

THE CITY OF TORONTO

Clerk's Department

Minutes of the Urban Environment and Development Committee

Tuesday, September 8, 1998.

The Urban Environment and Development Committee met on Tuesday, September 8, 1998, in Committee Room A, 2nd Floor, Metro Hall, Toronto, commencing at 9:42 a.m.

Members Present:

Councillor Joe Pantalone, Chair
Councillor Ron Moeser, Vice-Chair
Councillor Irene Jones
Councillor Pam McConnell
Councillor Howard Moscoe
Councillor Mario Silva

Regrets:

Councillor Frank Faubert
Councillor Blake F. Kinahan
Councillor Peter Li Preti
Councillor Judy Sgro
Councillor Mike Tzekas

Also Present:

Councillor John Adams
Councillor Chris Korwin-Kucynski

Confirmation of Minutes.

On motion by Councillor , the Minutes of the meeting of the Urban Environment and Development Committee held on May 19, 1998, June 15 and 16, 1998 and July 13, 1998 were confirmed.

258. Vital Services in Rental Residential Properties

in the City of Toronto.

The Committee had before it the following reports and communications:

- (I) (August 28, 1998) from Councillor Jack Layton, Chair, Council Strategy Committee for People Without Homes, advising that the Council Strategy Committee for People Without Homes will not be meeting before the September 8, 1998 meeting of the Urban Environment and Development Committee and, therefore, will be unable to comment on the issue of vital services in rental residential properties in the City of Toronto; and requesting that this item be deferred until the October 5, 1998 Committee meeting to facilitate review and input from the Council Strategy Committee.

- (ii) (August 24, 1998) from the Commissioner of Urban Planning and Development Services advising that staff are of the opinion that a Vital Services By-law should not be enacted under current legislation as it could put the City in the position of having significant and potentially non-recoverable funds owing; that other mechanisms are available to address the risk to vulnerable persons without incurring the high administrative costs and uncertainty of recovery of funds; that legislation exists to allow Toronto Hydro essentially the same power of recovery of outstanding bills as under the former City of Toronto's "Urgent Hazards Program"; that the policy of Consumers Gas notes that "gas service may be discontinued only as a last resort", and the company advises that it would generally not cut service in the winter where vulnerable persons would be at risk; stating that prior to considering enacting a Vital Services By-law, it would be appropriate for a working group, comprised of representatives from Municipal Standards, Public Health, and the relevant utilities or fuel providers, to establish policies with respect to discontinuing service/supply, and to monitor these policies in action for at least one year; explaining that it is possible to minimize the number of situations under which Emergency Orders (either under a Property Standards By-law, or the *Health Protection and Promotion Act*) would have to be used by ensuring that the utility companies provide sufficient notice of planned cutoff to allow for proper evaluation of specific situations and to provide the opportunity to apply alternative solutions; and recommending that this report be received as information.

- (iii) (August 24, 1998) from the Medical Officer of Health advising that Public Health staff met with representatives from agencies and organizations that serve tenants and persons living in poverty on August 13, 1998 to discuss possible health impacts to residents should the City not intervene to restore cut-off vital services; stating that the health of the residents of Toronto could be compromised if vital services are turned off; further advising that the August 24, 1998 report of the Commissioner of Urban Planning and Development Services (Item 1 above) has been reviewed, and the idea of a working group to review anticipated service cut-offs before they occur is supported; however, there are concerns about the feasibility of using the *Health*

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Protection and Promotion Act as a remedy in these circumstances; and recommending that:

- (1) this report be received for information; and
 - (2) the City Solicitor be requested to review the feasibility and conditions under which the *Health Protection and Promotion Act*, c.H.7, R.S.O. 1990 could be applied in situations involving the discontinuation of vital services.
- (iv) (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.
- (v) (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; and recommending that this report be received for information.

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- (vi) (August 10, 1998) from the City Clerk enclosing, for information and any attention deemed necessary, Clause No. 3 contained in Report No. 9 of The Urban Environment and Development Committee, headed "Vital Services in Rental Residential Properties in the City of Toronto", which was adopted, without amendment, by the Council of the City of Toronto at its meeting held on July 29, 30 and 31, 1998; such action, in effect, being that City Council received the report dated July 15, 1998, from the City Solicitor.

On motion by, the Committee:

- (1) deferred consideration of this matter to its meeting scheduled to be held on October 5, 1998, to facilitate review and input from the Council Strategy Committee for People Without Homes; and
- (2) requested the City Solicitor, in consultation with the Commissioner of Urban Planning and Development Services, to submit a report to such meeting on:
 - (a) the timing implications for tenants who use the Provincial Tribunal process for prosecution/enforcement of vital services issues; and
 - (b) Recommendation No. (2) embodied in the report dated August 24, 1998, from the Medical Officer of Health, viz:

“(2) that the City Solicitor be requested to review the feasibility and conditions under which the *Health Protection and Promotion Act*, c.H.7, R.S.O. 1990 could be applied in situations involving the discontinuation of vital services.”.

(Sent to: City Solicitor; Chair, Council Strategy Committee for People Without Homes; Copy to: Commissioner of Urban Planning and Development Services; Medical Officer of Health; Commissioner of Community and Neighbourhood Services; Mr. Yaman Uzumeri, Executive Director and Chief Building Officer, Building Division; Mr. Harold Bratten, Director, Municipal Standards Division, Planning Division; Mr. Paul Bedford, Executive Director and Chief Planner, Planning Division; Mr. Dave Harrison, Manager of Environmental Health Services, Department of Public Health; Mr. Wendy Walberg, Legal Division; Ms. Elaine Ebach, Community Services Department; Mr. Howard Tessler, Executive Director, Federation of Metro Tenants Association; Ms. Elinor Mahoney, Parkdale Community Legal Services; Ms. Natalie Cheung, Jessie's Centre for Teenagers; Mwarigha, Centre for Equality Rights in Accommodation (CERA); Ms.

Helen Hemsol, Director of Social Services, Dixon Hall; Mr. Matthew Akman, Manager of Municipal Relations, Consumers Gas; Mr. David McArthur, Manager, Credit and Collections, Toronto Hydro; Mr. Matthew Perry, HIV and AIDS Legal Clinic; Ms. Virginia Loescher, East Toronto Community and Legal Services - September 11, 1998)

(Report No. 11 - Clause No. 25(a))

259. Sheppard Subway - Status of Permits and Approvals.

The Committee had before it the following communications:

- (i) (May 21, 1998) from the General Secretary, Toronto Transit 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.
- (ii) (July 30, 1998) from the Chief General Manager, Toronto Transit Commission, responding to a request made by the Urban Environment and Development Committee for a full report on the potential cost overruns on the Sheppard Subway project; submitting a copy of the briefing given to the Toronto Transit Commission on July 9, 1998, which covers the potential cost overruns; advising that the TTC does not expect to have any more information until after September 8, 1998; and that staff will be present at the September 8, 1998 meeting of the Committee to respond to any questions.
- (iii) (August 31, 1998) addressed to the Toronto Transit Commission from the Chief General Manager of the Commission, and the Commissioner of Urban Planning and Development Services, regarding building permits for the Sheppard Subway.

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

(Mr. Vincent Rodo, General Secretary, Toronto Transit Commission; Copy to: Chief General Manager, Toronto Transit Commission; Commissioner of Urban Planning and Development Services; Commissioner of Works and Emergency Services; Chief Financial Officer and Treasurer; City Solicitor; Mr. Dave Kaufman, General Manager, Transportation Services Division; Mr. Paul Bedford, Executive Director and Chief Planner, Planning Division; Mr. Yaman Uzumeri, Executive Director and Chief Building Official, Building Division - September 11, 1998)

(Report No. 11 - Clause No. 25(b))

**260. Toronto Transit Commission:
 Confirmation of Additional Project Approval
 - Roofing Rehabilitation Program.**

The Committee had before it a communication (August 20, 1998) from the General Secretary, Toronto Transit Commission advising that the Commission on August 19, 1998, approved the following recommendations contained in Report No. (14), entitled "Confirmation of Additional Project Approval - Roofing Rehabilitation Program":

"It recommended that the Commission confirm the approval provided by the Chair, Vice-Chair and Chief General Manager with regard to the following:

- (1) authorize staff to undertake previously unscheduled urgent work in 1998 under Project No. 3.1 Finishes - Roofing Program, noting that additional expenditures of \$1,530,000.00 will be required to the end of 1998 and noting that full project documentation will be provided in the 1999-2003 Capital Program submission;
- (2) forward this report to the City of Toronto Council requesting that additional project approval (City Project No. 311) be granted in the amount of \$1,530,000.00 gross (\$765,000.00 net), for a total City approval of \$5,744,000.00 to cover cash flow requirements to the end of 1998, and reducing the project approval for Project

No. 6.1 Environmental Programs (City Project No. 610) by a corresponding amount; and noting that there is no net increase in the overall TTC budget; and

- (3) authorize staff to proceed with project expenditures, due to the critical nature of this request, and hold in TTC accounts, pending City Council project approval.”

On motion by Councillor Jones, the Committee recommended to the Budget Committee that:

- (1) additional project financing approval in the amount of \$1,530,000.00 gross (\$765,000.00 net) be granted to City Project No. 311 of the Toronto Transit Commission, “Finishes - Roofing Rehabilitation Program”, for a total City approval of \$5,744,000.00 to cover cash flow requirements to the end of 1998; and
- (2) a corresponding reduction in project financing approval be granted to City Project No. 610 of the Toronto Transit Commission, “Environmental Programs”;

noting that there is no net increase in the overall Capital Budget of the Toronto Transit Commission.

(Budget Committee; Copy to: General Secretary, Toronto Transit Commission; Chief General Manager, Toronto Transit Commission; Chief Financial Officer and Treasurer; Mr. Shekhar Prasad, Director, Finance Department; Mr. John Di Lallo, Finance Department; Mr. Andres Hachard, Finance Department - September 8, 1998)

(Report No. 11 - Clause No. 25(d))

**261. Toronto Transit Commission:
Confirmation of Additional Project Approval -
Garage Subsurface Investigation and Remediation Program.**

The Committee had before it a communication (August 20, 1998) from the General Secretary, Toronto Transit Commission, advising that the Commission on August 19, 1998, approved the following recommendations contained in Report No. (15), entitled “Confirmation of Additional Project Approval - Garage Subsurface Investigation and Remediation Program”:

“It is recommended that the Commission:

- (1) grant additional project approval in the amount of \$493,000.00 for 6.1 Environmental - Garage Subsurface Remediation Program for a revised total project cost to the end of 1998 of \$11,610,000.00, noting that full project documentation will be provided in the 1999-2003 Capital Program submission;
- (2) forward this report to the City of Toronto Council requesting that additional project approval (City Project No. 613) be granted in the amount of \$493,000.00 gross (\$123,250.00 net), for a total City approval of \$11,610,000.00 to cover cash flow requirements to the end of 1998;
- (3) authorize staff to proceed with project expenditures, due to the sensitive nature of this request, and hold in TTC accounts, pending City Council project approval; and
- (4) forward this report to the Ministry of Environment for information.”;

such report also noting that sufficient under expenditures are available in 1998 under other projects in 6.1 Environmental Programs to accommodate the aforementioned increase in cash flow requirements for this project.

On motion by Councillor Moscoe, the Committee recommended to Budget Committee that additional project financing approval in the amount of \$493,000.00 gross (\$123,250.00 net) be granted to City Project No. 613 of the Toronto Transit Commission (TTC), “Environmental - Garage Subsurface Remediation Program”, for a total City approval of \$11,610,000.00 to cover cash flow requirements to the end of 1998; noting that sufficient under-expenditures are available in 1998 under other projects in City Project No. 610 of the TTC, “Environmental Programs - Various”, to accommodate the aforementioned increase in cash flow requirements for this project.

(Budget Committee; Copy to: General Secretary, Toronto Transit Commission; Chief General Manager, Toronto Transit Commission; Chief Financial Officer and Treasurer; Mr. Shekhar Prasad, Director, Finance Department; Mr. John Di Lallo, Finance Department; Mr. Andres Hachard, Finance Department - September 8, 1998)

(Report No. 11 - Clause No. 25(e))

**262. Litigation in Relation to the Province’s Proposal
to Put Slot Machines at Woodbine Racetrack.**

The Committee had before it a report (August 24, 1998) from the City Solicitor advising that the purpose of this report is to inform Councillors of the litigation commenced by The Ontario Jockey Club against the City of Toronto and the Chief Building Official; stating that on July 8, 1998, the Jockey Club applied for a building permit to “refurbish floor space to accommodate slot machines” at Woodbine Racetrack; that Buildings Division staff refused the permit by informing the Jockey Club that slot machines are not listed as a permitted use or accessory use at that location; explaining that the Woodbine Racetrack site is in a Class 2 Industrial Zone, and that the Etobicoke Zoning Code permits “racetracks and ancillary facilities” in such zone; further advising that on August 7, 1998, the Jockey Club appealed the refusal of a building permit on the grounds that slot machines are an “ancillary facility” to a racetrack; that staff of the City’s Legal Services have prepared affidavit material in support of the position that slot machines are not an “ancillary facility”; that the appeal is scheduled to be heard on September 16, 1998, and that the Jockey Club has requested that it be awarded its costs of the litigation, should it succeed; and recommending that Council confirm the actions of the City Solicitor in this litigation to date in responding to the appeal of the Jockey Club, and, should the litigation be ongoing, instruct the City Solicitor to proceed.

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

(Report No. 11 - Clause No. 4)

263. Amendment to Existing By-laws that Delegate Planning Powers to Staff of Former Metropolitan Toronto Municipalities.

The Committee had before it a report (August 24, 1998) from the Commissioner of Urban Planning and Development Services recommending that:

- (1) the City Solicitor, in consultation with the Commissioner of Urban Planning and Development Services, bring forward a by-law(s) to the October 1, 1998 meeting of Council to amend the existing delegation by-laws of the “former municipalities” so as to name the Executive Director and Chief Planner and the Community Planning Director of each of the relevant district offices as the titled officials to whom previously delegated planning powers remain delegated; and
- (2) authority be granted for the introduction of the necessary Bills in Council.

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

(Report No. 11 - Clause No. 7)

**264. Contract No. T-47-98: F. G. Gardiner Expressway
- Saulter Street to Leslie Street, Substructure Repairs.**

The Committee had before it a report (August 5, 1998) from the Commissioner of Works and Emergency Services advising that emergency repairs are required to remove delaminated concrete from the south cantilevers and bearing seats of the F. G. Gardiner Expressway which are in danger of spalling, thus posing a potential threat to motorists currently using Lake Shore Boulevard westbound; stating that funding for this project has previously been approved by Council and is available in Capital Account No. C-TR026, F.G. Gardiner Repairs – Parkway to Leslie Street; that there are sufficient funds available in Capital Account No. C-TR026 to accommodate the extension of this Contract.;and recommending that the contract price for Contract No. T-47-98, F.G. Gardiner Expressway - Saulter Street to Leslie Street, Substructure Repairs, be increased by \$250,000.00 net to a total of \$1,036,920.80 to accommodate the additional emergency work.

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

(Budget Committee; Copy to: Commissioner of Works and Emergency Services; Commissioner of Urban Planning and Development Services; Chief Financial Officer and Treasurer; Mr. Tom Denes, Executive Director, Technical Services; Mr. Shekhar Prasad, Director, Finance Department; Ms. Carmella Romano, Finance Department - September 8, 1998)

(Report No. 11 - Clause No. 25(g))

**265. Proposed Installation of Traffic Control Signals:
Royal York Road and Newcastle Street.**

The Committee had before it a report (August 6, 1998) from the General Manager, Transportation Services recommending that:

- (1) traffic control signals be approved at the intersection of Royal York Road and Newcastle Street, subject to the availability of funds;
- (2) coincident with the traffic control signal installation, the existing pedestrian crossover on Royal York Road at the north side of Newcastle Street be removed; and
- (3) the appropriate by-law(s) be amended accordingly;

advising that the estimated cost of the installation of traffic control signals at this location is \$67,000.00 including the removal of the existing PXO; that the funds associated with new traffic signal installations are contained in the Works and Emergency Services' Capital Program under Project No C-TR031; stating that \$1.6 million was allocated in 1998 for new traffic control signal installations but these funds have already been fully committed; therefore, unless additional funding is identified in 1998, new signal approvals for the balance of 1998 will be placed on a priority list for 1999 and await approval of the appropriate budget item in the 1999 Capital Budget.

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

(Report No. 11 - Clause No. 11)

**266. Proposed Installation of Traffic Control Signals:
Overlea Boulevard and the East York Town Centre.**

The Committee had before it a report (August 6, 1998) from the General Manager, Transportation Services recommending that traffic control signals be approved on Overlea Boulevard and the easterly entrance to the East York Town Centre, subject to the availability of funds; advising that the proposed traffic control signals would provide benefits to all road users in the immediate area and would not have a significant impact on the effectiveness of this arterial road within the network of arterial roads; that the estimated cost of the installation of traffic control signals at this location is \$127,300.00; stating that \$1.6 million was allocated in 1998 for new traffic control signal installations but these funds have already been fully committed; therefore, unless additional funding is identified in 1998, new signal approvals for the balance of 1998 will be placed on a priority list for 1999 and await approval of the appropriate budget item in the 1999 Capital Budget.

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

(Report No. 11 - Clause No. 12)

**267. Proposed Installation of Traffic Control Signals:
Lawrence Avenue East and
Charlottetown Boulevard/Bridgeport Drive.**

The Committee had before it a report (July 30, 1998) from the General Manager, Transportation Services recommending that traffic control signals be approved on Lawrence Avenue East at Charlottetown Boulevard/Bridgeport Drive, subject to the availability of

funds; advising that the proposed traffic control signals would provide benefits to all road users in the vicinity of Sir Oliver Mowat Collegiate Institute at 5400 Lawrence Avenue East, and would not have a significant impact on the effectiveness of this arterial road within the network of arterial roads; that the estimated cost of the installation of traffic control signals at this location is \$76,300.00; stating that \$1.6 million was allocated in 1998 for new traffic control signal installations but these funds have already been fully committed; therefore, unless additional funding is identified in 1998, new signal approvals for the balance of 1998 will be placed on a priority list for 1999 and await approval of the appropriate budget item in the 1999 Capital Budget.

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

(Report No. 11 - Clause No. 13)

**268. Proposed Installation of Traffic Control Signals:
Ellesmere Road and Dolly Varden Boulevard.**

The Committee had before it a report (July 28, 1998) from the General Manager, Transportation Services recommending that:

- (1) traffic control signals be approved on Ellesmere Road at Dolly Varden Boulevard, subject to the availability of funds;
- (2) coincident with the traffic control signal installation, southbound left turns be prohibited at all times from the westerly driveway at 2040/2050 Ellesmere Road; and
- (3) the appropriate by-law(s) be amended accordingly;

advising that the estimated cost of the installation of traffic control signals at this location is \$65,000.00; stating that \$1.6 million was allocated in 1998 for new traffic control signal installations but these funds have already been fully committed; therefore, unless additional funding is identified in 1998, new signal approvals for the balance of 1998 will be placed on a priority list for 1999 and await approval of the appropriate budget item in the 1999 Capital Budget.

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

(Report No. 11 - Clause No. 14)

**269. Proposed Installation of Pedestrian Crossover:
McNicoll Avenue and Silver Springs Boulevard.**

The Committee had before it the following report and communication:

- (i) (July 30, 1998) from the General Manager, Transportation Services, recommending that a pedestrian crossover be installed on McNicoll Avenue at Silver Springs Boulevard; advising that the subject location has been investigated on numerous occasions in response to pedestrian safety concerns raised by the Silver Springs Community Association; that the technical warrants for the installation of traffic control signals are not met at the aforementioned location; that, in support of the September 1997 resolution of the former Scarborough Council, a pedestrian crossover should be installed at this location at an estimated cost of \$19,300.00; and stating that funds are available for the installation of pedestrian crossovers as per Section 37 agreement, Account No. 70697-0000-0000-853.
- (ii) (September 2, 1998) from Councillor Sherene Shaw, Scarborough Agincourt, requesting that the Urban Environment and Development Committee defer consideration of this matter until its October 5, 1998 meeting in order to permit her to notify and consult with the local community.

On motion by Councillor Moeser, the Committee:

- (1) deferred consideration of the aforementioned report from the General Manager, Transportation Services, to its meeting scheduled to be held on October 5, 1998; and
- (2) received the aforementioned communication from Councillor Sherene Shaw, Scarborough Agincourt.

(General Manager, Transportation Services; Copy to: Councillor Sherene Shaw, Scarborough Agincourt; Councillor Doug Mahood, Scarborough Agincourt; Commissioner of Urban Planning and Development Services; Commissioner of Works and Emergency Services; Mr. Martin Maguire, Acting Manager, East Traffic Region, Transportation Division - September 10, 1998)

(Report No. 11 - Clause No. 25(h))

**270. Non-Concurrence with Request for Traffic Control Signals:
Midland Avenue and Lockie Avenue.**

The Committee had before it a report (July 30, 1998) from you regarding the results of the traffic signal warrant studies conducted at Midland Avenue and Lockie Avenue, in response to concerns raised by members of the public about the operation of the existing pedestrian crossover (PXO) at this location; stating that the technical warrants for the installation of traffic control signals are not met at the aforementioned intersection; that the location is suitable for a PXO; and recommending that this report be received for information.

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

(General Manager, Transportation Services; Copy to: Councillor Doug Mahood, Scarborough Agincourt; Councillor Sherene Shaw, Scarborough Agincourt; Commissioner of Urban Planning and Development Services; Commissioner of Works and Emergency Services; Mr. Martin Maguire, Acting Manager, East Traffic Region, Transportation Division - September 10, 1998)

(Report No. 11 - Clause No. 25(i))

271. Traffic Regulations at the Intersection of Kingston Road, Eastern Avenue and Queen Street East.

The Committee had before it a report (August 17, 1998) from the General Manager, Transportation Services recommending that:

- (1) the current traffic regulations identified in Appendix 1 of this report be rescinded;
- (2) the traffic regulations identified in Appendix 2 of this report be enacted; and
- (3) the appropriate by-law(s) be amended accordingly;

advising that the proposed changes to traffic regulations at the intersection of Kingston Road, Eastern Avenue and Queen Street East are recommended in order to operate the reconstructed signalized intersection in a safe and efficient manner; stating that the estimated cost of installing the appropriate signs and related elements is \$2,000.00; and that the funds associated therewith are contained in the Works and Emergency Services Department's 1998 Capital Budget.

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

(Report No. 11 - Clause No. 15)

**272. Proposed Amendment to Parking Regulations: Weston Road,
Both Sides, Between Damask Avenue and Bradstock Road.**

The Committee had before it a report (August 14, 1998) from the General Manager, Transportation Services recommending that:

- (1) the parking regulations listed in Appendix 1 of this report be rescinded;
- (2) the parking regulations listed in Appendix 2 of this report be enacted; and
- (3) the appropriate by-law(s) be amended accordingly;

advising that, at the request of the Toronto Police Service's Parking Enforcement Unit, the Department reviewed the feasibility of changing the parking regulations on both sides of Weston Road in the vicinity of St. Jude School at 3251 Weston Road; that the concern is that pedestrian safety is being compromised by motorists stopping to pick up and drop off students on both sides of Weston Road near St. Jude School; stating that the proposed amendments to the parking regulations will provide optimal safety for pedestrians and will have no impact on vehicular traffic operations on Weston Road; that the estimated cost to install the required signs is \$2,500.00; and that the funds associated for this work are contained in the Works and Emergency Services' 1998 Current Budget.

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

(Report No. 11 - Clause No. 16)

**273. Proposed Amendment to Parking Regulations: Kingston Road,
South Side, Between Valhalla Boulevard and Kildonan Road.**

The Committee had before it a report (July 29, 1998) from the General Manager, Transportation Services recommending that:

- (1) the parking regulations listed in Appendix 1 of this report be rescinded;
- (2) the parking regulations listed in Appendix 2 of this report be enacted; and
- (3) the appropriate by-law(s) be amended accordingly;

advising that the introduction of a three-hour parking limit from 6:00 p.m. to 9:00 p.m. on Keele Street, between Valhalla Boulevard and Kildonan Drive, will improve on-street parking conditions for the property owners and will have no impact on Kingston Road traffic; stating that the estimated cost to install the required signs is \$1,500.00; and that the funds associated with this work are contained in the Works and Emergency Services' 1998 Current Budget.

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

(Report No. 11 - Clause No. 17)

274. Amendments to Parking Regulations on the North Side of Eglinton Avenue East, in the Vicinity of No. 368.

The Committee had before it a report (July 31, 1998) from the General Manager, Transportation Services recommending that:

- (1) parking be prohibited at all times on the north side of Eglinton Avenue East, from 62 metres east of Rawlinson Avenue to 11 metres further east thereof; and
- (2) the appropriate by-law(s) be amended accordingly;

advising that the introduction of a "No Parking" regulation on the north side of Eglinton Avenue East in front of 368 Eglinton Avenue East would improve visibility at the driveways to that address and provide minor improvements to traffic operations in this vicinity; stating that the estimated cost of installing appropriate signs is \$300.00; and that the funds associated with this work are contained in the Works and Emergency Services' 1998 Current Budget.

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

(Report No. 11 - Clause No. 19)

275. Proposed Driveway Closure: 34 Progress Avenue.

The Committee had before it a report (August 19, 1998) from the General Manager, Transportation Services confidential report regarding the proposed closure of the driveway located at 34 Progress Avenue, Scarborough.

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the confidential report respecting the proposed closure of the driveway at 34 Progress Avenue, which was forwarded to Members of Council under confidential cover.

(Report No. 11 - Clause No. 20)

276. Proposed Introduction of Westbound Left-Turn Prohibition at the Southerly Access to 3309 Dufferin Street.

The Committee had before it a report (July 27, 1998) from the General Manager, Transportation Services recommending that:

- (1) westbound left turns at the southerly access to 3309 Dufferin Street be prohibited at all times; and
- (2) the appropriate by-law(s) be amended accordingly;

advising that the aforementioned prohibition is a condition of site plan approval; that it is supported by channelization of the driveway and will promote safe and efficient traffic operations on this section of Dufferin Street; and stating that the cost of the installation of the appropriate signage is the responsibility of the property owner.

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

(Report No. 11 - Clause No. 21)

277. Proposed Introduction of Turn Prohibition on Yonge Street at the Access to 6365 Yonge Street.

The Committee had before it a report (August 7, 1998) from the General Manager, Transportation Services recommending that:

- (1) southbound left turns from Yonge Street to the access to 6365 Yonge Street be prohibited at all times;
- (2) northbound right turns from Yonge Street to the access to 6365 Yonge Street be prohibited at all times; and
- (3) the appropriate by-law(s) be amended accordingly;

advising that the aforementioned prohibition is a condition of site plan approval; that it is supported by the installation of appropriate signage and the introduction of a one-way westbound outbound movement from this driveway, and will promote safe and efficient traffic operations on this section of Yonge Street; and stating that the cost of the installation of the appropriate signage is the responsibility of the property owner.

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

(Report No. 11 - Clause No. 22)

278. Pollution Probe - GTA Transit Summit Project - Final Report.

The Committee had before it a communication (July 13, 1998) from the City Clerk advising that the Board of Directors of the Toronto Atmospheric Fund on July 6, 1998, gave consideration to a communication (February 28, 1998) from the Executive Director, Pollution Probe, forwarding a final report, entitled "Trans-Action '98 - An Action Plan for a Modal Shift to Transit in the Greater Toronto Area", prepared by Mr. Dave Roberts for Pollution Probe; and stating that the Board, among other things, requested that a copy of the final report be forwarded, for information, to the Urban Development and Environment Committee.

On motion by Councillor Moscoe, the Committee referred the aforementioned communication to the Commissioners of Urban Planning and Development Services and Works and Emergency Services and the Chief General Manager, Toronto Transit Commission, with a request that they submit a report thereon to the Urban Environment and Development Committee.

(Sent to: Commissioner of Urban Planning and Development Services; Commissioner of Works and Emergency Services; Chief General Manager, Toronto Transit Commission; Copy to: Board of Directors, Toronto Atmospheric Fund; Mr. Paul Bedford, Executive Director and Chief Planner, Planning Division; Mr. Dave Kaufman, General Manager, Transportation Services; Ms. Wendy Walberg, Legal Department - September 11, 1998)

(Report No. 11 - Clause No. 25(1))

279. Construction Activity Report for the Second Quarter of 1998.

The Committee had before it a report (August 24, 1998) from the Commissioner of Urban Planning and Development Services providing consolidated information regarding the building permit activity in the City of Toronto for the second quarter of 1998; and recommending that this report be received for information.

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

(Report No. 11 - Clause No. 25(n))

280. TTC Insurance Company Limited: Financial Statements for the Year 1997.

The Committee had before it a communication (August 6, 1998) from the Secretary, TTC Insurance Company Limited, advising that the Board of Directors of TTC Insurance Company Limited at its meeting of June 17, 1998, approved the Financial Statements for the year 1997; and submitting a copy thereof to the Urban Environment and Development Committee for information.

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

(Report No. 11 - Clause No. 25(o))

281. Toronto Transit Commission: Request for Provincial Subsidy in Support of Data Management Group.

The Committee had before it a communication (July 16, 1998) from you advising that the Toronto Transit Commission on July 15, 1998, approved the following recommendations contained in Report No. (21), entitled "Request for Provincial Subsidy in Support of Data Management Group":

"It is recommended that the Commission:

- (1) confirm its continued financial support of the Data Management group at the University of Toronto at a gross cost to the TTC of \$96,600.00 in 1998, conditional on receiving a 75 percent subsidy from the Ontario Ministry of Transportation for this program. This financial support is part of the TTC's ongoing participation in the Toronto Area Transportation Planning Data Collection Steering Committee (TATPDCSC);

- (2) request the Ontario Ministry of Transportation (MTO) to provide the TTC with a 75 percent subsidy to be applied to offset this cost, which will result in a net cost to the TTC of \$24,150.00 in 1998; and
- (3) forward this report to the Ministry of Transportation and to the City of Toronto.”

On motion by Councillor McConnell, the Committee recommended that City Council endorse the action taken by the Toronto Transit Commission, as embodied in the aforementioned communication.

(Mr. Vince Rodo, General Secretary, Toronto Transit Commission; Copy to: Chief General Manager, Toronto Transit Commission; Commissioner of Urban Planning and Development Services; Commissioner of Works and Emergency Services; Mr. Dave Kaufman, General Manager, Transportation Services - September 16, 1998)

(Report No. 11 - Clause No. 24)

**282. Flexlink Advanced Auto Network (FAAN)
- Smart Mobility for the Millennium.**

The Committee had before it a communication (August 24, 1998) from you submitting information regarding the Flexlink Advanced Auto Network (FAAN); advising that FAAN is a new transportation system which is an intermediate between public and private transit, yet is complementary to both systems; requesting the opportunity to give a short presentation of this Smart Mobility concept to the Urban Environment and Development Committee with a view to seeking the endorsement of the Committee, and a recommendation that City staff be directed to provide assistance to, and participate with, the FAAN team in applying this approach to the specific needs of the City of Toronto.

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

(Mr. Rocco Maragna, President, Maragna Architect Incorporated; Copy to: Commissioner of Works and Emergency Services; Commissioner of Urban Planning and Development Services; Chief General Manager, Toronto Transit Commission; General Secretary, Toronto Transit Commission; Mr. Dave Kaufman, General Manager, Transportation Services - September 10, 1998)

(Report No. 11 - Clause No. 25(q))

283. Appeal of Planning Application (Committee of Adjustment) Fees.

The Committee had before it a report (August 31, 1998) from the City Solicitor recommending that the City Solicitor be directed to attend at the Ontario Municipal Board (OMB) in support of Council's fee schedule for planning applications; advising that an appeal has been made to the OMB, pursuant to Section 69 of the *Planning Act*, of the Committee of Adjustment fees with respect to minor variance and severance applications for 735 Craven Road in the former City of Toronto; and stating that there is a potential impact on the City's revenue source if the planning application fee is not upheld by the Ontario Municipal Board.

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

(Report No. 11 - Clause No. 6)

284. Planning Policies for Railway Corridors.

The Committee on September 8, 1998, had before it a report (September 8, 1998) from Councillor Ila Bossons, Midtown, regarding planning policies for railway corridors; and recommending that Council develop planning policies and procedures to ensure:

- (1) the safety and protection of not only new developments but also of existing neighbourhoods;
- (2) that noise and safety measures are designed in consultation with representatives of existing neighbourhoods; and
- (3) that any outside consultant reports commissioned by the City and relied upon for any approvals for developments, become the property of the City.

On motion by Councillor McConnell, the Committee referred the aforementioned report to the Commissioner of Urban Planning and Development Services with a request that she submit a report thereon to the Committee.

(Commissioner of Urban Planning and Development Services; Copy to: Councillor Ila Bossons, Midtown; Mr. Paul Bedford, Executive Director and

Chief Planner, Planning Division; Ms. Wendy Walberg, Legal Department -
September 10, 1998)

(Report No. 11 - Clause No. 25(s))

**285. Toronto Transit Commission: Procurement Authorization
- Excavation and Paving 1998 Surface Track Program.**

The Committee on September 8, 1998, had before it the following communications:

- (I) (August 20, 1998) from the General Secretary, Toronto Transit Commission advising that the Commission on August 19, 1998, approved the following recommendations contained in Report No. (10), entitled "Procurement Authorization - Excavation and Paving 1998 Surface Track Program":

"It is recommended that the Commission:

- (1) approve the issuance of a Purchase Order in the total upset limit amount of \$3,802,000.00 to the City of Toronto - Works and Emergency Services Department for the Commission's cost of excavation and paving within the track allowance. This work will be completed by the City of Toronto in 1998;
 - (2) forward this report to the City of Toronto requesting an increase in the TTC's approved 1998 Capital Program in the amount of \$2,223,000.00 and a corresponding increase in Project Approval to reflect the downloading of costs from the City to the TTC for the road reconstruction portion of the surface track work, (this work has traditionally been funded through the City's Transportation Department's budget); and
 - (3) note that this work is proceeding at this time since deferral of the work would impact the ability to complete the work in a timely and cost-efficient manner."
- (ii) (April 23, 1998) addressed to the Chief General Manager, Toronto Transit Commission, from the Interim Functional Lead, Transportation, regarding TTC track rehabilitation projects; acknowledging that the TTC is willing to fund the entire cost for the Coxwell Avenue project, both Lake Shore Boulevard West projects, and the two Dundas Street East projects in the 1998 Track Rehabilitation Program; advising that Transportation staff are currently in the process of preparing contract documents and will be tendering the work in an effort to meet the 1998 work schedule; pointing out that, for subsequent years, the TTC has proposed that it initiate, fund (100 percent) and complete all surface track replacement and track allowance projects;

stating that Transportation Services supports this proposal in principle ; and setting out some of the numerous responsibilities and details that still need to be clarified to ensure safe and effective program implementation.

On motion by Councillor Moeser, the Committee:

- (A) recommended to the Budget Committee that:
- (1) additional project financing approval in the amount of \$2,223,000.00 be granted to City Project No. 120 of the Toronto Transit Commission, "Surface Track"; and
 - (2) the TTC's approved 1998 Capital Program be increased by a corresponding amount to cover the road reconstruction portion of the surface track work; and
- (B) requested the Chief Administrative Officer to submit a report directly to the Budget Committee, for consideration with this matter at its meeting on September 15, 1998, regarding the issue of inter-departmental/inter-agency cost allocations with respect to this program.

(Chief Administrative Officer; Budget Committee; Copy to: General Secretary, Toronto Transit Commission; Chief General Manager, Toronto Transit Commission; Chief Financial Officer and Treasurer; Mr. Shekhar Prasad, Director, Finance Department; Mr. John Di Lallo, Finance Department; Mr. Andres Hachard, Finance Department - September 8, 1998)

(Report No. 11 - Clause No. 25(c))

286. Removal of Trees from the Sheppard Avenue and Bayview Avenue Rights-of-Way.

The Committee had before it a report (August 17, 1998) from the General Manager, Transportation Services recommending that authority be granted for the removal of 42 trees from the Sheppard Avenue and Bayview Avenue rights-of-way; advising that the removal of the trees is required in connection with the construction of the Sheppard Subway, Bayview Station and the reconstruction of the Bayview Avenue/Sheppard Avenue intersection; that, notwithstanding the aforementioned tree removals, the total number of trees in this area will increase by 48 upon completion of the construction project; stating that the costs associated with the Bayview Station construction are the responsibility of the

Toronto Transit Commission; and that the funds for the reconstruction and widening of the Bayview Avenue/Sheppard Avenue intersection are available in Account No. C-TR-023, Sheppard Avenue, Beecroft Road to Leslie Street.

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

(Report No. 11 - Clause No. 10)

287. Funding of Pedestrian Improvements.

The Urban Environment and Development Committee on September 8, 1998, had before it the following report and communication:

- (i) (August 16, 1998) from the General Manager, Transportation Services, recommending that the revenue collected in the City of Toronto from the leasing of road rights-of-way for pedestrian tunnels and bridges be allocated to improve pedestrian facilities; and
- (ii) (July 23, 1998) from Councillor Irene Jones, Lakeshore-Queensway, suggesting that a fund for pedestrian improvements be established; and, if necessary, that the Committee request staff to bring forward a report on how pedestrian improvements are funded and whether or not a specific fund would be desirable.

Ms. Rhona Swarbrick, Etobicoke, appeared before the Urban Environment and Development Committee in connection with the foregoing matter, and filed a written brief containing recommendations with respect to the funding of pedestrian improvements.

On motion by Councillor, the Committee:

- (1) recommended to the Budget Committee the adoption of the aforementioned report (August 16, 1998) from the General Manager, Transportation Services; and
- (2) referred the brief filed by Ms. Rhona Swarbrick to the General Manager, Transportation Services, with a request that he report to the Urban Environment and Development Committee on:
 - (a) criteria which can be used to evaluate, prioritize and implement pedestrian improvements, how such improvements can be accommodated within the budget process, and how the private/business sector can be involved; and

- (b) the allocation of revenues from the leasing of road rights-of-way, and how those funds are expended.

(General Manager, Transportation Services; Budget Committee; Copy to: Toronto Pedestrian Committee; Commissioner of Works and Emergency Services; Commissioner of Urban Planning and Development Services; Mr. Dave Kaufman, General Manager, Transportation Services; Mr. Tom Mulligan, Assistant Director, Planning, Design and Programming, Transportation Services; Chief Financial Officer and Treasurer; Mr. Shekhar Prasad, Director, Finance Department; Ms. Carmella Romano, Finance Department; Ms. Keshwer Patel, Finance Department; Councillor Irene Jones, Lakeshore-Queensway; Ms. Rhona Swarbrick, Etobicoke - September 8, 1998)

(Report No. 11 - Clause No. 25(f))

288. Proposal for a Joint City of Toronto/City of Mississauga Project for a Bicycle/Pedestrian Path from the Waterfront to Eglinton Avenue West.

The Committee had before it the following reports:

- (i) (June 6, 1998) from the City Clerk advising that the Metropolitan Cycling and Pedestrian Committee, the Toronto City Cycling Committee and the North York Cycling and Pedestrian Committee at a joint meeting on May 25, 1998, recommended to the Urban Environment and Development Committee that, in co-operation with the City of Mississauga, the City of Toronto plan and develop a continuous bicycle/pedestrian path from the waterfront to Eglinton Avenue West; and, further, that:
 - (1) the Commissioner of Economic Development, Culture and Tourism be requested to:
 - (a) participate in a 1999 study with the City of Mississauga, including study funding (share of funding to be determined), subject to available funding (study would address feasibility of proposal and would be a Master Plan/Pre-Design Level, and include alternatives, project costing and recommended phasing);
 - (b) indicate a program for improvements to the existing bicycle paths in the Etobicoke Creek to be considered and budgeted for implementation in 1999, including:

- trail widening (e.g., where less than three metres wide);
 - trail relocation (e.g., where conflicts exist with other park uses); and
 - trail signage (e.g., in parks and on roads leading to parks showing direction, distance, destinations, etc.);
- (c) budget for and complete (preferably in 1999) a bicycle/pedestrian trail extension connecting through Centennial Park from the existing trail system to meet Elmcrest Park either at the termination of the existing Elmcrest Park, or at an extended Elmcrest Park at Rathburn Road, or at Canerouth Drive or Ivybridge Drive;
- (d) investigate the feasibility of developing a bicycle/pedestrian trail linking existing parks and crossing under Dundas Street and under the Queen Elizabeth Way; and
- (e) complete the trail system along the Etobicoke Creek, in conjunction with the City of Mississauga, so that it extends uninterrupted from the waterfront to Eglinton Avenue West, with the timing to be determined by the two Cities (the preference is to complete this work as a Millennium Project, or as a high priority as soon as possible thereafter, but shall not be longer than four years); and
- (2) the Commissioner of Works and Emergency Services be requested to determine the feasibility of on-road or on-boulevard bicycle lanes to connect:
- (i) the parks, including a signage program (streets include Bissett Street, Evans Road, The West Mall, the West Mall Crescent, Neilson Drive, Canerouth Drive/Ivybridge Drive); and
 - (ii) the West Dean/Echo Valley Park System to the Bloordale Park North System along Burnhamthorpe Road, or a parallel road system, including a signage program.

(August 21, 1998) from the Commissioner of Urban Planning and Development Services providing background information respecting the proposed bicycle/pedestrian path along Etobicoke Creek, between the Waterfront and Eglinton Avenue West; advising that Economic Development, Culture and Tourism staff have begun discussions with Mississauga staff for a joint Toronto-Mississauga project to plan the proposed trail extensions and improvements; that there is general agreement that trail development should be cost-shared by Toronto and Mississauga, and that a cost-sharing formula should reflect the alignment of the trail; that any funds required for the Toronto share of such a supplemented study would be addressed as part of the 1999 Budget request by the Economic Development, Culture and Tourism Department; stating that development of the proposed trail should also be

considered within the context of a comprehensive cycling plan for the City which will be developed over the next year; and recommending that this report be received for information.

Mr. Bohdan Kowalyk, Etobicoke, appeared before the Urban Environment and Development Committee in connection with the foregoing matter.

On motion by Councillor, the Committee recommends:

- (1) the adoption of the recommendations of the Metropolitan Cycling and Pedestrian Committee, the Toronto City Cycling Committee and the North York Cycling and Pedestrian Committee, embodied in the following communication (June 6, 1998) from the City Clerk; and
- (2) that the Commissioner of Economic Development, Culture and Tourism be requested to review:
 - (a) the action required to implement the proposed joint bicycle/pedestrian path as quickly as possible;
 - (b) the design guidelines for the proposed path prior to its construction, in order to ensure that all environmentally sensitive areas are avoided; and
 - (c) the current partnerships with the Waterfront Regeneration Trust, the Toronto and Region Conservation Authority, and other Agencies, Boards and Commissions;

and submit a report thereon to the Urban Environment and Development Committee.

(Report No. 11 - Clause No. 9)

289. Various Amendments to Former Metropolitan Traffic By-law.

The Committee had before it a report (August 18, 1998) from the Commissioners of Works and Emergency Services recommending that:

- (1) the changes, additions and deletions to the Metropolitan Uniform Traffic By-law and other traffic-related Metropolitan by-laws outlined in the attached Appendices be adopted; and
- (2) the appropriate by-law(s) be amended accordingly;

advising that the adoption of the by-law amendments identified in the Appendices to this report will improve the accuracy of information contained in the Metropolitan Uniform Traffic By-law and other traffic-related Metropolitan by-laws and, when necessary, allow for proper enforcement and prosecution; and stating that the funds associated with this work are contained in the Transportation Services Division's 1998 Current Budget.

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

(Report No. 11 - Clause No. 23)

290. Use of Flashing Hand and Walk Displays at Signalized Intersection.

The Committee on September 8, 1998, had before it a communication (August 26, 1998) from the City Clerk advising that the Toronto Pedestrian Committee on August 20, 1998, had before it a motion regarding the use of flashing hand and walk signals throughout the City, and recommended to the Urban Environment and Development Committee that:

- (a) the City's plan to install flashing hand and walk signals be deferred and that appropriate staff be instructed to review and report, through the Toronto Pedestrian Committee, on their performance and effectiveness;
- (b) no further installations of such signals take place until the review has taken place and a report submitted within a time line consistent with 1999 capital budget considerations; and
- (c) the review include the timing of all current walk signals.

The Committee also had before it a report (August 17, 1998) from the General Manager, Transportation Services, providing information in response to a request made by the Urban Environment and Development Committee at its meeting on June 15 and 16, 1998, for a report on the feasibility of replacing the "flashing don't walk" display at signalized intersections with a "flashing orange walking-person" display; advising that replacing the flashing orange hand display used for pedestrian clearance with a flashing orange walking person display is not recommended due to:

- (i) non-compliance with provincial legislation;
- (ii) non-compliance with widely accepted practices applied throughout North America;

- (iii) the importance of reinforcing the message to pedestrians that sufficient crossing time will not be available if they leave the curb/sidewalk during the pedestrian clearance display; and
- (iv) the significant cost associated with converting existing pedestrian signal displays;

and recommending that this report be received for information.

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

- Mrs. Helen Hansen, North York, and filed a written brief with respect thereto; and
- Ms. Rhona Swarbrick, Etobicoke.

On motion by Councillor, the Committee:

- (1) requested the General Manager, Transportation Services:
 - (a) to undertake a study of the flashing orange hand and walk signal display at three signalized intersections, as well as an evaluation of the timing of the walk signal; such study to include the intersections of Carpenter Road and Steeles Avenue, and Lawrence Avenue and Kingston Road, as two of the subject intersections, with the remaining intersection to be located in the vicinity of a senior citizens' centre;
 - (b) to seek permission, if necessary, from the Minister of Transportation of Ontario for the City of Toronto to take the foregoing action within the existing legislation contained in the *Ontario Highway Traffic Act*;
 - (c) to conduct a public education program in the areas affected by the aforementioned study;
 - (d) to establish focus groups in order to determine the effects of the recommended flashing orange hand signal; such focus groups to be conducted under the auspices of the Toronto Pedestrian Committee; and
 - (e) to submit a report to the Urban Environment and Development Committee upon conclusion of the study; such report to provide a comparison of the study's findings versus existing experience, and recommendations on the most

appropriate method of proceeding with pedestrian signals;
and

- (2) received the aforementioned communication (August 26, 1998) from the City Clerk and the report (August 17, 1998) from the General Manager, Transportation Services.

(General Manager, Transportation Services; Copy to: Toronto Pedestrian Committee; Commissioner of Works and Emergency Services; Commissioner of Urban Planning and Development Services; Mr. Les Kelman, Director, Transportation Systems, Works and Emergency Services Department; Mr. John Greenough, Manager, Traffic Signal Control Section, Works and Emergency Services Department; Mrs. Helen Hansen, North York; Ms. Rhona Swarbrick, Etobicoke - September 15, 1998)

(Report No. 11 - Clause No. 25(j))

**291. Amendments to Parking Regulations on Keele Street,
Between Bloor Street West and Dundas Street West.**

The Committee had before it the following reports:

- (i) (August 10, 1998) from the General Manager, Transportation Services recommending that:
- (1) the current parking regulations identified in Appendix 1 of this report be rescinded;
 - (2) the parking regulations identified in Appendix 2 of this report be enacted;
and
 - (3) the appropriate by-law(s) be amended accordingly;

advising that, in response to concerns of the Keele Street/Parkside Drive Traffic Safety Committee, the Department reviewed available options to meet the community's goals of bringing more of a "community feel" to this section of roadway; that allowing parking on Keele Street during off-peak periods could achieve this goal while maintaining a satisfactory level of service for traffic; stating that the estimated cost of installing appropriate signs is \$600.00; and that the funds associated with the implementation of proposed parking regulations are contained in the Transportation Services Division's 1998 Current Budget.

- (ii) (September 2, 1998) from the Chief General Manager, Toronto Transit Commission, advising that the Toronto Transit Commission (TTC) objects to the proposed amendments to parking regulations on Keele Street, as outlined in the attached original letter (August 5, 1998) from the TTC to Transportation Services, because it would result in delays and a reduction in the quality of service on two of the TTC's major high-frequency routes: 41 KEELE and 89 WESTON; stating that if the parking regulation amendments are allowed to proceed, TTC buses would have to make two lane changes at every stop to weave in and out of the curb lane, and would experience delays from vehicles waiting to make a left turn from the single lane which would be available for moving traffic; and requesting that a TTC staff member be allowed to speak to this issue when it is dealt with at Committee.

The following persons made oral presentations to the Urban Environment and Development Committee in connection with the foregoing matter:

- Mr. Mitch Stambler, Manager, Service Planning, Toronto Transit Commission; and
- Mr. Dave Kaufman, General Manager, Transportation Services Division, Works and Emergency Services Department.

Councillor Chris Korwin Kuczynski, High Park, appeared before the Urban Environment and Development Committee in connection with the foregoing matter.

On motion by Councillor, the Committee recommends:

- (1) the adoption of the aforementioned report (August 10, 1998) from the General Manager, Transportation Services, for a three-month trial period; and
- (2) that the General Manager, Transportation Services, and the Chief General Manager, Toronto Transit Commission, be requested to monitor the traffic situation on this portion of Keele Street during the trial period, and report thereon to the Urban Environment and Development Committee in January, 1999.

(Report No. 11 - Clause No. 18)

292. Idling Control By-law.

The Committee on September 8, 1998, had before it a communication (August 26, 1998) from the City Clerk advising that the Toronto Pedestrian Committee on August 20, 1998,

recommended that the Idling Control By-law, City of Toronto Municipal Code, Chapter 212, be applied to the entire new City of Toronto.

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

- Mrs. Lois James, Scarborough; and
- Ms. Natalie Litwin, Co-Chair, Environmentalists Plan Transportation, and filed a written submission with respect thereto.

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

- (1) an Idling Control By-law, identical to the former City of Toronto's Idling Control By-law (City of Toronto Municipal Code, Chapter 212), be adopted immediately for the new City of Toronto;
- (2) the General Manager, Transportation Services, be requested:
 - (a) to monitor and increase enforcement of the Idling Control By-law as soon as possible, but in any event, prior to the 1999 tourist season;
 - (b) to contact representatives of the bus companies, particularly those from the United States, in order to educate them with respect to the Idling Control By-law; and
 - (c) to liaise with representatives of the hotel industry in order to emphasize the importance of clean air and a clean city for visitors to Toronto.; and
- (3) a copy of this matter be forwarded to the Toronto Transit Commission (TTC) and to the Board of Directors of the Metropolitan Toronto Coach Terminal Inc., with a request that they ensure, to the best of their ability, that the by-Idling Control By-law is respected; and, further, that the TTC's inspection staff be utilized in the enforcement of the by-law where idling is occurring unnecessarily; and
- (4) the appropriate City officials be authorized to take the necessary action to give effect thereto.

(City Solicitor; Copy to: Toronto Pedestrian Committee; Commissioner of Works and Emergency Services; Commissioner of Urban Planning and Development Services; Mr. Dave Kaufman, General Manager,

Transportation Services, Works and Emergency Services Department; Mr. Harold Bratten, Director of Municipal Standards, Urban Planning and Development Services Department; Ms. Wendy Walberg, Legal Department; Mrs. Lois James, Scarborough; Ms. Natalie Litwin, Co-Chair, Environmentalists Plan Transportation; Mr. John Wellner, Toronto Environmental Alliance - September 14, 1998)

(Report No. 11 - Clause No. 2)

293. Toronto Pedestrian Committee: Proposed Terms of Reference.

The Committee had before it a communication (August 26, 1998) from the City Clerk advising that the Toronto Pedestrian Committee on August 20, 1998, recommended to the Urban Environment and Development Committee that:

- (1) the attached Proposed Terms of Reference be approved; and
- (2) the Nominating Committee be requested to seek members for appointment to the Toronto Pedestrian Committee who will be active in promoting the work of the Committee and who will encourage other interested citizens to attend meetings.

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

- Ms. Joan Doiron, proposed Co-Chair, Toronto Pedestrian Committee;
- Ms. Sheila McKenna, Toronto;
- Ms. Helen Hansen; and
- Councillor John Adams, Midtown.

On motion by Councillor, the Committee recommends that:

- (1) the Proposed Terms of Reference for the Toronto Pedestrian Committee be approved, subject to:
 - (a) amending Part (3) of the section, headed "Objectives" to specifically include a review and comment upon the standards for street and sidewalk lighting;
 - (b) amending the section, headed "Membership":

- (i) by striking out the words “Up to three (3) Toronto Councillors - one (1) to be Co-Chair of the Committee”, and inserting in lieu thereof the words “One (1) Member of the City of Toronto Council;
 - (ii) by adding thereto the following:

“One (1) representative from the Toronto District School Board and one (1) representative from the Toronto Catholic District School Board, if they so wish”;
 - (iii) by adding thereto a requirement that the membership of any sub-committee established by the Toronto Pedestrian Committee shall be open to interested members of the public; and
 - (iv) by deleting therefrom the following paragraph:

“Membership may be expanded either to balance community membership or to include other interested persons. Organizations may also name alternates to stand in for the named member in their absence.”;
 - (c) amending the section, headed “Quorum” to provide that the quorum shall be six (6) Members;
- (2) the matter of the appointment of the Member of Council to the Toronto Pedestrian Committee, referred to in Recommendation No. (1)(b)(i) above, be referred to the Striking Committee for consideration;
 - (3) the following persons be appointed to the Toronto Pedestrian Committee:
 - Ms. Joan Doiron, Toronto - Co-Chair;
 - Ms. Rhona Swarbrick, Etobicoke - Co-Chair;
 - Mrs. Helen Hansen, North York;
 - Ms. Helen Riley, East York;
 - Mrs. Lois James, Scarborough;
 - Ms. Madeline McDowell, York;
 - Ms. Sheila McKenna, representative of Feet on the Street;
 - Ms. Dorothy Fletcher, representative of the Older Women’s Network;

- Mr. Wayne Scott, representative of the Hoof and Cycle Couriers;
 - Ms. Saro McKenna, student representative;
 - Mr. Garnett Martin, representative of the Advocacy Committee for the Canadian National Institute for the Blind; and
 - Ms. Joanne Cook, member-at-large; and
- (4) each of the following organizations be invited to nominate a representative to sit on the Toronto Pedestrian Committee:
- Toronto Cycling Committee; and
 - Toronto Field Naturalists.

The Committee reports, for the information of Council, having:

- (a) requested the General Manager, Transportation Services, to compile a listing of ongoing community festivals which necessitate street closures, and submit a report thereon to the Urban Environment and Development Committee; such report to include possible mechanisms which could be implemented in order to reduce bureaucratic involvement; and
- (b) received Recommendation No. (2) of the Toronto Pedestrian Committee.

(Report No. 11 - Clause No. 8)

294. Audible Pedestrian Signals.

The Committee had before it the following communication and memorandum:

- (i) (August 27, 1998) from Mr. Garnett Martin, Chair, Audible Pedestrian Signals Advisory Group, advising that there are 41 outstanding requests for the installation of audible pedestrian signals; that, at the present rate of funding, it will take three-and-one-half years to install those signals, by which time an additional 41 requests will have been received; and recommending that City Council give consideration to a special grant of \$640,000.00 in 1998 to finance the installation of outstanding approved requests for audible pedestrian signals.
- (ii) (September 8, 1998) from Mr. Les Kelman, Director, Transportation Systems, Works and Emergency Services Department, advising that as of September 8, 1998, audible

pedestrian signals have been installed at 20 locations, and the Division's 1998 budget estimates will permit the installation of additional eight signals; explaining that the average installation costs have risen to \$25,000.00 per location to cover other treatments required in conjunction with the audible pedestrian signals in order to make the locations more accessible for pedestrians who are blind or visually impaired; stating that staff could address the current backlog of 43 requests in 1999 if a capital budget of approximately \$1,100,000.00 was provided.

Mr. Ron Stewart, Senior Manager, Traffic Systems, Works and Emergency Services Department, made an overhead 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. Garnett Martin, Chair, Audible Pedestrian Signals Advisory Group;
- Ms. Natalie Litwin, Co-Chair, Environmentalists Plan Transportation;
- Councillor John Adams, Midtown; and
- Councillor Chris Korwin-Kuczynski, High Park.

On motion by Councillor, the Committee:

- (1) requested the Audible Pedestrian Signals Advisory Group, in consultation with the General Manager, Transportation Services, and in accordance with the budget allocation, to develop a detailed priority system for the installation of audible pedestrian signals, together with an annual recommendation which identifies high priority locations;
- (2) requested the General Manager, Transportation Services, to submit a report to the Urban Environment and Development Committee, on:
 - (a) potential mechanisms which could be utilized in order to install audible pedestrian signals at a higher rate than they are currently installed;
 - (b) any alternative technologies which may be available and the costs thereof; and
 - (c) the cost of making audible pedestrian signals standard equipment in new traffic control signal installations, and on the incremental cost-savings which might accrue as a result thereof; and

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(3) received the aforementioned communication and memorandum.

(Sent to: Mr. Garnett Martin, Chair, Audible Pedestrian Signals Advisory Group; Mr. Dave Kaufman, 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; Ms. Carmella Romano, Finance Department; Ms. Keshwer Patel, Finance Department; Mr. Ron Stewart, Senior Manager, Traffic Systems, Transportation Services; Ms. Wendy Walberg, Legal Department; Ms. Natalie Litwin, Co-Chair, Environmentalists Plan Transportation - September 15, 1998)

(Report No. 11 - Clause No. 25(k))

The Urban Environment and Development Committee recessed at 12:30 p.m. to reconvened at 2:00 p.m.

The Urban Environment and Development Committee reconvened at 2:17 p.m.

Members Present:

Councillor Joe Pantalone, Chair
Councillor Ron Moeser, Vice-Chair
Councillor Irene Jones
Councillor Pam McConnell
Councillor Howard Moscoe
Councillor Mario Silva

Regrets:

Councillor Frank Faubert
Councillor Blake F. Kinahan
Councillor Peter Li Preti
Councillor Judy Sgro
Councillor Mike Tzekas

Also Present:

Councillor John Adams
Councillor Chris Korwin-Kucynski

Councillor Jack Layton

295. Prince Edward (Bloor Street) Viaduct: Measures to Deter Suicide Attempts - Selection of Preferred Design.

The Committee had before it the following reports and communication:

(i) (September 2, 1998) from the Commissioner of Works and Emergency Services recommending that:

- (1) the design submitted by Dereck Revington Studio with Yolles Partnership Inc. as Consulting Engineers be adopted as the preferred design for the Prince Edward (Bloor Street) Viaduct;
- (2) Dereck Revington Studio with Yolles Partnership Inc. as Consulting Engineers be retained to prepare the detailed design and tender documents, as well as provide project management and site supervision services throughout the design, tender and construction stages in accordance with terms and conditions satisfactory to the Commissioner of Works and Emergency Services and the City Solicitor;
- (3) the appropriate City of Toronto officials be directed to take the necessary action to give effect thereto; and
- (4) City Council express its appreciation to the design teams and members of the Selection Committee for their work on this project;

and advising that City Council on July 8, 9 and 10, 1998, approved the recommendation of the Strategic Policies and Priorities Committee, that the following recommendations of the Budget Committee be adopted:

- (1) that an adequate expenditure be allocated from the Corporate Contingency Account to undertake the project to avert suicides on the Bloor Street Viaduct and that the cost be no more than \$1.5 million; and
 - (2) that the recommendation of the Urban Environment and Development Committee be brought back to the Budget Committee in the fall for the final allocation of funding.
- (ii) (August 24, 1998) from the Commissioner of Works and Emergency Services advising that the Prince Edward (Bloor Street) Project Steering Committee is scheduled to select a preferred design during the week of August 31 to September

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4, 1998, and will be submitting a recommendation to the Urban Environment and Development Committee at its meeting on September 8, 1998; that this “advance” report provides information on the selection process to date in preparation for the Committee meeting on September 8, 1998; and recommending that this report be received for information.

- (iii) (July 24, 1998) from the City Clerk advising that the Corporate Services Committee on July 20, 1998, endorsed the recommendations embodied in the report (July 13, 1998) from the City Solicitor, entitled “Inquest into the Death of Kenneth Au-Yeung”, viz:

“It is recommended that this report be forwarded to the Urban Environment and Development Committee for its information”;

and submitting a supplementary report (July 17, 1998) from the City Solicitor which advised that the actions taken by City Council at its meeting of July 8, 9 and 10, 1998, with respect to the establishment of measures to deter suicide attempts at the Prince Edward (Bloor Street) Viaduct, are consistent with the jury’s recommendations, as set out in its verdict rendered as a result of the aforementioned inquest.

The following persons made presentations to the Urban Environment and Development Committee in connection with the foregoing matter:

- Mr. Tom. G. Denes, Executive Director, Technical Services, Works and Emergency Services Department;
- Mr. Les Kelman, Director, Transportation Systems, Works and Emergency Services Department, and also filed a copy of his presentation material, entitled “Prince Edward Viaduct (Bloor Street) Stage II Submission”;
- Mr. Stephen G. McLaughlin, President, Stephen G. McLaughlin Consultants Inc., and Professional Advisor to the Bloor Street Viaduct Suicide Prevention Project Steering Committee; and
- Mr. Derek Revington, President, Derek Revington Studio.

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

- Mr. Al Birney, President, East York Chapter and Chairman, Bridge Committee, Schizophrenia Society of Ontario;
- Mr. Mike McCamus, Bridge Committee, Schizophrenia Society of Ontario;
- Mr. Richard L. Stromberg, Manager, Historical Preservation, Heritage Toronto; and
- Councillor Jack Layton, Don River.

On motion by Councillor, the Committee:

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- (1) directed that the aforementioned report (September 2, 1998) from the Commissioner of Works and Emergency Services, be submitted to Council without recommendation;
- (2) established a Working Group, comprised of Councillors Adams, Bossons, Layton, McConnell and Moeser:
 - (a) to examine the recommended design in greater detail in order to determine why it was chosen as the preferred option;
 - (b) to listen to, and evaluate, the concerns expressed by Heritage Toronto;
 - (c) to host an open house prior to October 1, 1998, in order to receive input from members of the public;
 - (d) to submit its recommendations with regard to the preferred design directly to City Council, for consideration with this matter on October 1, 1998; and
 - (e) to monitor the implementation phase of the project to avert suicides on the Prince Edward (Bloor Street) Viaduct.

(Sent to: Councillor John Adams, Midtown; Councillor Ila Bossons, Midtown; Councillor Jack Layton, Don River; Councillor Pam McConnell, Don River; Councillor Ron Moeser, Scarborough Highland Creek; Copy to: Commissioner of Works and Emergency Services; Commissioner of Urban Planning and Development Services; Chief Financial Officer and Treasurer; City Solicitor; Mr. Tom Denes, Executive Director, Technical Services; Mr. Les Kelman, Director, Transportation Systems; Ms. Wendy Walberg, Legal Department; Mr. Stephen G. McLaughlin, President, Stephen G. McLaughlin Consultants Inc.; Mr. Derek Revington, President, Derek Revington Studio; Mr. Richard L. Stromberg, Manager, Historical Preservation, Heritage Toronto; Mr. Al Birney, President, East York Chapter and Chairman, Bridge Committee, Schizophrenia Society of Ontario; Mr. Michael McCamus, Spokesperson, Bridge Committee, Schizophrenia Society of Ontario; All Other Interested Persons; Interim Contact, Council - September 9, 1998)

(Report No. 11 - Clause No. 1)

296. Proposal for the Causeway Concept.

The Committee had before it a communication (May 15, 1998) from Mr. Abel Van Wyk, submitting four letters sent to all Members of Council regarding the Causeway Concept; and requesting that the following motions be put before City Council:

- (1) that a small task force be formed that will report to Council whether it appears true, on the surface, that the Causeway Concept is technically feasible and that it will create savings to the Toronto community of more than \$4 billion per year; and based on this, whether a broader study should be considered; and
- (2) that Council consider giving financial support to a booth presentation of the Causeway Concept at the Canadian National Exhibition.

Mr. Abel Van Wyk made a presentation to the Urban Environment and Development Committee in connection with the foregoing matter, and also filed a copy of his presentation material.

On motion by Councillor Jones, the Committee received the aforementioned communication and presentation.

(Report No. 11 - Clause No. 25(m))

297. Ontario Municipal Board Hearings.

The Committee had before it a report (August 25, 1998) from you, entitled "Ontario Municipal Board Hearings", and recommending that:

- (1) the City Solicitor be given standing instructions to attend all Ontario Municipal Board hearings in support of Council's decisions on planning matters such as Official Plan Amendments, Zoning By-laws, plans of subdivision and condominium and site plan unless otherwise instructed by Council;
- (2) the City Solicitor attend at Ontario Municipal Board hearings with respect to appeals from Committee of Adjustment decisions and severance decisions only pursuant to Council's direction to attend;
- (3) where Council's position is not supported by the Executive Director and Chief Planner of City Planning, Council expressly direct the City Solicitor to retain external consultants as may be required, on a case-by-case basis, with the monies to be made available from the Corporate Contingency Account; and
- (4) this report be forwarded to the Community Councils for their information.

Councillor John Adams, Midtown, appeared before the Urban Environment and Development Committee in connection with the foregoing matter.

On motion by Councillor, the Committee:

- (1) recommended to Council:
 - (a) the adoption of the aforementioned report; and
 - (b) that the City Solicitor be requested to include in the 1999 Operating Budget for the Legal Division sufficient funds to retain any expert witnesses required for Ontario Municipal Board hearings; and
- (2) requested the City Solicitor, in consultation with the Chief Financial Officer and Treasurer, to submit a report directly to Council, for consideration with this matter on October 1, 1998:
 - (a) providing a breakdown of the funding which was allocated by each of the former Area Municipalities for retention of any expert witnesses required for Ontario Municipal Board hearings; and
 - (b) specifying whether funding for this purpose was requested in the Legal Division's 1998 Operating Budget and what funding, if any, was approved.

(City Solicitor; Copy to: Councillor John Adams, Midtown; Chief Financial Officer and Treasurer; Mr. Shekhar Prasad, Director, Finance Department; Ms. Anna Kinastowski, Director, Planning and Administrative Tribunal Law, Legal Division; Ms. Wendy Walberg, Legal Division, Interim Contact, Council - September 9, 1998)

(Report No. 11 - Clause No. 5)

**298. Toronto Transit Commission: 58 MALTON
- Service to Pearson Airport and in Mississauga.**

The Committee had before it a communication (July 17, 1998) from the General Secretary, Toronto Transit Commission, advising that the Commission on July 15, 1998, approved the following recommendations contained in Report No. (23), entitled "58 MALTON - Service to Pearson Airport and in Mississauga":

"It is recommended that the Commission:

- (1) approve a change in the fare collection procedure for the 58 MALTON bus route, so that customers travelling between Toronto and the Pearson International Airport pay only a single TTC fare, noting that:
 - this change will be for a six-month trial period, beginning Sunday, July 19, 1998;
 - this change will make the fare collection procedures at the Pearson Airport area consistent with the fare collection procedures on other TTC routes at locations close to Toronto's boundary;
 - this change is expected to result in a net loss of revenue to the TTC of approximately \$40,000 each year, but it will make TTC service to the airport significantly more attractive for Toronto residents and visitors, and is expected to increase TTC ridership;
- (2) approve the continued operation of the current TTC service and fare collection procedure on the 58 MALTON route in Mississauga west of the airport, pending discussion with the City of Mississauga regarding revenue sharing on this section of the route. If negotiations with that municipality on the cost recovery issue are not satisfactorily resolved by September 30, 1998, the service west of Pearson Airport be eliminated, effective Sunday, January 3, 1999; and
- (3) forward this report to the City of Mississauga, the City of Toronto, the Greater Toronto Airports Authority, and the Office of the Greater Toronto Services Board."

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

(Report No. 11 - Clause No. 25(p))

Councillor Moeser in the Chair.

299. Proposed Establishment of a Parking Committee.

The Committee had before it a report (September 8, 1998) from Councillor Ila Bossons, Midtown, recommending that:

- (1) a Parking Committee be formed to find solutions to the serious problems of residential, commuter and small business parking in the City core;
- (2) the Parking Committee consist of:
 - (a) at the very least, Councillors representing the City core; that is, Downtown Ward 24 and Midtown Ward 23;
 - (b) staff representing the local and arterial roads sections;
 - (c) planning staff;
 - (d) a representative of the Board of Education;
 - (e) a representative of the Toronto Transit Commission;
 - (f) a representative of the Toronto Parking Authority;
 - (g) a representative of Ratepayers Associations’;
 - (h) a small business representative; and
 - (i) a representative of the Toronto Cycling Committee; and
- (3) the Parking Committee be administered by the City Clerk.

On motion by Councillor Pantalone, the Committee referred the aforementioned report to the General Manager, Transportation Services, with a request that he submit a report to the meeting of the Urban Environment and Development Committee scheduled to be held on October 5, 1998, on the desirability of establishing the proposed Parking Committee.

(General Manager, Transportation Services; Copy to: Councillor Ila Bossons, Midtown; Commissioner of Urban Planning and Development Services; Commissioner of Works and Emergency Services; Mr. Jeff Abrams, Director, Secretariat, Clerk’s Division; Ms. Wendy Walberg, Legal Division - September 10, 1998)

(Report No. 11- Clause No. 25(t))

300. Toronto Transit Commission: Park ‘N’ Ride Metropass.

The Committee had before it the following report and communication regarding the proposed Park ‘N’ Ride Metropass:

- (i) (September 3, 1998) from the Commissioner of Urban Planning and Development Services recommending that she be requested to initiate discussions with all relevant parties regarding the Park ‘N’ Ride Metropass and report further on the outcome in consultation with the Toronto Transit Commission and the Toronto Parking Authority.

- (ii) (July 20, 1998) from the General Secretary, Toronto Transit Commission advising that the Toronto Transit Commission on July 15, 1998, considered Report No. (3), entitled "Park 'N' Ride Metropass", and, among other things, took the following action:

“The Commission received Recommendation No. (1) contained in the above report, as listed below:

- (1) receive this report for information, noting that the TTC will be developing the concept of a “Park ‘N’ Ride” Metropass to encourage higher ridership amongst current users of the TTC who have access to a car, but choose to take transit for some of their trips”;

the Commission amended Recommendation No. (2) by adding thereto the words “together with staff of the Toronto Parking Authority”; so that such Recommendation reads as follows:

- “(2) forward this report to the Urban Environment and Development Committee requesting that:
- (a) City of Toronto staff, together with staff of the Toronto Parking Authority, report on City owned and commercial parking lots near subway stations (including location, price and usage);
- (b) TTC staff and City of Toronto staff initiate discussions with the auto insurance industry to determine insurance premium reductions for Park ‘N’ Ride passholders;”; and

the Commission also amended Recommendation No. (3) by adding thereto the words “with such meeting to include the Chair of the Toronto Transit Commission and Commissioner Miller”; so that such Recommendation reads as follows:

- “(3) forward this report to the Office of the Mayor, City of Toronto, requesting that a meeting be held with the Federal Minister of Transportation and Federal representatives from the City of Toronto to pursue a change in the tax status of employer-provided transit passes; with such meeting to include the Chair of the Toronto Transit Commission and Commissioner Miller.”.

Mr. Bob Hughes, Senior Marketing Analyst, Toronto Transit Commission, made an overhead presentation to the Urban Environment and Development Committee in connection with the foregoing matter.

On motion by Councillor, the Committee recommended to Council:

- (1) the adoption of the aforementioned report dated September 3, 1998, from the Commissioner of Urban Planning and Development Services;
- (2) that the Chief Administrative Officer be requested to review the mandate of the Toronto Parking Authority with a view to bringing it into harmony with the objectives of the Toronto Transit Commission, and submit a report thereon to the Urban Environment and Development Committee;
- (3) that the Chief Financial Officer and Treasurer, in consultation with the Chief Administrative Officer, be requested to submit a report to the Urban Environment and Development Committee on the feasibility of allocating a portion of the revenues of the Toronto Parking Authority towards the establishment of commuter parking lots; and
- (4) that the Chief General Manager, Toronto Transit Commission, be requested to meet with the proponents of Destination: Technodome to explore the possibility of offering incentives to encourage members of the public to use public transit to access the Technodome.

(Sent to: General Secretary, Toronto Transit Commission; Commissioner of Urban Planning and Development Services; Copy to: Chief Administrative Officer; Chief Financial Officer and Treasurer; Chief General Manager, Toronto Transit Commission; Mr. Bob Hughes, Senior Marketing Analyst, Toronto Transit Commission; Commissioner of Works and Emergency Services; City Solicitor; Ms. Wendy Walberg, Legal Division; Mr. Paul Bedford, Executive Director and Chief Planner, City Planning; Mr. Rod McPhail, Director of Transportation, City Planning - September 15, 1998)

(Report No. 11 - Clause No. 3)

301. Proposed Fixed Link (Bridge) to the City Centre Airport

- Advance Notice of Joint Meeting.

The Committee had before it a communication (August 20, 1998) from the City Clerk submitting a copy of an advance notice of a joint meeting of the Urban Environment and Development Committee and the Economic Development Committee to be held on Tuesday, September 29, 1998, in the Council Chamber, 2nd Floor, Metro Hall, at 9:30 a.m., to consider the proposed fixed link (bridge) to the City Centre Airport.

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

(Report No. 11 - Clause No. 25(r))

The Committee adjourned its meeting at 4:25 p.m.

Chair.