, July 13, 1998, in Committee Room A, 2nd Floor, Metro Hall, Toronto, commencing at 9:38 a.m.

Members Present:

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

218. 1998 Wheel-Trans Budget Update.

The Committee had before it a communication (June 19, 1998) from the General Secretary, Toronto Transit Commission (Commission), advising that the Commission on June 17, 1998, approved the following recommendations contained in Report No. (5), entitled "1998 Wheel-Trans Budget Update":

"It is recommended that the Commission approve:

- (1) increasing the 1998 Wheel-Trans Operating Budget of \$38.2M by up to \$625,000.00, and the workforce complement from 380 to 383, as set out below:
 - (a) increasing the Sedan Taxi service by up to \$400,000.00 to accommodate unbudgeted costs associated with increased trip demand;
 - (b) increasing the Wheel-Trans maintenance costs by \$75,000.00 as a result of decreasing Orion bus reliability and thereby delaying the planned reduction of the Wheel-Trans Maintenance workforce; and

- (c) allocating the legal costs associated with the current Canadian Charter of Rights and Freedoms Challenge of the Wheel-Trans application process and eligibility criteria, in the amount of \$150,000.00 to the 1998 Wheel-Trans Operating Budget;
- (2) increasing the current purchase order upset limits of the Sedan Taxi Contracts by up to \$400,000.00 in order to provide for these additional trips; and
- (3) forward this report to the City of Toronto requesting City Council approval, through the City Budget Committee, of a draw from the Corporate Contingency Account in the amount of \$625,000.00, bringing the 1998 Budget to \$38.8 million.

On motion by Councillor Moscoe, the Committee recommended to the Budget Committee, the adoption of the recommendations of the Toronto Transit Commission embodied in the aforementioned communication from the General Secretary, Toronto Transit Commission, regarding the 1998 Wheel-Trans Budget.

(Budget Committee - July 13, 1998)

(Clause No. 24(f) - Report No. 9)

219. 510 Spadina: Progress Towards Resolution of Safety Problem.

The Committee had before it a communication (June 19, 1998) from the General Secretary, Toronto Transit Commission (Commission), advising that the Commission on June 17, 1998, considered Report No. (22), entitled "510 Spadina: Progress Towards Resolution of Safety Problem"; and setting out the action taken by the Commission with respect thereto.

On motion by Councillor McConnell, the Committee received the aforementioned communication, having regard that City Council on July 8, 9 and 10, 1998, by the adoption of Clause No. 45 of Report No. 8 of The Toronto Community Council, already dealt with this matter.

(Clause No. 24(h) - Report No. 9)

220. Russell Hill Subway Train Accident of August 11, 1995 - Due Diligence Checklist Update.

The Committee had before it a communication (June 19, 1998) from the General Secretary, Toronto Transit Commission (Commission), advising that at its meeting on Wednesday, June 17, 1998, the Commission considered a report, entitled "Russell Hill Subway Train Accident of August 11, 1995 - Due Diligence Checklist Update."; and that the Commission received the updated Due Diligence Checklist contained therein, which provides a status report on the progress toward closing the Coroner's Jury Recommendations and the TTC's Internal Team Recommendations.

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

(Clause No. 24(i) - Report No. 9)

**221. Contract No. T-24-98:
Resurfacing of City of Toronto Roads
at Three Locations.**

The Committee had before it a report (June 22, 1998) from the Executive Director, Technical Services recommending that:

- (1) Contract No. T-24-98 for the resurfacing of City of Toronto roads at three locations be awarded to D. Crupi & Sons Limited who submitted the lowest price bid in the amount of \$2,855,207.28; and
- (2) the appropriate City of Toronto officials be directed to take necessary action to give effect thereto;

advising that the total project cost is \$3,135,207.28; that funding for this project has been approved by Council and is available in Capital Account C-TR396, City-Road Resurfacing; and stating that the Treasurer has certified that financing can be provided under the updated Dept 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. 15 - Report No. 9)

**222. Contract No. EB9808RD: Reconstruction of Roads,
Sanitary Sewers and Storm Sewers in the**

**Evans Avenue Area between Royal York Road
and Ourland Avenue.**

The Committee had before it a report (June 23, 1998) from the Commissioner of Works and Emergency Services and the Chief Financial Officer and Treasurer recommending that:

- (1) Contract EB9808RD for the reconstruction of roads, sanitary sewers and storm sewers in the Evans Avenue area between Royal York Road and Ourland Avenue be awarded to Mardave Construction (1990) Ltd., being the lowest tender received for the total tendered price of \$3,135,195.03 including all taxes; and
- (2) the appropriate City officials be authorized to take the necessary action to give effect thereto;

and advising that this project has previously been approved by Council in the Capital Budget and that funds are available under the updated debt and financial obligation limit.

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

(Clause No. 16 - Report No. 9)

**223. Contract No. EB9807RD: Reconstruction of
Prince Edward Drive North from
Bloor Street West to Dundas Street West
Including Storm Sewer Construction.**

The Committee had before it a report (June 23, 1998) from the Commissioner of Works and Emergency Services and the Chief Financial Officer and Treasurer recommending that:

- (1) Contract EB9807RD for the Reconstruction of Prince Edward Drive North from Bloor Street West to Dundas Street West Including Storm Sewer Construction be awarded to Il Duca Construction Inc. being the lowest tender received for the total tendered price of \$1,220,449.05 including all taxes;
- (2) the appropriate City officials be authorized to take the necessary action to give effect thereto; and
- (3) this report be forwarded to Council for information;

advising that this project is included in the approved 1998 Capital Budget; and that funds therefor are available in the appropriate account.

On motion by Councillor Moscoe, the Committee:

- (1) approved the aforementioned joint report from the Commissioner of Works and Emergency Services and the Chief Financial Officer and Treasurer; and
- (2) directed that a copy thereof be forwarded to Council for information.

(Clause No. 17 - Report No. 9)

224. Proposed Lane Designation at Various Traffic Control Signals along the St. George Street/Beverley Street Bicycle Lanes.

The Committee had before it a report (June 12, 1998) from the General Manager, Transportation Services recommending that:

- (1) the southbound median lane on St. George Street be designated as a left-turn only lane, from Bloor Street West to 30.5 metres north thereof;
- (2) the southbound median lane on St. George Street be designated as a left-turn only lane, from Harbord Street/Hoskin Avenue to 30.5 metres north thereof;
- (3) the southbound median lane on Beverley Street be designated as a left-turn only lane, from Dundas Street West to 30.5 metres north thereof; and
- (4) the appropriate by-law(s) be amended accordingly; and

advising that designating the southbound median lane for left turns only at these intersections will provide better guidance for southbound through motorists; stating that the estimated cost of installing appropriate signs is \$1,5000.00; and that the funds for this work are contained in the Works and Emergency Services Department's 1998 Current Budget.

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

(Clause No. 20 - Report No. 9)

225. Amendments to Parking Regulations on the West Side of Bathurst Street, between Dupont Street and the Access to the

Toronto Transit Commission Hillcrest Complex.

The Committee had before it a report (June 22, 1998) from the General Manager, Transportation Services recommending that:

- (1) the parking prohibition currently in effect on the west side of Bathurst Street, between Dupont Street and Davenport Road, from 9:00 a.m. to 6:00 p.m., Monday to Friday, be rescinded;
- (2) parking be prohibited on the west side of Bathurst Street, between the access to the Toronto Transit Commission Hillcrest Complex and Davenport Road, from 9:00 a.m. to 6:00 p.m., Monday to Friday;
- (3) the stopping prohibition currently in effect on the west side of Bathurst Street, between Dupont Street and the access to the Toronto Transit Commission Hillcrest Complex, from 7:00 a.m. to 9:00 a.m., Monday to Friday be modified to be in effect at all times; and
- (4) the appropriate by-law(s) be amended accordingly;

advising that the introduction of this “No Stopping” regulation on the west side of Bathurst Street, between Dupont Street and the access to the TTC Hillcrest Complex, should reduce occurrences of large vehicles damaging the TTC streetcar wires on the underside of the CNR bridge; and that the funds associated with the implementation of the proposed parking regulations are contained in the Works and Emergency Services Department’s 1998 Current Budget.

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

(Clause No. 21 - Report No. 9)

**226. Proposed Northbound Right-Turn Prohibition:
Woodbine Avenue at the Driveway to
61-65 Woodbine Avenue.**

The Committee had before it a report (June 24, 1998) from the General Manager, Transportation Services recommending that:

- (1) northbound right turns on Woodbine Avenue at the driveway to 61-65 Woodbine Avenue be prohibited at all times; and

- (2) the appropriate by-law(s) be amended accordingly;

advising that northbound right turns on Woodbine Avenue at this location should be prohibited at all times to reduce the potential of collisions; and stating that the funds associated with the installation of appropriate signs, estimated to cost \$400.00, are contained in the Works and Emergency Services Department's 1998 Current Budget.

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

(Clause No. 22 - Report No. 9)

**227. Landscape Improvements and
Parking Stall Installation on Keele Street
North of Eglinton Avenue West.**

The Committee had before it a report (June 25, 1998) from the General Manager, Transportation Services recommending that:

- (1) approval be given to proceed with the construction of landscape improvements and parking stalls on Keele Street north of Eglinton Avenue West;
- (2) subject to the construction of these improvements:
 - (a) Keele Street within the parking area north of Eglinton Avenue be designated "one way street - northbound"; and
 - (b) northbound U - turns be prohibited on Keele Street at Yore Road;
- (3) the appropriate by-law(s) be amended accordingly; and
- (4) the introduction of any necessary Bills be authorized;

advising that the proposed modifications will improve the aesthetics of the commercial area and increase the number of parking spaces for local merchants; stating that funding is available in the Economic Development Capital Account No. 903, Eglinton Avenue West Community Improvement Plan; and that the Commissioner of Finance has previously certified that financing can be provided under the updated Debt and Financial Obligation Limit approved by City Council.

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

(Clause No. 23 - Report No. 9)

**228. Proposed Installation of Traffic Control Signals:
Adelaide Street West and Brant Street.**

The Committee had before it a report (June 18, 1998) from the General Manager, Transportation Services recommending that:

- (1) traffic control signals be installed at the intersection of Adelaide Street West and Brant Street, coincident with the removal of the existing pedestrian crossover; and
- (2) the appropriate by-law(s) be amended accordingly;

advising that the aforementioned intersection satisfies the required warrants for the installation of traffic control signals; that the installation of such signals will not have a significant negative impact on the operation of Adelaide Street West, however, it will necessitate the removal of six parking spaces on the north side of Adelaide Street West in order to maintain safe and efficient traffic operations within 30.5 metres of the intersection; that the estimated cost to install traffic control signals and to remove the existing pedestrian crossover is \$45,000.00; and that the funds associated with new traffic control signal installations are contained in the Works and Emergency Services Department's Capital Budget 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. 9)

**229. Exemption of Official Plan Amendments
from Provincial Approval.**

The Committee had before it the following reports:

- (i) (June 23, 1998) from the Commissioner of Urban Planning and Development Services recommending that Council:
 - (1) endorse the exemption of official plan amendments from Provincial approval;
 - (2) authorize the City Clerk to initiate the appropriate changes in notification procedures to implement the exemption of official plan amendments from Provincial approval; and

- (3) authorize other appropriate City Officials to take any necessary action to give effect thereto;

advising that the Minister of Municipal Affairs and Housing is the approval authority for all municipal official plans and official plan amendments in Ontario; that Bill 20, *the Land Use Planning and Protection Act*, which came into effect on May 22, 1996 provides for the exemption of official plans and official plan amendments from Ministerial approval; that it also provides the authority for the Minister or the approval authority to apply conditions related to the granting of exemption; that this exemption initiative is part of the Province's efforts to enhance local autonomy, eliminate duplication and streamline decision-making; further advising that to facilitate the process of moving toward exemption, the Minister, after consultation, released the "Delegation/Exemption Implementation Strategy" in December 1997; that as part of Phase 1 of the Strategy, several municipalities and regions throughout Ontario received exemption orders effective January 19, 1998; that the City of Toronto and a number of other municipalities are included in Phase 2 of the Strategy and are anticipated to be included in an exemption order to be released on or about June 30, 1998.

- (ii) (July 10, 1998) from the Commissioner of Urban Planning and Development Services advising that subsequent to submission of the report dated June 23, 1998 on this matter (Item No. 28), staff have received the Exemption Order from the Minister of Municipal Affairs and Housing stating that effective June 30, 1998, all official plan amendments adopted by City Council will be exempt from Provincial approval; that, as a result, City staff are now implementing the new procedures outlined in the June 23, 1998 report; and recommending that this report be received and forwarded to Council for information.

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

(Clause No. 9 - Report No. 9)

230. Repeal of By-law Permitting Delegation to the Metropolitan Commissioner of Planning for Approval of Road Rights-of-Way Less than 20 Metres.

The Committee had before it a report (June 23, 1998) from the Commissioner of Urban Planning and Development Services recommending that the City Council:

- (1) repeal By-law No. 59-97 of the former Municipality of Metropolitan Toronto; and

- (2) authorize the appropriate City officials to take any necessary action to give effect thereto;

advising that new public roads not shown on a draft plan of subdivision must be adopted by Council; that where the proposed right-of-way is less than 20 metres in width, approval of the Minister is required; that this approval has been delegated to the Metropolitan Commissioner of Planning; that as Toronto is now a one-tier municipality, it is no longer necessary to have the approval authority delegated to staff; and that Metropolitan By-law 59-97 should therefore be repealed.

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

(Clause No. 10 - Report No. 9)

231. Contract No. Y9808-369-2: Pavement Reconstruction at Various Locations - York District.

The Committee had before it a report (July 2, 1998) from the Commissioner of Works and Emergency Services recommending that:

- (1) Contract No. Y9808-369-2, Pavement Reconstruction at Various Locations, be awarded to the lowest bidder, Ferma Road Construction, for the total price of \$1,338,500.45, including Goods and Services Tax; and
- (2) the appropriate City officials be authorized to take the necessary action to give effect thereto;

advising that the total estimated cost of this contract, plus engineering inspection during construction, is \$1,375,000.00; and that funds therefor are available in the following accounts:

Approved 1998 Capital Works Program	\$1,150,000.00
Approved 1998 Operating Program for lead services	\$ 175,000.00
Approved 1997 Capital Works Program in account No. C97-W923	<u>\$ 50,000.00</u>
Total	<u>\$1,375,000.00</u>

On motion by Councillor Moscoe, the Committee:

- (1) approved the aforementioned report from the Commissioner of Works and Emergency Services; and
- (2) directed that a copy thereof be forwarded to Council for information.

(Clause No. 18 - Report No. 9)

**232. Highway Traffic Amendment Act
(Community Safety Zones), 1998 -
Designation of Community Safety Zones.**

The Committee had before it the following report and communication:

- (i) (July 6, 1998) from the City Solicitor recommending that:
 - (1) Transportation Services staff, in consultation with Members of Council, investigate and report to the Urban Environment and Development Committee in the fall of 1998, identifying locations in the City where the designation of community safety zones would likely be an effective measure to increase public safety; and
 - (2) when the locations to be designated as community safety zones have been identified, the City Solicitor prepare the necessary Bill to effect the designations for presentation to Council;

advising that the anticipated proclamation of the *Highway Traffic Amendment Act (Community Safety Zones), 1998* later this summer will provide City Council with an opportunity to increase public safety by designating community safety zones at appropriate locations in the City; and that the effect of a by-law designating part of a highway as a community safety zone is to alter significantly the penalties applying to certain moving violations occurring on the portions of highways so designated; e.g., the fines for speeding violations will be doubled, as will the minimum fines for many other violations; stating that the primary financial implication will be the cost of signs which must be posted to mark any community safety zones designated by by-law; and that the precise amount of the funds required will depend on the number and extent of community safety zones designated and the provincial regulations as to the signage required for each zone.

- (ii) (July 8, 1998) from Councillor Frances Nunziata, York-Humber, submitting the following motion, together with a communication (June 25, 1998) from the Minister of Transportation of Ontario, regarding the proposed amendments to the Highway Traffic Act to introduce special community safety zones:

"Moved by: Councillor Nunziata
Seconded by: Councillor Prue

WHEREAS the Solicitor General and the Minister of Transportation introduced amendments to the *Highway Traffic Act* that will provide municipalities with the authority to establish special community safety zones, where fines for driving infractions will be doubled;

AND WHEREAS the criteria for establishing these safety areas could include school zones, roads near children's parks, seniors' residences, day care centres and intersections that have reported a high incidence of traffic accidents;

THEREFORE BE IT RESOLVED THAT staff be directed to compile a list of recommended safety zones throughout the City of Toronto based on the criteria as outlined above;

AND BE IT FURTHER RESOLVED THAT when the amendments to the *Highway Traffic Act* have been passed by the Legislature, Council establish these community safety zones throughout the City of Toronto, prominent signs be erected in these zones to warn drivers, and Council endorse the doubling of fines for driving infractions in these designated safety zones."

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

(Clause No. 12 - Report No. 9)

233. Widening of a Portion of Queen's Quay West to Accommodate the Waterfront West LRT Extension.

The Committee had before it a report (July 6, 1998) from the General Manager, Transportation Services Division, Works and Emergency Services recommending that:

- (1) approval be given to widen the pavement on Queen's Quay West described as follows:

"The widening of the pavement on the south side of QUEEN'S QUAY WEST, from a width varying from 14.7 metres to 17.3 metres to a width of 20.5 metres (including track allowance) between Lower Spadina Avenue and a point approximately 210 metres west thereof, as shown

on the attached print of Drawing No. SK-2204 dated July 6, 1998"; and

- (2) the appropriate City officials be authorized to take whatever action is necessary to implement the foregoing, including the introduction in Council of any Bills that might be necessary;

and advising that the aforementioned widening is required for the construction of a new streetcar connection on Queen's Quay West, between Lower Spadina Avenue and Bathurst Street, as part of the westerly extension of the Waterfront West LRT, as approved by City Council on April 29 and 30, 1998.

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

(Clause No. 13 - Report No. 9)

234. Request for Allocation of a Portion of the Existing Provincial Fuel Tax to Municipalities to Fund the GTA Transit Systems.

The Committee had before it a communication (June 19, 1998) from the GTA Mayors and Regional Chairs Committee, submitting a copy of the following motion which was adopted by the GTA Mayors and Regional Chairs Committee on June 19, 1998:

"Moved by: Mayor Hazel McCallion - Mississauga
Seconded by: Mayor Don Cousens - Markham

WHEREAS the Provincial Government transferred GO Transit to the GTA municipalities effective January 1, 1998; and

WHEREAS the Provincial Government has eliminated transit subsidies, both capital and operation; and

WHEREAS there is a need to expand the GTA transit systems, both GO Transit and local transit, now and in the future;

THEREFORE the GTA Mayors and Regional Chairs request that the Provincial Government allocate a portion of the existing fuel tax to the municipalities in order to adequately help fund the necessary expansion and operating costs, now and in the future, of the GTA transit systems; and

THAT the request of the GTA Mayors and Regional Chairs for the allocation of a portion of the provincial tax be referred to Premier Mike Harris, The Honourable Ernie Eves, Minister of Finance and The Honourable Tony Clement, Minister of Transportation."

On motion by Councillor Moscoe, the Committee recommends that Council concur with the action taken by the GTA Mayors and Regional Chairs Committee, as embodied in the aforementioned communication from the GTA Mayors and Regional Chairs Committee.

(Clause No. 11 - Report No. 9)

**235. Election of Vice-Chair of the
Urban Environment and Development Committee.**

The Committee had before it Council, on June 3, 4, and 5, 1998, adopted By-law No. 276-1998, a by-law "To amend further Council Procedural By-law No. 23-1998 [being a By-law "To Govern the Proceedings of the Council and the Committees thereof"]."

Section 27 of By-law No. 276-1998 states:

"27. Section 107 of By-law No. 23-1998 is deleted and the following is substituted:

"107. The Members on each Committee shall meet on the day of the Inaugural Meeting to elect a Committee Chair and a Committee Vice-Chair from among the Committee's eligible members, and in the event of a vacancy occurring, shall elect a new Chair or Vice-Chair to hold office for the remainder of the term."

On motion by Councillor, the Committee elected Councillor Ron Moeser as Vice-Chair of the Committee.

(Clause No. 24(a) - Report No. 9)

**236. Guidelines for Determining City-Wide
Interests in Planning Matters.**

15
Urban Environment and Development Committee Minutes
Monday, July 13, 1998

The Committee had before it a report (June 29, 1998) from the Commissioner of Urban Planning and Development Services and the City Clerk recommending that:

- (1) the Urban Environment and Development Committee endorse the attached protocol for dealing with planning matters of City-wide interest and authorize its use by the Chief Planner in determining the appropriate Committee routing process for planning matters;
- (2) appropriate amendments be made to the Procedural By-law to give effect to Recommendation No. (1);
- (3) this report, and the comments from the Urban Environment and Development Committee, be placed on the:
 - (a) July 17, 1998 agenda of the Special Committee to Review the Final Report of the Toronto Transition Team meeting, and
 - (b) July 22, 1998 agendas of all Community Council meetings,with a request that any comments from the Special Committee and the Community Councils be forwarded directly to the July 29, 1998 City Council meeting; and
- (4) authority be granted to introduce the necessary bills in Council;

providing a protocol for processing planning matters, for consideration in response to previous requests of Council and the Special Committee to Review the Final Report of the Toronto Transition Team; appending the document (July 1998), entitled "Protocol for Identifying and Processing Planning Matters of City-Wide Interest and Cross-Boundary Issues"; advising that such protocol will help to clarify the respective roles of the Community Councils and the Urban Environment and Development Committee; that the protocol is based on the principles endorsed by the Special Committee and the Transition Team Report, and provides some certainty to application stakeholders with respect to the political process to be followed; and stating that the protocol does not change the Committee routing process for the majority of planning applications, most of which will remain a Community Council responsibility.

On motion by Councillor Moscoe, the Committee:

- (A) approved Recommendation No. (3), embodied in the attached joint report (June 29, 1998) from the Commissioner of Urban Planning and Development Services and the City Clerk, viz:
 - "(3) this report, and the comments from the Urban Environment and Development Committee, be placed on the:

16
Urban Environment and Development Committee Minutes
Monday, July 13, 1998

- (a) agenda of the July 17, 1998 meeting of the Special Committee to Review the Final Report of the Toronto Transition Team; and
- (b) agendas of the July 22, 1998 meetings of all Community Councils;

with a request that any comments from the Special Committee and the Community Councils be forwarded directly to the July 29, 1998 City Council meeting;"; and

(B) recommended to Council:

- (1) the adoption of Recommendations Nos. (1), (2) and (4), embodied in the attached joint report (June 29, 1998) from the Commissioner of Urban Planning and Development Services and the City Clerk, subject to amending Recommendation No. (1) by striking out the words "the Urban Environment and Development Committee" and inserting in lieu thereof the words "City Council; so that Recommendation No. (1) shall read as follows:

"(1) City Council endorse the attached protocol for dealing with planning matters of City-wide interest and authorize its use by the Chief Planner in determining the appropriate Committee routing process for planning matters;"; and

- (2) that with respect to matters abutting Community Council boundaries, a determination as to whether a City-wide or local interest exists, be made only after consultation with all of the affected Councillors.

(Sent to: Special Committee to Review the Final Report of the Toronto Transition Team; East York Community Council; Etobicoke Community Council; North York Community Council; Scarborough Community Council; Toronto Community Council; York Community Council; Copy to: Commissioner of Urban Planning and Development Services; City Clerk; City Solicitor; Executive Director and Chief Planner, City Planning Division; Mr. Peter Fay, Clerk's Department, Metro Hall; Ms. Wendy Walberg, Legal Department - July 14, 1998)

(Clause No. 2 - Report No. 9)

237. 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; advising that the costs of filing an application for special legislation includes a filing fee of \$150.00, the cost of publishing a notice of application once a week for four weeks in the Ontario Gazette and newspaper, the cost of printing the Private Bill and the cost of printing the Act in the annual statutes; that, based on 1996 costs for a similar sized Private Bill, costs are estimated at \$6,000.00 with newspaper advertising costs being the largest component; and recommending that, if the Urban Environment and Development Committee recommends an application for special legislation, authority be granted to apply for special legislation substantially in the form of the draft Private Bill attached to this report.

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

(Clause No. 24(c) - Report No. 9)

238. Intervenor Funding of Community Groups at Ontario Municipal Board Hearings. (HELD DOWN)

(Also see Minute No. 240)

The Committee had before it a report (June 26, 1998) from the Commissioner of Urban Planning and Development Services reporting, in response to Council's request at its June 3, 4 and 5, 1998 meeting, on a policy for requests for intervenor funding; advising that an emphasis on advance community consultation, negotiation, facilitation and mediation, rather than on litigation, will best ensure that the decision making process for development and planning matters is accessible to all citizens; and recommending that Council not support intervenor funding but continue to make decisions on requests on a case-by-case basis, evaluating at the time of the request the availability of funds and whether other dispute resolution methods could be used to achieve the interests of the City of Toronto.

(Matter held down for further discussion - also refer to Minute No. 240)

239. Request for the Installation of Noise Barrier on Romanway Crescent.

The Committee had before it a communication (May 1, 1998) from Councillor Frances Nunziata, York-Humber, submitting a copy of a staff response dated March 23, 1998, prepared with respect to a constituent's request for noise barriers on Romanway Crescent, wherein it states that such installation is not supported due to the cost involved and the impacts on public security and aesthetics; and advising that her constituent wishes to pursue this matter and make a deputation before the Urban Environment and Development Committee.

Ms. Maria Demarco, Toronto, appeared before the Urban Environment and Development Committee in connection with the foregoing matter.

On motion by Councillor Moscoe, the Committee:

- (1) deferred consideration of this matter to its meeting scheduled to be held on October 5, 1998; and
- (2) requested the General Manager, Transportation Services, to examine the shrubbery and pavement on Jane Street in the vicinity of Romanway Crescent to determine whether changes to the landscaping and/or road surface would accommodate the concerns of the residents of Romanway Crescent; and submit a report thereon to the October 5, 1998 meeting of the Urban Environment and Development Committee.

(General Manager, Transportation Services; Copy to: Councillor Frances Nunziata, York-Humber; Councillor Bill Saundercook, York-Humber; Commissioner of Works and Emergency Services; Ms. Maria Demarco, Toronto - July 14, 1998)

(Clause No. 24(k) - Report No. 9)

240. Intervenor Funding of Community Groups at Ontario Municipal Board Hearings. (HELD DOWN)

(Also see Minute No. 238)

On motion by Councillor Faubert, the Committee:

- (1) referred the aforementioned report to the City Solicitor and the Chief Financial Officer and Treasurer for a joint report to the Urban Environment and Development Committee on the criteria for extending intervenor funding to community groups; and

- (2) requested the Commissioner of Urban Planning and Development Services to submit a report to the Urban Environment and Development Committee on whether it is appropriate for applications by community groups for intervenor funding to be reviewed by a City Committee; and, if so, to identify the Committee to conduct such review.

(Sent to: City Solicitor; Chief Financial Officer and Treasurer; Commissioner of Urban Planning and Development Services; Copy to: Executive Director and Chief Planner, Planning Division; Ms. Gail Johnson, Planning Division, City Hall; Ms. Wendy Walberg, Legal Department; Mr. John Di Lallo, Finance Department - July 15, 1998)

(Clause No. 24(d) - Report No. 9)

241. Interim Third Party Advertising Sign Minor Variance Process for Areas Abutting the F.G. Gardiner Expressway (Formerly the Queen Elizabeth Way), Eglinton Avenue West, Highway 2, Highway 2A and Highway 27.

The Committee had before it a communication (July 2, 1998) from the City Clerk advising that the Road Allowance Sub-Committee on July 2, 1998, recommended the adoption of the joint report dated June 1, 1998, from the Commissioner of Urban Planning and Development Services and the Interim Functional Lead for Transportation, wherein it is recommended that:

- (1) the Commissioner of Urban Planning and Development Services receive applications involving minor variances from the Sign By-law relating to the recently transferred portions of Highways Nos. 27, 2, 2A and the F.G. Gardiner Expressway;
- (2) the review of these applications for minor variance be undertaken by the appropriate staff of Urban Planning and Development Services, in consultation with staff of Works and Emergency Services, using the Ministry of Transportation of Ontario (MTO) Commercial Sign Policy (attached as Appendix "A" of this report) as a guideline, as outlined in this report; and
- (3) the Commissioner of Urban Planning and Development Services prepare a report on each application to be forwarded to the appropriate Community Council for approval by Council;

and stating that there are no financial implications to the City of Toronto.

Mr. Just Cole, Permits Co-ordinator, Leasing and Legislation, Pattison Outdoor Advertising 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 communication.

(Clause No. 6 - Report No. 9)

242. Approval to Construct Streetcar Track on Charlotte Street.

The Committee had before it the following communications:

- (i) (July 9, 1998) from the General Secretary, Toronto Transit Commission, confirming that the Commission on July 9, 1998, conveyed the Commission Report, entitled "Approval to Construct Streetcar Track on Charlotte Street" to the Secretary of the Urban Environment and Development Committee for the Committee's deliberation on July 13, 1998; such Commission Report, for consideration by the Commission on July 15, 1998, containing the following recommendations:

"It is recommended that the Commission:

- (1) approve, and request the City of Toronto Council to approve, construction of a single streetcar track on Charlotte Street, between Adelaide Street and King Street, as described in the attached staff report, entitled "Construction of Streetcar Track on Charlotte Street", which was considered by the Commission at its meeting on June 17, 1998;
- (2) note that the noise and vibration study conducted by the firm of S.S. Wilson Associates, Consulting Engineers, concludes that the sound levels which would result from streetcar operations on Charlotte Street are within applicable daytime and nighttime criteria even without special noise and vibration attenuation measures; however, to mitigate any potential streetcar-generated noise and vibration in this location, TTC staff still intend to include attenuation measures such as water lubrication on curves and a special rubber-insulated rail design; and
- (3) forward this report to the Ministry of Environment, Councillors Olivia Chow and Kyle Rae, and the Toronto Transportation Department."

- (ii) (June 19, 1998) from the General Secretary, Toronto Transit Commission, advising that the Commission on June 17, 1998, considered Report No. (24), entitled "Construction of Streetcar Track on Charlotte Street", and took the following action:
- (1) received this report for information, noting that:
 - TAC staff recently met with ten owners of businesses or properties in the area adjacent to the loop planned for the 510 SPADINA streetcar line via Adelaide Street, Charlotte Street, and King Street, to explain its benefits and potential impacts. All but two voice strong opposition to the construction of this loop; however, staff believe that their concerns regarding noise and vibration can be significantly alleviated through mitigating measures, as described in this report;
 - these opponents to the project have indicated that they intend to hire a consultant to conduct their own independent review of the potential impacts of the streetcar loop;
 - staff will be resubmitting this report to the Commission meeting of July 15, 1998, at which time it will be recommended that the Commission request City of Toronto Council to formally approve construction of a single streetcar track on Charlotte Street, between Adelaide Street and King Street, providing that the Commission, after hearing deputations at that time, continues to support proceeding with this project;
 - (2) approved forwarding this report to the Urban Environment and Development Committee, advising that the Commission plans to submit its request and documentation directly to City Council, at its meeting of July 29, 1998, through a Notice of Motion;
 - (3) approved forwarding this report to the Ministry of Environment, on behalf of the City of Toronto, as authorized by the Council of the City of Toronto at its meeting of June 3, 4 and 5, 1998, in order to confirm the acceptability of this section of streetcar track as a minor amendment to the Environmental Assessment for the Spadina streetcar line, and to document the public consultation process which has occurred to date regarding this project; and
 - (4) approved forwarding this report to Councillors Olivia Chow and Kyle Rae, and to the Toronto Transportation Department.
- (iii) (July 10, 1998) from Mr. Michael S. Steinberg, Robins, Appleby & Taub, advising that his firm represents the owners and tenants of properties along Adelaide Street West, Charlotte Street and King Street which are in the immediate vicinity of the

proposed Charlotte Street streetcar loop; setting out a number of concerns of the affected property owners and tenants; requesting that the Urban Environment and Development Committee either not forward this matter to City Council for its consideration, or else recommend that Council deny the proposal by the Toronto Transit Commission; alternatively, requesting that the Committee recommend that this matter be sent back to all appropriate civic departments for further consideration of the issues outlined in this communication.

Mr. Harry Glicksman, Capitol Building, appeared before the Urban Environment and Development Committee in connection with the foregoing matter.

On motion by Councillor Moscoe, the Committee recommended that City Council:

- (1) approve the construction of a single streetcar track on Charlotte Street, between Adelaide Street and King Street; and
- (2) request the Chief General Manager, Toronto Transit Commission, to review the Clarence Square option as part of the Environmental Assessment process.

(Toronto Transit Commission; Copy to: Chief General Manager, Toronto Transit Commission; Commissioner of Urban Planning and Development Services; Chief Financial Officer and Treasurer; City Solicitor; Ms. Wendy Walberg, Legal Department; Mr. Harry Glicksman, Capitol Building; Mr. Michael S. Steinberg, Robins, Appleby & Taub; Mr. Joe Mimran, President and Chief Executive Officer, Club Monaco International; Mr. Elliot Title, H. & L. Title Ltd.; Mr. Ganesh Mohan, Solo Grill and Wine Restaurant; Mr. Don Logie, Senior Vice-President, Development Services, O & Y Enterprise; All Interested Persons - July 13, 1998)

(Clause No. 5 - Report No. 9)

**243. Vital Services in Rental Residential Properties
in the City of Toronto.**

The Committee had before it the following reports and communication:

- (i) (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; such Motion containing the following operative paragraphs:

“NOW THEREFORE BE IT RESOLVED THAT the City Solicitor be requested to draft a By-law in accordance with Bill 104 to be presented to the Urban Environment and Development Committee for consideration;

AND BE IT FURTHER RESOLVED THAT City Council communicate with the City’s vital services utility providers requesting their co-operation in continuing this service under the authority of and as would be required by the By-law proposed in resolution No. (1);

AND BE IT FURTHER RESOLVED THAT the appropriate staff initiate discussions with the City’s vital services utility providers to share information regarding the operational aspects of the former City of Toronto’s utility restoration program.”

- (ii) (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; advising that, in the event that Council chooses not to adopt the aforementioned recommendation and, instead, chooses to enact a Vital Services By-law, then that action would require the reversal of Council’s previous budgetary decision to discontinue the former City of Toronto’s "urgent hazard" program in order to commit funds now to the staffing and administration of a vital services program in the amount of \$60,000.00 for 1998 and \$120,000.00 annualized thereafter; that, in addition, historically the former City of Toronto committed funds, ranging from \$500,000.00 to \$1,000,000.00 annualized, to the restoration of utilities in rental residential properties; explaining that under authority of the *City of Toronto Act*, these funds were recoverable as they were collectible through the municipal realty tax process; that any future funds to be expended by the City to restore such utilities under a vital services by-law would be at great risk of being unrecoverable, given that the enabling legislation does not provide for such funds to be placed on the tax rolls; stating that the current legislation provides for a lien to be placed against the property and/or for the City to have tenants pay rents directly to the City; and suggesting that City Council seek to rely instead on general enforcement of municipal standards regulations through prosecution by the City as necessary, as well as on procedures which are currently being put into place under the *Tenant Protection Act* for tenants to seek prosecution activity through the Provincial Tribunal specifically regarding vital services.

- (iii) (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; advising that City Council lacks the authority to enact such a by-law; that Council may require utility companies to give 30 days notice of the intention to discontinue service for non-payment; however, after the 30-day period has elapsed, Council cannot require continuation of the service without payment to the utility company; pointing out that the motion refers to "Bill 104, the *Vital Services Act*", which appears to be a reference to the City's power, under Section 210.2 of the *Municipal Act*, to enact a vital services by-law; that there is not actually a statute entitled, "*the Vital Services Act*"; explaining that Section 210.2 of the *Municipal Act* was added to the *Municipal Act* in 1994 when the Legislature passed the *Municipal Amendment Act (Vital Services), 1994*, which was Bill 104 when it was introduced; that Section 210.2 will essentially be replaced by Sections 145 to 153 of the *Tenant Protection Act* when it comes into force on June 17, 1998; and recommending that this report be received for information.
- (iv) (July 13, 1998) from Councillor Anne Johnston, North Toronto, recommending that the Urban Environment and Development Committee:
- (1) defer consideration of this matter until its meeting of September 8, 1998, for deputations;
 - (2) request the City Solicitor to report to the next meeting of the Committee on the legislation that would be required to reinstate the former City of Toronto's "Urgent Hazard Program" to serve the new City of Toronto; and
 - (3) request the relevant officials to report on the ability of Toronto Hydro and other essential services to provide the continuation of services under the same conditions as were previously applied to the "Urgent Hazard Program" by the former City of Toronto (under the former City of Toronto Act);

advising that her reading of the reports before the Committee on July 13, 1998, will leave tenants at great risk, should the City eliminate the "Urgent Hazard Program"; therefore, it seems only fair to give tenants across the new City of Toronto time to review the "Urgent Hazard Program" and the replacement proposed by Councillor Jakobek's motion, which is before the Committee.

On motion by, the Committee:

Urban Environment and Development Committee Minutes
Monday, July 13, 1998

- (1) deferred consideration of this matter to its next meeting, scheduled to be held on September 8, 1998, for the hearing of depositions;
- (2) requested the Commissioner of Urban Planning and Development Services, in consultation with the Executive Director and Chief Building Official, to submit a report to the September 8, 1998 meeting of the Urban Environment and Development Committee regarding:
 - (a) the anticipated actual financial loss resulting from the provision of vital services when necessary under the current legislation; and
 - (b) the ability of Toronto Hydro and other essential services to provide the continuation of services under the same conditions as were previously applied to the "Urgent Hazard Program" by the former City of Toronto (under the former City of Toronto Act);
- (3) requested the Medical Officer of Health to consult with agencies which serve tenants and persons living in poverty, and submit a report to the September 8, 1998 meeting of the Urban Environment and Development Committee on the probable health impacts of refusing to intervene in the cut-off of vital services;
- (4) directed that a copy of the aforementioned reports and communication be referred to the Council Strategy Committee for People Without Homes, with a request that the Committee submit its comments thereon to the September 8, 1998 meeting of the Urban Environment and Development Committee; and
- (5) requested the City Solicitor to submit a report directly to Council for its meeting scheduled to be held on July 29, 1998, on the legislative amendments that would be required should Council decide to request the Province of Ontario to enact legislation which would permit the new City of Toronto to adopt a Vital Services Program similar to that conducted by the former City of Toronto under its special legislation.

(Sent to: City Solicitor; Commissioner of Urban Planning and Development Services; Executive Director and Chief Building Official; Medical Officer of Health; Council Strategy Committee for People Without Homes; Copy to: Councillor Tom Jakobek, East Toronto; Councillor Case Ootes, East York; Councillor Anne Johnston, North Toronto; Ms. Wendy Walberg, Legal Department; Mr. Harold Bratten, Director, Municipal Standards Division,

Planning Division; Ms. Judi McBurney, Technical Advisor, Buildings Division, City Hall; Mr. Paul Bedford, Executive Director and Chief Planner, Planning Division; Ms. Madeline Brown, Clerk's Department, Metro Hall - July 14, 1998)

(Clause No. 3 - Report No. 9)

244. Status, and Recreation Use, of Freehold Development Within the City of Toronto. (HELD DOWN)

(Also see Minute No. 250)

The Committee had before it the reports:

- (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 receive this report for information.

- (ii) (June 1, 1998) from 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.

(Matter held down for further discussion - also refer to Minute No. 250)

**245. Toronto Transit Commission
Project Approval and Procurement Authorization
- General Business Computer.**

The Committee had before it a communication (June 19, 1998) from the General Secretary, Toronto Transit Commission (Commission), advising that the Commission on June 17, 1998, approved the following recommendations contained in a report, entitled "Project Approval and Procurement Authorization - General Business Computer":

"It is recommended that the Commission approve:

- (1) awarding a contract to GlassHouse Systems Inc., in the amount of \$1,433,900.00 to replace the existing IBM 9121/480 with an IBM 2003/225, including the hardware and IBM operating system software;
- (2) an additional \$350,000.00 for the transfer and upgrade of existing third party (non-IBM) software;
- (3) an additional \$24,495.00, required to pursue the option to purchase nine additional channels, for a total upset limit of \$1,808,395.00;
- (4) approval to declare the current IBM 9121/480 surplus and authorize the Manager of Materials and Procurement to dispose of it in the best interest of the Commission;
- (5) forwarding this report to the City of Toronto Council requesting increased project approval be granted in the amount of \$1,608,395.00 gross (\$731,820.00 net) by advancing approved expenditures from future years; and
- (6) authorize staff to proceed with the award of this contract, due to the critical nature of the request and hold in TAC accounts, pending City Council approval.

On motion by Councillor Moscoe, the Committee recommended to the Budget Committee that increased project financing approval in the amount of \$1,608,395.00 gross be granted to City Project No. 710 of the Toronto Transit Commission, "Computer Equipment and Software - Various".

(Budget Committee; Copy to: General Secretary, Toronto Transit Commission; Chief General Manager, Toronto Transit Commission; Chief Financial Officer and Treasurer; Commissioner of Urban Planning and Development Services; Mr. Shekhar Prasad, Director, Finance Department;

Mr. John Di Lallo, Finance Department; Mr. Andres Hachard, Finance Department - July 14, 1998)

(Clause No. 24(e) - Report No. 9)

246. Demolition of Exhibition Stadium.

The Committee had before it a report (June 25, 1998) from the Interim General Manager, Exhibition Place advising that the Board of Governors of Exhibition Place unanimously approved the following recommendations with respect to the Demolition of the Exhibition Place Stadium at its meeting on June 18, 1998:

“It is recommended that:

- (1) the tender for Contract No. 98-4008-80820 be awarded to Greenspoon Brothers Ltd. for demolition of both the North and South Grandstands and associated work at a cost of \$1,819,324.00;
- (2) a budget in the amount of \$645,000.00 be approved for the other required work associated with the demolition of the Stadium subject to the further approval by the Board of any award of a contract associated with such work;
- (3) a budget in the amount of \$30,000.00 be approved for consultant services to study the storage space requirements at Exhibition Place;
- (4) staff, in consultation with the City of Toronto Department of Economic Development, Culture and Tourism develop a restoration/landscaping plan for the Stadium Site and report back to the Board on this plan;
- (5) this report be submitted to the City of Toronto Council requesting concurrence; and
- (6) staff take the necessary action to give effect hereto.”;

further advising that the Stadium Reserve Fund was \$4,176,000.00 as of December 31, 1997 and the total budget for the Stadium Demolition approved by Council for the 1998 Capital Works Budget for Exhibition Place is \$3,710,000.00 which includes construction costs, fees, in-house work and administrative charges; that the total budget for the demolition and other costs as outlined in this report is \$2,498,324.00 which is within the estimated capital budget allocation; and stating that the remaining balance in the Stadium Reserve Fund after this draw may be still required in the future for other works associated with this demolition subject to approval of such works by the Board.

On motion by Councillor, the Committee:

- (1) submits, without recommendation, the aforementioned report from the Chief Financial Officer and Treasurer; and
- (2) recommends that the Interim General Manager, Exhibit Place, be requested to review the amount of \$30,000.00 recommended for consultant services relating to the storage space requirements at Exhibition Place, and submit a report thereon to Council, through the Economic Development Committee, at the appropriate time.

(Clause No. 4 - Report No. 9)

**247. A Rapid Transit Connection Between
Pearson International Airport and Union Station.**

The Committee had before it the following report and communication:

- (i) (June 26, 1998) from the Commissioner of Urban Planning and Development Services recommending that the City Council:
 - (1) endorse the concept of a rapid transit connection between Pearson International Airport and Union Station;
 - (2) endorse the conclusions of Provincial and Federal studies that the corridor adjacent to Highways Nos. 409 and 427, as shown in Figure 1, should be protected for a rapid transit connection between Pearson Airport and the CN Weston rail corridor, and request the Province, Transport Canada, the City of Mississauga, the Region of Peel, and the Greater Toronto Airports Authority to pursue measures to protect the corridor;
 - (3) support upgrading of the Weston rail corridor to accommodate a new station in the vicinity of the Woodbine Racetrack and all-day GO service from Union Station to the new station, and request GO Transit to advise on costs;
 - (4) support the extension of the internal airport transit system from the airport to upgraded GO rail service in the CN Weston rail corridor as the preferred rapid transit option in the 5-10 year time frame, and request Transport Canada (in conjunction with the City of Toronto, Ministry of Transportation, GO Transit, Greater Toronto Airports Authority, Region of Peel, and City of Mississauga) to conduct a physical, operational, and financial feasibility study for this extension;

- (5) request the GTAA to consider technologies for the internal airport transit system which would be capable of being extended into the Weston rail corridor for a transfer-free connection to Union Station;
- (6) request the Province and GO Transit to ensure that the upgrading of the CN Weston rail corridor for all-day GO service to the airport is a high priority for GO Rail expansion;
- (7) request the Greater Toronto Airports Authority to continue to plan for an internal airport transit system in a manner which serves passenger convenience and to be prepared to build the transit system in conjunction with the upgraded GO rail service, or prior to, if demand warrants;
- (8) request the Mayor and the Chair of the Urban Environment and Development Committee to meet with the Federal Minister of Transport to discuss Federal support for the feasibility study and for the early implementation of the rapid transit connection; and
- (9) direct the City Clerk to distribute copies of this report to Transport Canada, the Ministry of Transportation, GO Transit, the Region of Peel, the City of Mississauga, the City of Brampton, and the Greater Toronto Airports Authority, the Toronto Olympic Bid Corporation, the Toronto Board of Trade, and Tourism Toronto;

providing an update on issues related to planning for a rapid transit connection between Pearson International Airport and Union Station; advising that the extension of the internal airport transit system to connect with the Weston rail corridor and all-day frequent GO rail service is the most cost-effective option for providing the connection within the next 5-10 years; that the further extension of the internal airport transit system through the Weston rail corridor would provide a direct transfer-free connection to Union Station in the longer-term; and that the Pearson Airport redevelopment plan is a unique opportunity to ensure that the rapid transit connection is integrated into the airport in a manner which is convenient and attractive to passengers and which will influence travel to the airport to be more reliant on transit.

- (ii) (June 19, 1998) from the GTA Mayors and Regional Chairs Committee submitting a copy of the following motion which was adopted by the GTA Mayors and Regional Chairs Committee on June 19, 1998:

"Moved by: Mayor Peter Robertson - Brampton
Seconded by: Councillor Doug Holyday - Toronto

THAT the GTA Mayors and Regional Chairs meet with the Federal Minister of Transport to discuss the Federal Government's participation in funding with public transit, particularly with GO Transit and the link to the Airport and including Union Station."

On motion by Councillor, the Committee recommended:

- (1) the adoption of the aforementioned report from the Commissioner of Urban Planning and Development Services, subject to Council's support being conditional upon the project including a portion of the financial cost of the required upgrades to the subway platform at Union Station; and
- (2) that Council support the addition of a \$1.00 airport fee to be used for the proposed rapid transit connection between Pearson International Airport and Union Station.

(Clause No. 1 - Report No. 9)

The Urban Environment and Development Committee recessed at 12:35 p.m. to reconvened at 2:00 p.m.

The Urban Environment and Development Committee reconvened at 2:15 p.m.

Members Present:

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

**248. F.G. Gardiner Expressway East Dismantling Project; and
Contract No. T-54-98, Tender No. 62-1998:**

**F.G. Gardiner Expressway East Dismantling Project, Railway Relocation
Along Lake Shore Boulevard from the Don Roadway to Leslie Street.**

The Committee had before it the following reports and communications regarding the F. G. Gardiner Expressway East Dismantling Project, and the related Contract No. T-54-98, Tender No. 62-1998, for Railway Relocation along Lake Shore Boulevard from the Don Roadway to Leslie Street:

- (i) (July 7, 1998) from the General Manager, Transportation Services, entitled "F. G. Gardiner Expressway East Dismantling Project", recommending that the Gardiner Expressway East Dismantling Project proceed as originally approved by the former Metropolitan Toronto and City of Toronto Councils providing additional information related to the Dismantling Project as requested by the Urban Environment and Development Committee and City Council; advising that many of the concerns raised about the Gardiner East Dismantling Project have already been addressed through previous planning and design work or can be addressed with appropriate mitigating measures; that those concerns which cannot be addressed relate to a desire to maintain the existing Expressway structure; expressing the opinion that the approved plan for the dismantling of the F.G. Gardiner Expressway East continues to provide the best combination of transportation service, urban character improvements and cost savings over the long term;
- (ii) (July 9, 1998) from the General Manager, Transportation Services, entitled "F. G. Gardiner Expressway East Dismantling Project", providing a summary of the differences between the current plan for the F. G. Gardiner Expressway East Dismantling Project and an alternative plan developed to by-pass the Lake Shore Boulevard East and Carlaw Avenue intersection;
- (iii) (July 13, 1998) from Councillors Sandra Bussin and Tom Jakobek, East Toronto, requesting that the Urban Environment and Development Committee support and recommend to City Council the "Alternative Plan" for the dismantling of the F.G. Gardiner Expressway East and the renovation of Lake Shore Boulevard East; expressing the belief that the "Alternative Plan" will better accommodate the transportation needs of their constituents while, at the same time, improving accessibility to the harbour lands; that the "Alternative Plan" will also achieve the very desirable objective of refurbishing the streetscape and the environment along the Lake Shore corridor in this area; and further recommending that staff be requested to meet with the area studio and other business property owners to seek their input on the "Alternative Plan".
- (iv) (June 18, 1998) from the City Clerk advising that the Task Force on the Gardiner/Lake Shore Corridor reaffirms that it prefers the option selected as part of

the environmental assessment process with the ramps coming down at Bouchette Street;

- (v) (June 8, 1998) from the Chair, South East Toronto Industrial Advisory Committee, advising that at its meeting of May 26, 1998, the City of Toronto's South East Toronto Industrial Advisory Committee discussed issues respecting the Gardiner East Dismantling Project, had before it, the following motions:

“That the South East Toronto Industrial Advisory Committee:

- (i) objects to any dismantling options that would eliminate or bypass the controlled intersection at Carlaw Avenue and Lake Shore Boulevard East, and any other design or construction options that would constrict vehicular or rail access to the Port Area, as reductions in the level of access would have substantial negative impacts on local businesses, the development potential of the Port Area and would impede access of emergency vehicles to the Port Area;
 - (ii) requests Council, in its consideration of the Gardiner East Dismantling Project, to direct Toronto Transportation staff to consult with appropriate Civic Officials and report on the impact on local emergency services, should the controlled intersection at Carlaw Avenue and Lake Shore Boulevard East be removed; and
 - (iii) request Council, in its consideration of the Gardiner East Dismantling Project, to direct Toronto Transportation staff to undertake short-term improvements to the Cherry Street/Lake Shore Boulevard East intersection in conjunction with Phase I of the Gardiner Expressway dismantling, including, but not limited to, traffic signal modifications to extend the green light for north bound vehicles on Cherry Street, improved pavement markings, and the establishment of warning lights and activated signals for pedestrian and cyclists, while longer-term improvements for the intersection are developed.”;
- (vi) (July 2, 1998) from Mr. James Alcock, Chairman, Citizens for Retention of the East Gardiner Expressway (C.R.E.G.E.), requesting that the Urban Environment and Development Committee not approve further progress on the F.G. Gardiner Expressway East Dismantling Project, and setting out the reasons therefor; that the rehabilitation of all of the existing Expressway structure be approved, and that new

double ramps be provided at the eastern end of the structure over the Leslie Street intersection; stating that, after this is done, Lake Shore Boulevard, west of Leslie Street under the Gardiner Expressway, should be downgraded to a more local status with the creation of bicycle lanes in both directions on Lake Shore Boulevard;

- (vii) (July 6, 1998) from Mr. Kenneth W. Ferguson, Vice-President, Toronto Film Studios Inc., expressing grave concern regarding the City's plan to relocate certain railway tracks in connection with the proposed demolition of the Gardiner Expressway, east of the Don Valley Parkway; urging the Urban Environment and Development Committee to weigh the consequences of such railway relocation on both the local community and the film and television industry; and advising that it would be premature for City Council to award a contract to relocate the railway tracks until several major conflicts resulting from the relocation have been mitigated;
- (vii) (July 8, 1998) from Mr. Barry Munro, P.Eng., expressing support for the option to rehabilitate the F.G. Gardiner Expressway east of the Don Valley Parkway, and for the 1987 motion to provide a two-lane ramp for westbound traffic at Leslie Street in order to maintain a constant traffic flow;
- (ix) (April 6, 1998) from Mr. Manny Danelon, Industry Co-Chair, Film Liaison Industry Committee, advising that the Film Liaison Industry Committee (FLIC) on March 26, 1998, unanimously adopted a motion to oppose the demolition of the Gardiner Expressway due to the effect of such demolition on the studio district in terms of noise and traffic congestion;
- (x) (July 13, 1998) from Mr. Boris Mather, Director, Citizens for a Lakeshore Greenway, urging the Urban Environment and Development Committee to proceed with the original plan to dismantle the eastern portion of the F.G. Gardiner Expressway, thereby beautifying the waterfront;
- (xi) (July 9, 1998) from Ms. Gail Thompson, Director, Location Promotion and Services, Ontario Film Development Corporation, expressing concerns regarding the demolition of the Gardiner Expressway between Leslie Street and the Don Valley Parkway; stating that the plan to relocate the railway tracks from the centre of Lake Shore Boulevard to the north boulevard, directly adjacent to the Toronto Film Studios and Cinevillage, will cause irreparable harm to the business undertaken at those two facilities; that the City of Toronto will lose business to other jurisdictions due to the unfavourable filming conditions that will result from the relocation of the railway tracks; and urging the Urban Environment and Development Committee to reconsider its position about proceeding with the demolition of the F.G. Gardiner Expressway East until all conflicts have been resolved and an analysis has been made of the impact of the demolition; and

Urban Environment and Development Committee Minutes
Monday, July 13, 1998

- (xii) (July 13, 1998) from Ms. Catherine Lake (and on behalf of Ms. Monique Volpe and Mr. Nigel Lake) expressing concern with the current speed and volume of traffic on Logan Avenue, between Eastern Avenue and Lake Shore Boulevard, particularly transport trucks and vans; stating that the dismantling of the Gardiner Expressway will make this neighbourhood a speed zone of more traffic accessing the new ramp location, and will subject the community to even more stresses and unhealthy toxins in its living environment; and submitting a copy of minutes from a meeting attended by some of the residents in consultation with the Lura Group.

Mr. John Kelly, Project Manager, Transportation Services, made a presentation to the Urban Environment and Development Committee in connection with the foregoing matter.

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

- Mr. James Alcock, Chairman, Citizens for the Retention of the East Gardiner Expressway; and filed a written brief with respect thereto;
- Mr. Stephen Richard Morrison, President, The Rose Corporation;
- Mr. Kenneth W. Ferguson, Vice-President, Toronto Film Studios Inc.;
- Ms. Elizabeth Borek, Lakeside Area Neighbourhood Association;
- Mr. Peter Smith, Toronto;
- Mr. Kevin Walters, Toronto;
- Mr. David Hanna, Toronto; and submitted various articles with respect thereto;
- Ms. Ang McCluskey, Toronto;
- Ms. Kathy Chandler, Toronto;
- Mr. Barry Munro, P.Eng., Toronto;
- Mr. Boris Mather, Director, Citizens for a Lakeshore Greenway;
- Mr. Wilfrid Walker, Transport 2000 Ontario; and filed a written brief with respect thereto;
- Mr. Manny Danelon, Industry Co-Chair, Film Liaison Industry Committee;
- Mr. Peter Lukas, Showline and The Ontario Film/TV Owners Association;
- Ms. Gail Thompson, Director, Location Promotion and Services, Ontario Film Development Corporation;
- Mr. Ken Greenberg, Urban Strategies;
- Mr. J. Michael Kirkland; The Kirkland Partnership Inc.;
- Mr. David Glassey; Toronto;
- Ms. Catherine Nasmith, Co-Chair, Task Force on the Gardiner/Lake Shore Corridor; and submitted copies of two articles from the March 1998 issue of "STPP Progress"; and
- Councillor Sandra Bussin, East Toronto.

On motion by Councillor, the Committee:

Urban Environment and Development Committee Minutes
Monday, July 13, 1998

- (1) deferred consideration of the aforementioned reports and communications until its meeting scheduled to be held on October 5, 1998:
 - (July 7 and 9, 1998) from the General Manager, Transportation Services, entitled "F. G. Gardiner Expressway East Dismantling Project";
 - (July 13, 1998) from Councillors Sandra Bussin and Tom Jakobek, East Toronto;
 - (June 18, 1998) from the Task Force on the Gardiner/Lake Shore Corridor;
 - (June 8, 1998) from the Chair, South East Toronto Industrial Advisory Committee; and
 - (July 8, 1998) from the Chief Financial Officer and City Treasurer and the Commissioner of Works and Emergency Services, entitled "F. G. Gardiner Expressway East Dismantling Project - Railway Relocation along Lake Shore Boulevard from Don Roadway to Leslie Street - Contract No. T-54-98, Tender No. 62-1998";
- (2) referred the remaining communications to the General Manager, Transportation Services; and requested the General Manager:
 - (a) to develop, in consultation with the local community, a plan to minimize traffic infiltration and improve the safety of pedestrians on Eastern Avenue and other streets in South Riverdale, as well as in affected areas of East Toronto (Ward 26), and submit a report thereon to the October 5, 1998 meeting of the Urban Environment and Development Committee;
 - (b) to conduct a detailed study of current and future rail movements (including Harbour Remediation and Transfer Facility trains) through this corridor, and their impacts, and review in detail the rail issues raised by the deputations; and submit a report thereon, including any alternative options, to the October 5, 1998 meeting of the Urban Environment and Development Committee;

Urban Environment and Development Committee Minutes
Monday, July 13, 1998

- (c) to submit a report containing any origin destination traffic studies to the October 5, 1998 meeting of the Urban Environment and Development Committee; and
 - (d) to meet with representatives of the film industry to develop a plan for routing large vehicles during the demolition of the F. G. Gardiner Expressway East;
- (3) requested the Medical Officer of Health to submit a report to the October 5, 1998 meeting of the Urban Environment and Development Committee on the short and long-term impacts of dismantling or refurbishing the Gardiner Expressway East on the health of children in the demolition area, including the impact on distribution of particulates and air quality; such report to be presented to the local community for its review and approval prior to consideration by the Urban Environment and Development Committee; and
- (4) requested the Chief Financial Officer and Treasurer to submit a report to the October 5, 1998 meeting of the Urban Environment and Development Committee on possible funding sources available for the proposed extension of the F. G. Gardiner Expressway over Leslie Street, should Council decide to proceed with that option.

(Sent to: General Manager, Transportation Services; Chief Financial Officer and Treasurer; Medical Officer of Health; Copy to: Councillor Sandra Bussin, East Toronto; Councillor Tom Jakobek, East Toronto; Commissioner of Works and Emergency Services; Commissioner of Urban Planning and Development Services; Mr. John Kelly, Transportation Department; Ms. Kathleen Llewellyn-Thomas, Transportation Department; Ms. Wendy Walberg, Legal Department; Task Force on the Gardiner/Lake Shore Corridor Chair, South East Toronto Industrial Advisory Committee; Mr. James Alcock, Chairman, Citizens for the Retention of the East Gardiner Expressway; Mr. Stephen Richard Morrison, President, The Rose Corporation; Mr. Kenneth W. Ferguson, Vice-President, Toronto Film Studios Inc.; Ms. Elizabeth Borek, Lakeside Area Neighbourhood Association; Mr. Peter Smith, Toronto; Mr. Kevin Walters, Toronto; Mr. David Hanna, Toronto; Ms. Ang McCluskey, Toronto; Ms. Kathy Chandler, Toronto ; Mr. Barry Munro, P.Eng., Toronto; Mr. Boris Mather, Director, Citizens for a Lakeshore Greenway; Mr. Wilfrid Walker, Transport 2000 Ontario; Mr. Manny Danelon, Industry Co-Chair, Film Liaison Industry Committee ; Mr. Peter Lukas, Showline and The Ontario Film/TV Owners Association ; Ms. Gail Thompson, Director,

Location Promotion and Services, Ontario Film Development Corporation ; Mr. Ken Greenberg, Urban Strategies ; Mr. J. Michael Kirkland; The Kirkland Partnership Inc. ; Mr. David Glassey; Toronto ; Ms. Catherine Nasmith, Co-Chair, Task Force on the Gardiner/Lake Shore Corridor; All Interested Parties - July 16, 1998)

(Clause No. 24(b) - Report No. 9)

**249. Request to Install Traffic Control Signals:
Bayview Avenue and Tudor Gate.**

The Committee had before it the following communications:

- (i) (June 2, 1998) from the City Clerk advising that the North York Community Council on May 27, 1998, recommended to the Urban Environment and Development Committee the adoption of a motion by Councillor Flint, which contains the following operative paragraphs:

“THEREFORE BE IT RESOLVED THAT a traffic signal light be installed on Bayview Avenue at Tudor Gate; and

BE IT FURTHER RESOLVED THAT this light be activated in off-peak hours so as to allow a single vehicle to legally turn left onto Bayview Avenue; and

BE IT FURTHER RESOLVED THAT provision be made in the 1998 Transportation budget to cover the cost of installing this signal light.”;

submitting a copy of a report (May 26, 1998) from the Manager, North and West Traffic Regions, Transportation Services, wherein it states that based on a review of the intersection, the traffic volumes recorded during the busiest hours of a typical weekday do not satisfy the minimum technical warrants for the installation of traffic control signals; and further stating that the Urban Environment and Development Committee previously approved the re-stripping of Bayview Avenue to provide a centre two-way left-turn lane between York Road/Wilket Road and Post Road, which will assist motorists turning left onto Bayview Avenue, from Tudor Gate, Country Lane and other streets and driveways in this vicinity.

- (ii) (July 6, 1998) from Mr. Clifford R. Jenkins, President, The York Mills Ratepayers' Association, recommending strongly that the City of Toronto install traffic control

signals at the intersection of Bayview Avenue and Tudor Gate in the interest of the community's safety.

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

- Mr. Ryan Brooker, North York;
- Mr. Paul Elstro, North York;
- Ms. Margaret Nightingale, North York;
- Mr. Ruby Osten, Toronto;
- Councillor Joanne Flint, North York Centre South; and
- Councillor Milton Berger, North York Centre South.

On motion by Councillor, the Committee:

- (1) recommended to the Budget Committee, the Strategic Policies and Priorities Committee, and Council, the adoption of the recommendation of the North York Community Council, embodied in the communication (June 19, 1998) from the City Clerk, subject to amending the motion by Councillor Flint by striking therefrom the third operative paragraph, viz:

"BE IT FURTHER RESOLVED THAT provision be made in the 1998 Transportation budget to cover the cost of installing this signal light.";

- (2) recommended to the Budget Committee that funds for the proposed traffic control signals at Bayview Avenue and Tudor Gate be allocated from cancelled projects within the Works and Emergency Services Department's 1998 Capital Budget for Transportation Services;
- (3) requested the General Manager, Transportation Services, to submit a report to the next meeting of the Budget Committee on the funding sources for the proposed traffic control signals at Bayview Avenue and Tudor Gate; and
- (4) received the communication (July 6, 1998) from Mr. Clifford R. Jenkins, President, The York Mills Ratepayers' Association.

(Sent to: Budget Committee; General Manager, Transportation Services;
Copy to: North York Community Council; Councillor Joanne Flint,
North York Centre South; Councillor Milton Berger, North York Centre

South; Commissioner of Works and Emergency Services; Commissioner of Urban Planning and Development Services; Mr. Bruce Zvaniga, Transportation Services, Metro Hall; Ms. Wendy Walberg, Legal Department; Mr. Clifford R. Jenkins, President, The York Mills Ratepayer's Association; Mr. Ryan Brooker; Mr. Paul Elstro; Ms. Margaret Nightingale; Mr. Ruby Osten - July 15, 1998)

(Clause No. 24(j) - Report No. 9)

250. Status, and Recreation Use, of Freehold Development Within the City of Toronto. (HELD DOWN)

(Also see Minute No. 244)

On motion by Councillor Tzekas, the Committee recommended to Council the adoption of the aforementioned reports from the Commissioner of Urban Planning and Development Services and from the Commissioner of Economic Development, Culture and Tourism, subject to striking out the recommendation in each report and inserting in lieu thereof the following new recommendation:

"It is recommended that Council adopt this report and endorse its conclusions."

(Clause No. 8 - Report No. 9)

251. Construction of a Pedestrian Tunnel Connection Between 70 University Avenue and the City of Toronto Parking Authority's University Avenue Underground Parking Garage.

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

- (1) authority be granted for the City of Toronto to enter into an agreement with Hammerson Canada Inc., and the City of Toronto Parking Authority, 33 Queen Street West, Toronto, M5C 1R5, to construct a pedestrian tunnel connecting 70 University Avenue to the City of Toronto Parking Authority underground parking garage located under University Avenue between Front Street and King Street, subject to terms outlined in the body of this report and in a form acceptable to the City Solicitor;

- (2) pedestrian tunnel revenue be directed to the Transportation Services Division of the Works and Emergency Services Department; and
- (3) the appropriate City of Toronto officials be authorized and directed to take the necessary action to give effect thereto;

advising that the proposed underground pedestrian tunnel connection will not have an adverse impact on the University Avenue right-of-way, and will provide convenient access for City of Toronto Parking Authority patrons; stating that the tunnel will be installed at the cost of the proponents and at no cost of the City; and that the City will realize an annual income from the rental of the road right-of-way occupied by the pedestrian tunnel, based on a fair market value as negotiated by the Commissioner of Corporate Services.

On motion by Councillor Moeser, the Committee recommended the adoption of the aforementioned from the Interim Functional Lead, Transportation, subject to amending Recommendation No. (1) by adding the words "and content" after the words "in a form"; so that such Recommendation shall read as follows:

- "(1) authority be granted for the City of Toronto to enter into an agreement with Hammerson Canada Inc., and the City of Toronto Parking Authority, 33 Queen Street West, Toronto, M5C 1R5, to construct a pedestrian tunnel connecting 70 University Avenue to the City of Toronto Parking Authority underground parking garage located under University Avenue between Front Street and King Street, subject to the terms outlined in the body of this report and in a form and content acceptable to the City Solicitor."

(Clause No. 14 - Report No. 9)

252. Issues Regarding Private Roads and Freehold Development Within the City of Toronto.

The Committee had before it the following report and communication:

- (i) (June 22, 1998) from the Commissioner of Urban Planning and Development Services recommending that:
 - (1) development of freehold housing on private roads generally be discouraged; and

Urban Environment and Development Committee Minutes
Monday, July 13, 1998

- (2) the Province of Ontario be urged to enact the proposed amendments to the Condominium Act pertaining to Common Elements Condominiums and Phased Condominiums;

advising that private road "freehold" townhouse development has become significant in the Etobicoke District since the first such project was approved in 1992; that since that time, six projects comprising 105 units have been approved in Etobicoke; that City-wide, 15 projects comprising 235 units were approved between January, 1995 and December, 1997; that under current condominium legislation, there appears to be marketing advantages in the private road developments; that staff are concerned that these advantages are short-term and may result in future redress to the City wherein the City will be requested to assume responsibility for roads and services which were not designed for maintenance by the City, in the event of default or negligence on the part of maintenance arrangements; and stating that given imminent changes to the Condominium Act, Council should discourage private road developments and urge the Provincial Government to enact amendments as soon as possible.

- (ii) (April 16, 1998) from the City Clerk advising that the Etobicoke Community Council on April 1, 1998, requested the Urban Environment and Development Committee to review issues regarding private roads and freehold development within the City of Toronto; stating that in the past, Etobicoke Council approved freehold developments on a private roadway; that notwithstanding these approvals, staff of the Urban Development Department, the Works Department and the Solicitor for the Etobicoke Office continue to have concerns regarding the long-term suitability of freehold developments utilizing common facilities such as roadways and underground services; and that staff remain of the opinion that developments which share common facilities are more appropriately dealt with under the provisions of the Condominium Act through the registration of a condominium corporation.

On motion by Councillor Jones, the Committee:

- (1) recommended to Council the adoption of the aforementioned report (June 22, 1998) from the Commissioner of Urban Planning and Development Services;
- (2) requested the Commissioner of Urban Planning and Development Services to submit a report directly to Council, for consideration with this matter on July 29, 1998, regarding the establishment of a 20-unit cap on any future applications of this nature until such time as a City-wide policy is in place; and
- (3) received the aforementioned communication (April 16, 1998) from the City Clerk.

(Commissioner of Urban Planning and Development Services; Copy to: Etobicoke Community Council; Executive Director and Chief Planner, City Planning Division; Mr. Ted Tyndorf, City Planning Division, Etobicoke Civic Centre; Mr. Dick Gordon, City Planning Division, Metro Hall; Ms. Wendy Walberg, Legal Department; Ms. Madeline Brown, Clerk's Department - July 14, 1998)

(Clause No. 7 - Report No. 9)

253. Review of Level Crossings and the Construction of Grade Separations in the City of Toronto.

The Committee again had before it a communication (June 1, 1998) from Mr. Tony O'Donohue, P. Eng., submitting comments pertaining to a proposed review of level crossings and the construction of grade separations in the City of Toronto; and recommending that the Urban Environment and Development Committee 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."

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 to the Committee on the issue of level crossings and grade separations in the new City of Toronto.

(General Manager, Transportation Services; Copy to: Commissioner of Works and Emergency Services; Commissioner of Urban Environment and Development Services; Executive Director and Chief Planner, Planning Division; Ms. Wendy Walberg, Legal Department; Mr. Tony O'Donohue, P.Eng. - July 14, 1998)

(Clause No. 24(I) - Report No. 9)

254. Summary of History and Status of the

Acquisition of Steeles Avenue.

The Committee had before it a report (June 23, 1998) from the General Manager, Transportation Services advising that Council at its meeting of June 3, 4 and 5, 1998, adopted Clause No. 7 of Report No. 7 of The Urban Environment and Development Committee, headed "Proposal to Commence Negotiations for a New Agreement with the Region of York Regarding Steeles Avenue", in which staff were requested to prepare a summary of previous reports on Steeles Avenue; providing a summary of the information previously presented to Metro Council in this regard; and recommending that this report be received for information.

On motion by Councillor Moscoe, the Committee:

- (1) established a Steeles Avenue Sub-Committee, comprised of the Chair of the Urban Environment and Development Committee and Members of the Committee whose Wards abut Steeles Avenue (i.e, Councillors Li Preti, Moscoe and Sgro); and
- (2) requested the Steeles Avenue Sub-Committee to meet with the General Manager, Transportation Services, in order to develop a strategy for dealing with Steeles Avenue, and submit a report thereon to the Urban Environment and Development Committee:

(Sent to: Steeles Avenue Sub-Committee; Chair, Urban Environment and Development Committee; Councillor Howard Moscoe, North York Spadina; Councillor Peter Li Preti, Black Creek; Councillor Judy Sgro, North York Humber; General Manager, Transportation Services; Copy to: Mr. Barry Gutteridge, Commissioner of Works and Emergency Services; Ms. Virginia West, Commissioner of Urban Planning and Development Services; Ms. Wendy Walberg, Legal Department - July 14, 1998)

(Clause No. 24(m) - Report No. 9)**255. Metropolitan Toronto Coach Terminal Inc.
Financial Statements for Year Ended December 31, 1997.**

The Committee had before it a communication (June 23, 1998) from the General Secretary, Metropolitan Toronto Coach Terminal Inc. (MTCTI), advising that the Board of Directors of MTCTI on June 17, 1998, approved the attached Financial Statements for the year ended December 31, 1997; and stating that the foregoing is forwarded to the City of Toronto for information.

On motion by Councillor Jones, the Committee:

- (1) received the aforementioned communication, and directed that a copy thereof be forwarded to the Audit Committee for its consideration; and
- (2) requested the General Secretary, Metropolitan Toronto Coach Terminal Inc., to submit a report directly to the Audit Committee, for consideration with this matter on July 21, 1998, regarding Note (6) to the Non-Consolidated Financial Statements, viz:

"6. Economic Dependence:

The Company is dependent on the continuing support of its parent, the Commission. In addition, a significant portion of the Company's revenue is attributable to four tenant carriers. Agreements with three of these carriers have expired. The ability of the Company to continue as a going concern is dependent on the renegotiation of the agreements with these carriers, or alternates."

(Sent to: Audit Committee; General Secretary, Metropolitan Toronto Coach Terminal Inc.; Copy to: Commissioner of Urban Planning and Development Services; Chief Financial Officer and Treasurer; Mr. Shekhar Prasad, Director, Finance Department; Mr. Rob Hatton, Finance Department; Mr. Andres Hachard, Finance Department - July 14, 1998)

(Clause No. 24(n) - Report No. 9)

**256. Scarborough Port Union Pedestrian Underpass:
Transportation Capital Budget Project No. C-TR-703.**

The Committee had before it a report (July 9, 1998) from the General Manager, Transportation Services, recommending that \$900,000.00 be re-allocated from Project No. C-TR-703, Scarborough Port Union Pedestrian Underpass, to Project No. C-TR-701, Scarborough Sidewalk Construction, and, further, that this report be forwarded to the Scarborough Community Council for its information; advising that the proposed Port Union Pedestrian Underpass is one component of the Port Union Common/Waterfront Regeneration Project which stretches from Highland Creek to the Rouge River, and that the underpass links the Port Union Road Headland to the Village Common by creating a tunnel underneath the railway line separating them; explaining that construction of the underpass was originally expected to begin in 1998, but has now proceeded to the point where only

\$100,000.00 in engineering work can be completed in 1998; stating that \$1,000,000.00 was allocated in the 1998 Capital Works Program for the Port Union Pedestrian Underpass; and that, because of the delay in construction to 1999, it is appropriate to reallocate \$900,000.00 from this project to the Scarborough Sidewalk Construction program which was cut back as part of the original budget process.

On motion by Councillor Pantalone, the Committee:

- (1) directed that the aforementioned report be forwarded to the Budget Committee for consideration; and
- (2) requested the General Manager, Transportation Services, to submit a report to the next meeting of the Budget Committee regarding the proposed reallocation of \$900,000.00 from Project No. C-TR-703, Scarborough Port Union Pedestrian Underpass, to Project No. C-TR-701, Scarborough Sidewalk Construction; specifically, whether such proposed reallocation is an appropriate use of funds given the transportation requirements City-wide.

(Sent to: Budget Committee; General Manager, Transportation Services;
Copy to: Commissioner of Works and Emergency Services; Commissioner of Urban Planning and Development Services; Chief Financial Officer and Treasurer; Mr. Shekhar Prasad, Director, Finance Department; Mr. Rob Hatton, Finance Department; Mr. Gary H. Welsh, Works and Emergency Services, Scarborough Civic Centre - July 14, 1998)

(Clause No. 24(o) - Report No. 9)

257. Sheppard Subway: Status of Permits and Approvals.

The Committee had before it a communication (May 21, 1998) from the General Secretary, Toronto Transit Commission (Commission) advising that the Commission on May 20, 1998, considered Report No. (27), entitled "Sheppard Subway Status of Permits and Approvals"; that the Commission received the subject report for information and approved the following:

- (1) that staff report on the critical path for completion of the Sheppard Subway, including tenders, site plan approvals, building permits, design work, tunnelling work and any other appropriate deadlines associated with the project; and further
- (2) that any site plan approval conditions which add costs beyond the approved budget for the Sheppard Subway project be forwarded to the City Budget Committee and City Council for additional project and funding approval;

and stating that the foregoing is forwarded for the information of the City of Toronto Council.

On motion by Councillor Pantalone, the Committee:

- (1) deferred consideration of this matter until its next meeting, scheduled to be held on September 8, 1998; and
- (2) requested the Chief General Manager, Toronto Transit Commission, to submit a full report to the September 8, 1998 meeting of the Urban Environment and Development Committee on the potential cost overruns on the Sheppard Subway project.

(Mr. David Gunn, Chief General Manager, Toronto Transit Commission; Copy to: 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 - July 16, 1998)

(Clause No. 24(g) - Report No. 9)

The Committee adjourned its meeting at 5:53 p.m.

Chair.