

THE CITY OF TORONTO

Clerk's Department

Minutes of the Urban Environment and Development Committee

Meeting No. 3

Wednesday, March 31, 1999.

The Urban Environment and Development Committee met on Wednesday, March 31, 1999, in Committee Room 1, 2nd Floor, City Hall, Toronto, commencing at 9:30 a.m.

Members Present:

Councillor Joe Pantalone, Chair
Councillor Ron Moeser, Vice-Chair
Councillor Irene Jones
Councillor Blake F. Kinahan
Councillor Peter Li Preti
Councillor Pam McConnell
Councillor Howard Moscoe
Councillor Judy Sgro
Councillor Mario Silva
Councillor Mike Tzekas

Confirmation of Minutes.

On motion by Moscoe, the Minutes of the meeting of the Urban Environment and Development Committee held on February 8, 1999 were confirmed.

3.1 Mississauga Transit (MT) Buses on Burnhamthorpe Road

The Committee had before it the report (December 4, 1998) from the General Secretary, Toronto Transit Commission recommending that:

- (1) City Council, through the City of Toronto Urban Environment and Development Committee, be requested to enact a by-law to prohibit Mississauga Transit buses from using Burnhamthorpe Road east of Highway 427; and

Urban Environment and Development Committee Minutes
Wednesday, March 31, 1999.

- (2) City Council, through the City of Toronto Urban Environment and Development Committee, consider turning the Dundas West HOV lanes into an exclusive bus lane with or without a rolled curb;

The Committee also had before it the following reports:

- (March 16, 1999) a confidential report from the City Solicitor on this matter
- (February 2, 1999) from Vincent Rodo, General Secretary, Toronto Transit Commission forwarding the following for the information of the Committee:
 - as of December 1, 1998, Mississauga Transit moved the four routes which travel on Burnhamthorpe Road, east of Highway 427, out of Islington Station, and is picking up the passengers for these routes on Bloor Street, west of Islington Avenue;
 - transit Customers transferring from the TTC to the Mississauga Transit pick-up area on Bloor Street have been attempting to exit Islington Station illegally and unsafely via the bus driveway in order to avoid the longer, inconvenient walk around the block from the station entrance on Islington Avenue to the Bloor Street pick-up area. This is creating a potentially unsafe situation; other than this, no significant operating problems have been identified with the current operating arrangements;
 - this inconvenient on-street transfer for transit customers will become more significant as the weather becomes colder, and will start to drive more of these customers away from the TTC and Mississauga Transit;
 - Mississauga Transit has applied to the City of Toronto for permission to erect shelters on Bloor Street, at their pick-up area, to protect waiting customers as much as possible from inclement weather. Toronto Works and Emergency Services has stated that it is technically feasible to install such shelters on the sidewalk but has denied this request and, so, no shelters can be erected. These actions will further contribute to the loss of transit customers at a time when transit is struggling to hold its ground in the urban travel market;
 - on December 1, 2, and 3, 1998, the Burnhamthorpe Residents for Traffic Safety conducted walking protests on a crosswalk located on Burnhamthorpe Road, east of The East Mall, to express their opposition to Mississauga Transit's continued use of Burnhamthorpe Road. These protests did not affect TTC bus service.

Urban Environment and Development Committee Minutes
Wednesday, March 31, 1999.

- (January 25, 1999) from the Council Coordinator, Office of the City Clerk, City of Mississauga forwarding the following Resolution 10-99 passed by the Council of The Corporation of the City of Mississauga at its meeting on January 20, 1999 and resolving that the Council of the City of Toronto be requested to approve the installation of three bus shelters on Bloor Street (immediately west of Islington Avenue).
- (March 3, 1999) from Rita Alldrit, Burnhamthorpe Residents for Traffic Safety forwarding a copy of a letter sent to each member of the Urban Environment and Development Committee seeking a permanent resolution to the long standing problems generated by speeding traffic on this road.
- (March 31, 1999) from Rita Alldrit

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

- Rita Alldrit, obo Burnhamthorpe Residents for Traffic Safety;
- Councillor Lindsay Luby, Kingsway-Humber;
- Councillor Dick O'Brien, Markland-Centennial; and
- Councillor Mario Giansante, Kingway-Humber.

On motion by Councillor Moscoe, the Committee:

- (1) recommended that Council enact a by-law to prohibit Mississauga Transit buses from using Burnhamthorpe Road east of highway 427, and that the Minister of Transportation be requested to approve the passing of such a by-law.
- (2) requested the Commissioner of Works and Emergency Services to report to the Urban Environment and Development Committee on turning the Dundas West High Occupancy Vehicle lanes into an exclusive bus lane with or without a rolled curb.

The motion carried unanimously.

(Commissioner of Works and Emergency Services; cc: Commissioner of Urban Planning and Development Services; Ms. Rita Alldrit, obo Burnhamthorpe Residents for Traffic Safety - April 8, 1999)

(Clause No. 1, Report No. 5)

3.2 Prince Edward (Bloor Street Viaduct) - Measures to Deter Suicide Attempts (Don River And Midtown Wards)

The Committee had before it the report (March 18, 1999) from the Commissioner of Works and Emergency Services providing a status report on the Prince Edward (Bloor Street) Viaduct - Measures to Deter Suicide Attempts project and to outline, through a series of recommendations, a proposed course of action that will allow the project to proceed to a satisfactory conclusion and recommending that:

- (1) subject to approval by the Toronto Transit Commission, Council authorize the additional expenditure of \$800,000.00 for the purpose of a modified Bridgemaster vehicle to be included within the TTC's 2000 capital budget estimates, and that the vehicle be maintained, thereafter, in the TTC's ownership;
- (2) in view of the confirmation of Dereck Revington Studios/Yolles Partnership Inc. that it cannot complete the project within \$1.5 million, the amount prescribed in the terms of reference for the design competition, Council authorize not proceeding with finalization of an agreement with Dereck Revington Studios/Yolles Partnership Inc. and instead, authorize the engagement of E.R.A. Architect Inc. to provide detailed design and tender documents for the construction of the Prince Edward Viaduct Suicide Deterrent Measures based on its design proposal with the prescribed funding amount, and on terms and conditions based on its design proposal with the prescribed funding amount, and on terms and conditions satisfactory to the Commissioner of Works and Emergency Services and the City Solicitor;
- (3) temporary measures be put in place without further delay, including six telephones and appropriate signage, and that the additional annual costs estimated to be \$2,5000.00 incurred by the Distress Centre, be accommodated through a slightly increased yearly grant to the Centre; and
- (4) The Schizophrenia Society working with community groups establish patrols on the bridge, the details of which would be reported to Council at a later date.

The Committee also had before it the following reports/communications:

- (March 24, 1999) from General Manager, Toronto Transit Commission forwarding their Report No. 22 to City of Toronto Council and requesting City funding for the required larger inspection vehicle.

Urban Environment and Development Committee Minutes
Wednesday, March 31, 1999.

- (March 16, 1999) from Alan L. Berman, Executive Director, American Association of Suicidology supporting the effort to create anti-suicide barriers at the Bloor Viaduct.
- (February 12, 1999) from David Lester, Ph.D., Professor of Psychology, Past President of the International Association for Suicide Prevention supporting the fencing in of the Bloor Street West Viaduct to prevent people jumping from it in an effort to commit suicide.
- (March 25, 1999) from Councillor Ila Bossons requesting the Provincial Government to provide financial assistance for the Bloor Viaduct suicide barrier.
- (March 29, 1999) from Dr. Chris Cantor, Senior Research Psychiatrist, Australian Institute for Suicide Research and Prevention urging all interested parties to negotiate a solution which permits a very worthwhile suicide prevention project to proceed.
- (March 26, 1999) from Robin R. Richards, Head, Division of Orthopaedics, St. Michael's Hospital informing the Committee of the number of patients who have fallen from the Bloor Viaduct and survived with usually massive disabling and permanent injuries.
- (March 26, 1999) from Geoffrey Thun, Dereck Revington Studio forwarding three letters of recommendation regarding measures to deter suicide on the Bloor Street Viaduct.
- (February 12, 1999) from David Lester, Professor of Psychology, The Richard Stockton College of New Jersey urging that fences be placed on the Bloor Viaduct.
- (March 16, 1999) from Alan L. Berman, Executive Director, American Association of Suicidology supporting the effort to create anti-suicide barriers at the Bloor Viaduct.
- (March 26, 1999) from E.H. Zeidler, Zeidler Roberts Partnership/Architects commenting on the intent of the Committee to employ the services of another architect.
- (March 29, 1999) from Dereck Revington, Dereck Revington Studio forwarding documents relating to the Bloor Viaduct - Preventive Measures.
- (March 29, 1999) from Claude Prevost, Regie Regionale De La Sante Et Des Services Sociaux confirming that the installation of a safety fence would be the most appropriate measure.

Urban Environment and Development Committee Minutes
Wednesday, March 31, 1999.

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

- Ellis Galea Kirkland, Juror, Bloor Viaduct Barrier Design Selection Committee, Urban Planning and Development Services, City of Toronto;
- Derek Revington, Derek Revington Studios;
- Morden Yolles, Yolles Engineering Inc.;
- Richard Vermeulen, Vermeulen Cost Consultants;
- Dr. Isaac Sakinofsky, Clarke Institute;
- J.A. (Al) Birney, Past President of East York Chapter and Bridge Committee Chairman, Schizophrenia Society of Ontario; and
- Michael McCamus, Bridge Committee Spokesperson, Schizophrenia Society of Ontario and Member of Bloor Viaduct Project Steering Committee.

Councillor Moeser assumed the chair.

On motion by Councillor Pantalone, the Committee recommended to Council the adoption of Recommendations (3) and (4) of the report (March 18, 1999) from the Commissioner, Works and Emergency Services.

Councillor Pantalone resumed the chair.

On motion by Councillor Sgro, the Committee deferred consideration of Recommendations (1) and (2) of the report (March 18, 1999) from the Commissioner, Works and Emergency Services and requested the Commissioner to report further to the Committee for consideration at its April 19, 1999 or May 17, 1999 meeting.

The above motion was carried on the following division of votes:

Yeas: Councillors Li Preti, McConnell, Jones, Silva and Sgro - 5

Nays: Pantalone, Kinahan, Moeser and Moscoe - 4

(Clause No. 2, Report No. 5)

3.3 1999 Operating Budget Review

Presentation by the Chief Administrative Officer - 1999 Operating Budget for:

Urban Environment and Development Committee Minutes
Wednesday, March 31, 1999.

- Urban Planning and Development Services
- Transportation Services
- Conservation Authority
- Licensing
- Public Transit
- Parking Authority

The Committee had before it the report (March 5, 1999) from the City Clerk advising that the Budget Committee reports having completed its preliminary review of the 1999 Operating Budget and directing:

- (1) that the 1999 Operating Budget, together with the communication (March 5, 1999) from Councillor Tom Jakobek, Chair, Budget Committee, be forward to all Community Councils and Standing Committees for consideration;
- (2) that the preliminary recommendations of the Budget Committee be forwarded to the Community Councils and Standing Committees for information; and
- (3) that the Community Councils and Standing Committees be requested to forward their recommendations pertaining to the 1999 Operating Budget to the Budget Committee prior to the commencement of the 'wrap-up' meetings on April 6, 1999.

The Committee also had before it the following reports/communications:

- (September 24, 1998) from Vincent Rodo, General Secretary, Toronto Transit Commission forwarding TTC Report No. 4 dated September 23, 1998 respecting the 1999 Wheel-Trans Operating Budget to the City of Toronto Council for:
 - (1) approval of the 1999 Wheel-Trans Operating Budget of \$41.9M provided for in this report and companion documents noting that this budget includes:
 - Operating funds of \$37.4M to provide 1,529,200 trips with a 2% unaccommodated rate, and
 - Operating funds of \$4.5M required to purchase 30 low-floor (ELF) buses, and
 - (2) An increase in the 1998 Operating Budget allocation of \$1.4M (\$0.8M for the ELF bus purchase price increase and \$0.6M as approved by the Commission on June 17, 1998

Urban Environment and Development Committee Minutes
Wednesday, March 31, 1999.

- (January 22, 1999) from the City Clerk, Budget Committee forwarding a presentation from Ms. Joan Doiron, Co-Chair, City of Toronto Pedestrian Committee, regarding pedestrian safety made to the Budget Committee, at its meeting of January 19, 1999
- (March 31, 1999) from Dalton C. Shipway requesting additional funds to be added to the Operating Budget for the remainder of 1999 for the Council of Toronto Watersheds.
- (March 26, 1999) from Charles Caccia, MP for Davenport, House of Commons supporting Dalton Shipway's request for additional funds.
- (March 29, 1999) from Patrick McNamara, Associate Registrar of the College of Physicians of Ontario requesting that the City fund a budget item for the Council of the Toronto Watersheds to hire staff.
- (March 31, 1999) from Dalton C. Shipway, Council of Toronto Watersheds (Revised) requesting that a total of \$41,253.00 be added to the Operating Budget for the remainder of 1999.
- (March 30, 1999) from Rodney L.K. Smith
- (March 30, 1999) from Debbe Crandall, Co-Chair, Save the Oak Ridges Moraine
- (March 31, 1999) from Joan Doiron, Co-Chair, Toronto Pedestrian Committee
- (March 31, 1999) from Charles and Pleasance Crawford
- (March 31, 1999) from Betty Lapadula
- (March 31, 1999) from Sam Savona, Vice-Chairperson, Toronto Transit Commission, Advisory Committee on Accessible Transportation
- (March 31, 1999) from Ontario March of Dimes
- (March 30, 1999) from Helen Hansen and Joan Doiron, Feet on the Street
- CAO's Presentation to Standing Committees and Community Councils
- 1999 Operating Budget Presentation

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

Urban Environment and Development Committee Minutes
Wednesday, March 31, 1999.

- Sam Savona, ACAT-TCC's Advisory Committee on Accessible Transportation;
- Betty Lapadula;
- Janet Youdell, Ontario March of Dimes;
- Scott Allardyce, Co-Chair, Transportation Action Now;
- Richard Parker;
- Mario Patrone;
- Michael Rosenberg;
- Alan Burke, President, East Beach Community Association;
- Garnet Martin;
- Joan Doiron; and
- Dalton C. Shipway.

The Committee forwarded the following recommendations to the Budget Committee for consideration during the 1999 Operating Budget process:

On motion by Councillor Moscoe:

- (1) that the rejected booking rate for Wheel Trans be held at 2%, which represents the same rate as 1998 and that funding for this adjustment be obtained from a portion of the recently announced funding from the Provincial Government for ambulance and health services in the City of Toronto;

Councillor Moeser assumed the chair.

On motion by Councillor Pantalone:

- (2) that the \$40,000 funding for the Cycling Ambassador Program, as provided in 1998, be reinstated in the 1999 Operating Budget.

Councillor Pantalone resumed the chair.

On motion by Councillor McConnell, the Committee:

- (1) endorsed the action taken by the Toronto Community Council at its meeting on March 30, 1999 whereby it referred the communication (March 31, 1999) from Dalton Shipway regarding the establishment of a Council of Toronto Watersheds to the Commissioner of Urban Planning and Development Services, the Toronto Regional Conservation Authority and the Environmental Task Force for a report thereon to Budget Committee on April 16, 1999; and

On motion by Councillor Moeser:

- (2) requested the Commissioner of Works and Emergency Services, in consultation with Toronto Regional Conservation Authority, to report back to the Committee with a list of present watershed initiatives in different areas

(Budget Committee; cc: Chief Administrative Officer, Chief Financial Officer and Treasurer, Commissioner of Urban Planning and Development Services, Commissioner of Works and Emergency Services, General Manager, Toronto Transit Commission - April 1, 1999)

(Clause No. 21(a), Report No. 5)

3.4 Delegation of Consent Approval Authority to Committee of Adjustment (Scarborough)

The Committee had before it the report (March 8, 1999) from the Commissioner of Urban Planning and Development Services to delegate consent approval authority under Section 54 of the Planning Act, to the Committee of Adjustment (Scarborough), in order to achieve harmonization of this practice City-wide, and recommending that:

- (1) City Council amend Clause 2, City of Toronto By-law No. 671-1998 to delegate approval authority for consent applications to the Committee of Adjustment (Scarborough), instead of the Director, Community Planning (East District); and
- (2) This report be forwarded to Scarborough Community Council for comments, prior to the introduction of the necessary Bill in Council.

On motion by Councillor Moeser, the Committee referred this report to Scarborough Community Council for comment and report back to the Urban Environment and Development Committee.

(Scarborough Community Council; cc: Commissioner of Urban Planning and Development Services - April 7, 1999)

(Clause No. 21(b), Report No. 5)

3.5 Realignment and Widening of the Pavements on Bathurst Street and Queens Quay West in Connection with the Waterfront West Light Rail Transit Extension (Trinity-Niagara And Downtown)

The Committee had before it the report (March 16, 1999) from the General Manager, Transportation Services to authorize the realignment and widening of portions of the pavements on Queens Quay West and Bathurst Street to facilitate the construction of the Waterfront West LRT extension and recommending that:

- (1) approval be given to widen and realign the pavements on Queens Quay West and Bathurst Street, described as follows:
 - (a) “The widening and realignment of the pavement on the south side of QUEENS QUAY WEST, from a width varying from 20.5 metres to 14.0 metres to a width varying from 20.5 metres to 22.0 metres (including track allowance) between Lower Portland Street and Bathurst Street as shown on the attached print of TTC Drawing No. R7-3-G-1A dated March 15, 1999”; and
 - (b) “The widening and realignment of the pavement on both sides of BATHURST STREET, from a width varying from 19.6 metres to 20 metres to a width varying from 20.0 to 23.0 metres (including track allowance) between Queens Quay West and a point approximately 120 metres north of Lake Shore Boulevard West as shown on the attached prints of TTC Drawing Nos. R7-3-G-1A and R7-3-G-1B dated March 15, 1999.”
- (2) That the appropriate City Officials be requested to take whatever action is necessary to give effect thereto including the introduction in Council of any Bills that are required.

The Committee also had before it the report (March 24, 1999) from the General Manager, Toronto Transit Commission forwarding their Report No. 25 and requesting the City of Toronto to:

- (a) endorse the modification to the Environmental Assessment for the Queens Quay Streetcar Connection (originally prepared for the Waterfront West Light Rail Transit Line), to allow the construction of the streetcar connection via Queens Quay and Bathurst Street, as described in the attached report;
- (b) request that the Ministry of the Environment allow the modification to the Environmental Assessment for this project, as described in the attached report; and

- (c) request that the Ministry of the Environment allow a minor extension of Fort York Boulevard, between Fleet Street and Lake Shore Boulevard, in association with this modification, as described in the attached report.

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the reports (March 16, 1999) from the General Manager, Transportation Services and (March 24, 1999) from the General Manager, Toronto Transit Commission.

(Clause No. 3, Report No. 5)

**3.6 Proposed Installation Of Traffic Control Signals
Warden Avenue In Front Of Centennial College And
Warden Avenue Junior Public Schools (Scarborough Bluffs - Ward 13)**

The Committee had before it the report (March 8, 1999) from the General Manager, Transportation Services seeking approval for the installation of mid-block pedestrian traffic control signals in front of Centennial College and Warden Avenue Junior Public School, coincident with the removal of the existing pedestrian crossover (PXO), and recommending that:

- (1) mid-block pedestrian traffic control signals be approved on Warden Avenue in front of Centennial College and Warden Avenue Junior Public School;
- (2) coincident with the traffic control signal installation, the existing pedestrian crossover be removed; and
- (3) the appropriate by-law(s) be amended accordingly.

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the report (March 8, 1999) from the General Manager, Transportation Services and that authority be granted for the introduction of the necessary bill in Council to give effect thereto.

(Clause No. 4, Report No. 5)

**3.7 Proposed Installation Of Traffic Control Signals
Lawrence Avenue East And East Avenue/rouge Hill Go Station Access
(Scarborough Highland Creek - Ward 16)**

The Committee had before it the report (March 3, 1999) from the General Manager, Transportation Services seeking approval for the installation of traffic control signals

at the intersection of Lawrence Avenue East and East Avenue/Rouge Hill GO Station Access, and recommending that traffic control signals be approved at the intersection of Lawrence Avenue East and East Avenue/Rouge Hill GO Station Access.

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the report (March 3, 1999) from the General Manager, Transportation Services.

(Clause No. 5, Report No. 5)

**3.8 Proposed Installation of Traffic Control Signals
Kingston Road and St. Augustine Seminary/Resthaven Cemetery Driveways
(Scarborough Bluffs - Ward 13)**

The Committee had before it the report (March 3, 1999) from the General Manager, Transportation Services seeking approval for the installation of traffic control signals at the intersection of Kingston Road and the St. Augustine Seminary/Resthaven Cemetery driveways, and recommending that:

- (1) traffic control signals be approved on Kingston Road at the St. Augustine Seminary/ Resthaven Cemetery driveways;
- (2) coincident with the traffic control signal installation, northbound left turns be prohibited at all times from the westerly driveway of the St. Theresa Shrine Elementary School at No.2665 Kingston Road; and
- (3) the appropriate by-law(s) be amended accordingly.

The Committee also had before it the report (March 31, 1999) from Councillor Gerry Altobello.

On motion by Councillor Moeser, the Committee referred the report (March 3, 1999) from the General Manager, Transportation Services to Scarborough Community Council for consideration and report back to the Urban Environment and Development Committee.

(Scarborough Community Council; cc: General Manager, Transportation Services, Commissioner, Works and Emergency Services, Councillor Altobello and Councillor Ashton - April 8, 1999)

(Clause No. 21(c), Report No. 5)

**3.9 Proposed Installation of Traffic Control Signals -
McNicoll Avenue And Eagle Point Road (Scarborough Agincourt - Ward 17)**

The Committee had before it the report (March 3, 1999) from the General Manager, Transportation Services seeking approval for the proposed installation of traffic control signals at the intersection of McNicoll Avenue and Eagle Point coincident with the removal of the pedestrian crossover (PXO) at McNicoll Avenue and Brookshire Boulevard, and recommending that:

- (1) traffic control signals be approved on McNicoll Avenue at Eagle Point Road;
- (2) coincident with the traffic control signal installation, the existing pedestrian crossover at McNicoll Avenue and Brookshire Boulevard be removed; and
- (3) the appropriate by-law(s) be amended accordingly.

On motion by Councillor Moscoe, the Committee deferred consideration of the report (March 3, 1999) from the General Manager, Transportation Services to its May 17, 1999 meeting.

(General Manager, Transportation Services; cc: Commissioner, Works and Emergency Services - April 8, 1999)

(Clause No. 21(d), Report No. 5)

**3.10 Proposed Installation of Traffic Control Signals at Lawrence Avenue West and
Glen Rush Boulevard/Welland Road (Ward 9, North York Centre South)**

The Committee had before it the report (March 8, 1999) from the General Manager, Transportation Services proposing the installation of traffic control signals at the intersection of Lawrence Avenue West and Glen Rush Boulevard, removal of the existing pedestrian crossover (PXO) located to the immediate west of the intersection of Lawrence Avenue West and Welland Road, and geometric improvement to the southeast corner of the Lawrence Avenue West/Glen Rush Boulevard intersection and recommending that:

- (1) traffic control signals be installed at the intersection of Lawrence Avenue West and Glen Rush Boulevard;
- (2) coincident with the traffic control signal installation, the existing pedestrian crossover be removed;

- (3) intersection improvements be undertaken at the intersection of Lawrence Avenue West and Glen Rush Boulevard to reduce the radius on the southeast corner of the intersection and realign the existing sidewalks; and
- (4) the appropriate by-law(s) be amended accordingly.

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the report (March 8, 1999) from the General Manager, Transportation Services.

(Clause No. 6, Report No. 5)

**3.11 Proposed Installation Of Traffic Control Signals
Lake Shore Boulevard East, 30 Metres West Of Kew Beach Avenue (East Toronto - Ward 26)**

The Committee had before it the report (May 20, 1998) from the Interim Functional Lead, Transportation obtaining approval for the installation of traffic control signals on Lake Shore Boulevard East, 30 metres west of Kew Beach Avenue, and recommending that traffic control signals be approved on Lake Shore Boulevard East, 30 metres west of Kew Beach Avenue.

The Committee also had before it a communication (March 26, 1999) from Councillor Sandra Bussin requesting deferral of this item.

On motion by Councillor Moeser, the Committee deferred consideration of this report until such time that either Ward Councillor requests that it be brought forward for further consideration by the Committee.

(Commissioner of Urban Planning and Development Services; cc: Councillor Bussin and Councillor Jakobek - April 8, 1999)

(Clause No. 21(e), Report No. 5)

3.12 Advertising on Bell Canada Telephone Booths

The Committee had before it the report (March 5, 1999) from the General Manager, Transportation Services advising that Bell Canada does not wish to renew expired agreements and does not wish to proceed further with the booth advertising program, and recommending that the interim agreements between Bell Canada and the former

City of Etobicoke and the former Borough of East York not be renewed and that the Chief Financial Officer and Treasurer confirm that all financial commitments of the agreements have been completed.

The Committee:

- (1) recommended to Council the adoption of the report (March 5, 1999) from the General Manager, Transportation Services.
- (2) requested the General Manager, Transportation Services to report further to the Committee on the status of the agreements with Bell Canada and the possibility of seeking Proposal Calls for telephones on City properties.

(General Manager, Transportation Services - April 9, 1999)

(Clause No. 8, Report No. 5)

3.13 No Stopping Restriction Amendments: Sheppard Avenue, from Beecroft Road to Doris Avenue (North York Centre - Ward 10)

The Committee had before it the report (January 29, 1999) from the General Manager, Transportation Services reporting on the installation of No Stopping at Any Time restrictions on the south side of Sheppard Avenue, from Beecroft Road to Doris Avenue and recommending that:

- (1) stopping be prohibited at anytime on the south side of Sheppard Avenue, from the easterly limit of Beecroft Road to the westerly limit of Doris Avenue, until the end of October 2001; and
- (2) the appropriate by-law(s) be amended accordingly.

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the report (January 29, 1999) from the General Manager, Transportation Services and that authority be granted for the introduction of the necessary bill in Council to give effect thereto.

(Clause No. 9, Report No. 5)

3.14 Dundas Street Eastbound Bridge over Kipling Avenue at Six Points Interchange Structure Rehabilitation, Contract No. T-35-99, Tender No. 1-1999 (Markland-Centennial)

The Committee had before it the report (March 8, 1999) from the Commissioner of Works and Emergency Services and Chief Financial Officer and Treasurer advising the results of the Tender issued for the structure rehabilitation on the Dundas Street Eastbound Bridge over Kipling Avenue at Six Points Interchange in accordance with specifications prepared by the Works and Emergency Services Department, and to request authority to issue a contract to the recommended bidder and recommending that:

- (1) Contract No. T-35-99, for the structural rehabilitation on the Dundas Street Eastbound Bridge over Kipling Avenue at Six Points Interchange, be awarded to G. Tari Limited in the total amount of \$1,843,531.02 including all taxes, charges, and \$150,000.00 in contingencies, being the lowest tender received.
- (2) the appropriate City of Toronto officials be directed to take the necessary action to give effect thereto.

On motion by Councillor McConnell, the Committee recommended that:

- (1) awarded the contract as recommended in the joint report (March 8, 1999) from the Commissioner, Works and Emergency Services and Chief Financial Officer and Treasurer in accordance with By-law No. 57-1998, the Interim Purchasing By-law, as amended; and
- (2) requested the Commissioner of Works and Emergency Services to review this proposal to determine if there is a public art element that could be incorporated into the project.

(Commissioner, Works and Emergency Services; Chief Financial Officer and Treasurer; cc: John Mathews, Works and Emergency Services and John McNamara, Purchasing - April 8, 1999)

(Clause No. 21(m), Report No. 5)

3.15 Dixon Road over Highway 27 - Bridge Reconstruction and Associated Roadworks - Contract No. T-28-99, Tender No. 3-1999 (Rexdale-Thistletown)

Urban Environment and Development Committee Minutes
Wednesday, March 31, 1999.

The Committee had before it the report (March 8, 1999) from the Commissioner of Works and Emergency Services and Chief Financial Officer and Treasurer advising the results of the Tender issued for the bridge reconstruction and associated roadworks on Dixon Road over Highway 27 in accordance with specifications prepared by the Works and Emergency Services Department and to request authority to issue a contract to the recommended bidder, and to reduce the speed limit on Highway 27 in this area during construction and recommending that:

- (1) Contract No. T-28-99, for the bridge reconstruction and associated roadworks on Dixon Road over Highway 27 be awarded to Graham Bros. Construction Limited, Fairglen Excavating Limited, 795208 Ontario Limited, Graham Bros. Aggregates Limited and Graham Realty Inc. in the total amount of \$5,182,266.75 including all taxes, charges, and \$250,000.00 in contingencies, being the lowest tender received.
- (2) commencing the first day of construction (expected to be April 18, 1999) and terminating on the last day of construction (expected to be October 29, 1999), the speed limit on Highway 27 be designated as 60 kilometres per hour at the following locations:
 - (a) Highway 27 (southbound) from Belfield Road to a point 500 metres south of Dixon Road;
 - (b) Highway 27 (northbound) from a point 500 metres south of Dixon Road to a point 350 metres north of Dixon Road;
- (3) the appropriate by-law(s) be amended accordingly;
- (4) the introduction of any necessary Bills be authorized; and
- (5) the appropriate City of Toronto officials be directed to take the necessary action to give effect thereto.

The Committee also had before it the following communications:

- (March 15, 1999) from Antonio Dionisio, Business Manager, Labourer's International Union of North America (Local 183) opposing the awarding of the contract to Graham Brothers Construction Ltd.
- (March 29, 1999) from the Manager, Fair Wage and Labour Trades Office advising the Committee on whether or not the recommended contractor meets the requirements and conditions under the City's Fair Wage Policy and recommending that:

Urban Environment and Development Committee Minutes
Wednesday, March 31, 1999.

- (1) Contract No. T-28-99, for the bridge reconstruction and associated roadworks on Dixon Road over Highway 27 not be awarded to Graham Bros. Construction Limited, Fairglen Excavating Limited, 795208 Ontario Limited, Graham Bros. Aggregates Limited and Graham Realty Inc.;
- (2) no further penalties be imposed on Graham Bros. Construction Limited, Fairglen Excavating Limited, 795208 Ontario Limited, Graham Bros. Aggregates Limited and Graham Realty Inc. for not complying with the conditions under the City's Fair Wage Policy;
- (3) Graham Bros. Construction Limited, Fairglen Excavating Limited, 795208 Ontario Limited, Graham Bros. Aggregates Limited and Graham Realty Inc. be eligible to bid on any future work issued by the City of Toronto; and
- (4) subject to the approval of the Commissioner of Works and Emergency Services and the Chief Financial Officer and Treasurer, Contract No. T-28-99 be awarded to the next lowest bidder who meets the conditions under the Fair Wage Policy, Grascan Construction Ltd./Torbridge Construction Ltd., in the amount of \$4,972,290.00.

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

- Angelo Grassa, Grascan Construction Ltd.;
- George Rust-D'Eye, Weir and Foulds; and
- Vincent Brescia, Local 183.

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the report (March 29, 1999) from the Manager, Fair Wage and Labour Trades Office

The above motion was carried unanimously.

(Clause No. 10, Report No. 5)

3.16 Prince Edward Viaduct Don Section-Span 3 Cleaning, Coating and Repair of Structural Steel, Contract No. T-25-99, Tender No. 4-1999 (Don River)

Urban Environment and Development Committee Minutes
Wednesday, March 31, 1999.

The Committee had before it the report (March 8, 1999) from the Commissioner of Works and Emergency Services and Chief Financial Officer and Treasurer advising the results of the Tender issued for the cleaning, coating and repair of structural steel on the Prince Edward Viaduct Don Section-Span 3 in accordance with specifications as prepared by the Works and Emergency Services Department and to request authority to issue a contract to the recommended bidder and recommending that:

- (1) Contract No. T-25-99, for the cleaning, coating and repair of structural steel on the Prince Edward Viaduct Don Section-Span 3, be awarded to C. H. Heist Ltd. in the total amount of \$2,961,966.22 including all taxes, charges, and \$200,000.00 in contingencies, being the lowest tender received.
- (2) the appropriate City of Toronto officials be directed to take the necessary action to give effect thereto.

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the joint report May 8, 1999 from the Commissioner, Works and Emergency Services and the Chief Financial Officer and Treasurer.

(Clause No. 11, Report No. 5)

3.17 Dundas Street West, West of Lansdowne Avenue over CN Rail - Structure Rehabilitation and TTC Track Allowance Contract No. T-8-99, Tender No. 8-1999 (Trinity-Niagara and High Park)

The Committee had before it the report (March 8, 1999) from the Commissioner of Works and Emergency Services and Chief Financial Officer and Treasurer advising the results of the Tender issued for the structural rehabilitation and TTC track allowance reconstruction on Dundas Street West, west of Lansdowne Avenue over CN Rail in accordance with specifications as prepared by the Works and Emergency Services Department and to request authority to issue a contract to the recommended bidder and recommending that:

- (1) Contract No. T-8-99, for the structural rehabilitation and TTC track allowance reconstruction on Dundas Street West, west of Lansdowne Avenue over CN Rail, be awarded to Soncin Construction Corporation in the total amount of \$2,725,638.26 including all taxes, charges, and \$250,000.00 in contingencies, being the lowest tender received.
- (2) the appropriate City of Toronto officials be directed to take the necessary action to give effect thereto.

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the joint report (March 8, 1999) from the Commissioner, Works and Emergency Services and the Chief Financial Officer and Treasurer.

(Clause No. 12, Report No. 5)

3.18 F.G. Gardiner Expressway - Concrete Substructure Repairs - Sherbourne Street to Jarvis Street, Contract No. T-33-99, Tender No. 9-1999 (Downtown)

The Committee had before it the report (March 8, 1999) from the Commissioner of Works and Emergency Services and Chief Financial Officer and Treasurer advising the results of the Tender issued for the concrete substructure repairs on the F. G. Gardiner Expressway from Sherbourne Street to Jarvis Street in accordance with specifications prepared by the Works and Emergency Services Department, and to request authority to issue a contract to the recommended bidder and recommending that:

- (1) Contract No. T-33-99, for the concrete substructure repairs on the F. G. Gardiner Expressway from Sherbourne Street to Jarvis Street be awarded to Underground Services (1983) Ltd. in the total amount of \$4,495,644.35 including all taxes, charges, and \$400,000.00 in contingencies, being the lowest tender received.
- (2) the appropriate City of Toronto officials be directed to take the necessary action to give effect thereto.

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the joint report (March 8, 1999) from the Commissioner, Works and Emergency Services and the Chief Financial Officer and Treasurer.

(Clause No. 13, Report No. 5)

3.19 Eglinton Avenue West over Etobicoke Creek West of Highway 27 - Structure Rehabilitation, Contract No. T-18-99, Tender No. 10-1999 (Markland-Centennial)

The Committee had before it the report (March 8, 1999) from the Commissioner of Works and Emergency Services and Chief Financial Officer and Treasurer advising the results of the Tender issued for the structural rehabilitation on Eglinton Avenue West over Etobicoke Creek west of Highway 27 in accordance with specifications

Urban Environment and Development Committee Minutes
Wednesday, March 31, 1999.

as prepared by the Works and Emergency Services Department and to request authority to issue a contract to the recommended bidder and recommending that:

- (1) Contract No. T-18-99, for the structural rehabilitation on Eglinton Avenue West over Etobicoke Creek west of Highway 27, be awarded to Grascan Construction Ltd. and Torbridge Construction Ltd. in the total amount of \$1,725,040.00 including all taxes, charges, and \$150,000.00 in contingencies, being the lowest tender received.
- (2) the appropriate City of Toronto officials be directed to take the necessary action to give effect thereto.

On motion by Councillor Moscoe, the Committee awarded the contract as recommended in the joint report (March 8, 1999) from the Commissioner, Works and Emergency Services and Chief Financial Officer and Treasurer in accordance with By-law No. 57-1998, the Interim Purchasing By-law, as amended.

(Commissioner, Works and Emergency Services; Chief Financial Officer and Treasurer; cc: John Mathews, Works and Emergency Services and John McNamara, Purchasing - April 8, 1999)

(Clause No. 12(n), Report No. 5)

3.20 Don Valley Parkway Rehabilitation of Crib Walls Between Eastern Avenue and Don Mills Road, Contract No. T-31-99, Tender No. 12-1999 (Don River)

The Committee had before it the report (March 8, 1999) from the Commissioner of Works and Emergency Services and Chief Financial Officer and Treasurer advising the results of the Tender issued for the rehabilitation of the crib walls on the Don Valley Parkway between Eastern Avenue and Don Mills Road in accordance with specifications as prepared by the Works and Emergency Services Department and to request authority to issue a contract to the recommended bidder and recommending that:

- (1) Contract No. T-31-99, for the rehabilitation of the crib walls on the Don Valley Parkway between Eastern Avenue and Don Mills Road be awarded to Anskon Contracting Inc. and Janscon Holdings Inc. in the total amount of \$1,571,130.20 including all taxes, charges, and \$142,830.00 in contingencies, being the lowest tender received.
- (2) the appropriate City of Toronto officials be directed to take the necessary action to give effect thereto.

On motion by Councillor Kinahan, the Committee awarded the contract as recommended in the joint report (March 8, 1999) from the Commissioner, Works and Emergency Services and Chief Financial Officer and Treasurer in accordance with By-law No. 57-1998, the Interim Purchasing By-law, as amended.

(Commissioner, Works and Emergency Services; Chief Financial Officer and Treasurer; cc: John Mathews, Works and Emergency Services and John McNamara, Purchasing - April 8, 1999)

(Clause No. 21(o), Report No. 5)

3.21 Contract T-33-98 York Mills Road Bridge over Don River East of Don Mills Road, Structure Rehabilitation (Don Parkway)

Contract T-01-97 - Humber Bridges - Bridges 2 and 3

The Committee had before it the report (March 15, 1999) from the Commissioner of Works and Emergency Services seeking Council's authority to increase the contract price of Contract No. T-33-98 for the necessary additional structural rehabilitation work on the York Mills Road Bridge over Don River, and also for Contract T-01-97 for the necessary additional work on the new Gardiner Expressway bridges over the Humber River, and recommending that:

- (1) the contract price for Contract No. T-33-98, Structure Rehabilitation on York Mills Road Bridge over Don River, be increased by \$59,543.87 to a total of \$952,885.25 (GST inclusive) to cover the costs incurred for work done under this Contract including additional repair work; and
- (2) the contract price for Contract T-01-97 be increased by \$1,788,558.50 to a total of \$37,559,728.50 (GST inclusive) to accommodate additional expenditures.

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the report (March 15, 1999) from the Commissioner of Works and Emergency Services.

(Clause No. 14, Report No. 5)

3.22 Repair of Utility Cuts in Sidewalks, Curbs and Concrete Pavements in District 1 of the City of Toronto - Contract No. 59422-140 (West), Tender Call No. 7-

1999 (Toronto High Park, Trinity-Niagara, Davenport, North Toronto, Midtown, Downtown, York Humber And York Eglinton).

The Committee had before it the report (March 5, 1999) from the Commissioner of Works and Emergency Services and Chief Financial Officer and Treasurer advising the results of the Tender issued for the repair of utility cuts in sidewalks, curbs and concrete pavements in District 1 of the City of Toronto in accordance with specifications as required by the Works and Emergency Services Department and to request the authority to issue a contract to the recommended bidder and recommending that Contract No. 59422-140 (West), Tender Call No. 7-1999 for the repair of utility cuts in sidewalks, curbs and concrete pavements in District 1 of the City of Toronto be awarded to Maple-Crete Inc. in the total amount of \$1,484,095.00 including all taxes and charges being the lowest tender received.

On motion by Councillor McConnell, the Committee awarded the contract as recommended in the joint report (March 8, 1999) from the Commissioner, Works and Emergency Services and Chief Financial Officer and Treasurer in accordance with By-law No. 57-1998, the Interim Purchasing By-law, as amended.

(Commissioner, Works and Emergency Services; Chief Financial Officer and Treasurer; cc: John Mathews, Works and Emergency Services and John McNamara, Purchasing - April 8, 1999)

(Clause No. 21(p), Report No. 5)

3.23

Queensway Bridge over Etobicoke Creek West of the West Mall - Structure Rehabilitation, Contract No. T-9-99, Tender No.11-1999 - Ward-Lakeshore-Queensway

The Committee had before it the report (March 15, 1999) from the Chief Financial Officer and Treasurer and Commissioner of Works and Emergency Services advising of the results of the Tender issued for the rehabilitation of the Queensway Bridge over Etobicoke Creek west of the West Mall in accordance with specifications as prepared by the Works and Emergency Services Department and to request authority to issue a contract to the recommended bidder and recommending that:

- (1) Contract No. T-9-99, for the rehabilitation of the Queensway Bridge over Etobicoke Creek west of the West Mall be awarded to Bridgecon Construction Ltd. and Bridgecon Holdings Ltd. in the total amount of \$1,649,426.01 including all taxes, charges and \$150,000.00 in contingencies, being the lowest tender received; and

Urban Environment and Development Committee Minutes
Wednesday, March 31, 1999.

- (2) the appropriate City of Toronto officials be directed to take the necessary action to give effect thereto.

On motion by Councillor Jones, the Committee:

- (1) awarded the contract as recommended in the joint report (March 8, 1999) from the Commissioner, Works and Emergency Services and Chief Financial Officer and Treasurer in accordance with By-law No. 57-1998, the Interim Purchasing By-law, as amended; and
- (2) requested the Commissioner of Works and Emergency Services to review this proposal to determine if there is a public art element that could be incorporated into the project.

(Commissioner, Works and Emergency Services; Chief Financial Officer and Treasurer; cc: John Mathews, Works and Emergency Services and John McNamara, Purchasing - April 8, 1999 and Commissioner of Works and Emergency Services - April 9, 1999)

(Clause No. 21(q), Report No. 5)

3.24 "No Parking" Amendments: Wilson Avenue, between Ridley Boulevard and Clyde Avenue (Ward 9, North York Centre South)

The Committee had before it the report (March 17, 1999) from the General Manager, Transportation Services seeking approval to extend the existing "No Parking Any Time" restrictions on both sides of Wilson Avenue, between Ridley Boulevard and Clyde Avenue and recommending that:

- (1) parking be prohibited at any time on both sides of Wilson Avenue, from the westerly limit of Ridley Boulevard to the easterly limit of Clyde Avenue; and
- (2) the appropriate by-law(s) be amended accordingly.

On motion by Councillor Moeser, the Committee referred this report back to the General Manager, Transportation Services for further consideration.

(General Manager, Transportation Services - April 8, 1999)

(Clause No. 21(f), Report No. 5)

3.25 Designation of Individuals for Approval of Traffic Control Signal Plans

The Committee had before it the report (March 12, 1999) from the General Manager, Transportation Services requesting authority to approve traffic control signal plans and modifications thereto be delegated to certain staff members of the City of Toronto Works and Emergency Services Department and recommending that:

- (1) Council designate staff members of the City of Toronto Works and Emergency Services Department holding the position of:

Commissioner
General Manager, Transportation Services
Director, Transportation Systems
District Director, Transportation Services
Manager, Traffic Operations, Transportation Services
Manager, Electrical and Lighting Systems
Supervisor, Traffic Signals

as persons authorized to approve traffic control signals and traffic control signal systems pursuant to Section 144(31) of the Ontario Highway Traffic Act;

- (2) the above authority shall be deemed to have come into force March 1, 1999; and
- (3) the appropriate City of Toronto Officials be authorized to take the necessary action to give effect thereto, including the introduction of the necessary Bill in Council.

On motion by Councillor McConnell, the Committee recommended to Council the adoption of the report (March 12, 1999) from the General Manager, Transportation Services.

(Clause No. 15, Report No. 5)

3.26 Snow Management Plan (Does not Include Harmonization Issues which were Considered by the Joint Urban Environment and Development and Works and Utilities Committee on March 16, 1999)

The Committee had before it the report (March 24, 1999) from the General Manager, Transportation Services recommending that:

Urban Environment and Development Committee Minutes
Wednesday, March 31, 1999.

- (1) road sanding/salting winter operations standards be based on the guidelines for road conditions specified in Table 2 of this report;
- (2) road ploughing winter operations standards be based on the guidelines for start snow conditions and route completion times specified in Table 2 of this report;
- (3) prior to the initiation of any wide scale snow removal operation on local streets identified as “Yellow Routes” (no boulevards or other space to store snow and/or long term on-street parking is permitted), the Commissioner of Works and Emergency Services meet jointly with the Mayor and the Chairs of the Community Councils; further, the policy would be that snow is removed from both sides of these streets as conditions may dictate;
- (4) Council acknowledges that strategically placed, City controlled snow disposal sites with a combined capacity of at least 150,000 loads are critical to the provision of a large scale snow removal operation to the levels of service set out in Table 3 of this report and staff be directed to report back, through the Urban Environment and Development Committee, with a terms of reference for a consultant study to identify and secure the necessary snow disposal sites and appropriate methodologies;
- (5) a new consolidated city-wide Snow Emergency By-law, generally in the form provided in Appendix A, be approved and the City Solicitor be requested, in consultation with the Commissioner of Works and Emergency Services, to prepare the necessary Bills and make application to the Chief Regional Judge or any other body for approval of the set fines and wording. The by-law would be consolidated and amended to include the following amendments:
 - (a) designation of several new routes (details of these will be reported to an upcoming meeting of the Urban Environment and Development Committee);
 - (b) a provision to exempt cleared locations once snow is removed prior to the termination of the snow emergency period; and
 - (c) a new provision setting out a more severe infraction and fine of \$150.00 for vehicles illegally stopped in a manner which blocks the passage of streetcars during a snow emergency;
- (6) Council endorse the principle of deputizing Toronto Transit Commission inspectors to act as temporary parking enforcement officers during snow emergencies with the authority to ticket and tow vehicles which are blocking TTC vehicles, and the City Solicitor, in consultation with the appropriate

Urban Environment and Development Committee Minutes
Wednesday, March 31, 1999.

City staff, TTC and police officials implement the necessary steps to achieve this;

- (7) Council endorse a policy of facilitating the moving of vehicles through the enforcement of Highway Traffic Act provisions established for this purpose, accompanied by a \$40.00 fine, and a “friendly tow” of vehicles to nearby locations, to provide efficient snow removal on local streets and other streets not encompassed under the Snow Emergency By-law;
- (8) a new City-wide by-law for temporarily prohibiting parking on local streets to facilitate snow removal generally in the form provided in Appendix B be approved, and the City Solicitor be requested, in consultation with the Commissioner of Works and Emergency Services, to prepare the necessary Bills and make application as necessary to the Chief Regional Judge or any other body for approval of the set fines and wording;
- (9) a new consolidated City-wide Snow and Ice Removal By-law generally in the form provided in Appendix C be approved and the City Solicitor be requested, in consultation with the Commissioner of Works and Emergency Services, to prepare the necessary Bills and make application as necessary to the Chief Regional Judge or any other body for approval of the set fines and wording. The by-law would be consolidated and amended to include the following amendments:
 - (a) a requirement on property owners to keep sidewalks, adjacent to their properties, clear of snow and ice accumulation (applicable to all locations unless the City offers such a service);
 - (b) a requirement to clear sidewalks within 12 hours of the end of a snowfall, with a set fine of \$105.00, for failure to do so;
 - (c) maintain the provisions prohibiting the deposit of snow from private properties onto roads, sidewalks and laneways, amend the provisions to make both property owners and their agents or contractors liable for penalties; and increase the set fine for infractions to \$300.00 up to a maximum of \$5,000.00;
- (10) the Communications and Coordination Plan for winter operations described in this report, be adopted for implementation and integration with other City emergency plans being developed; and
- (11) winter maintenance for streets with on-street bicycle lanes comprise the following elements:

Urban Environment and Development Committee Minutes
Wednesday, March 31, 1999.

- (a) salting of bicycle lanes in conjunction with regular roadway salting coupled with extra salting when field conditions dictate it to be necessary;
- (b) ploughing of snow to the curb in the normal snow ploughing manner and removal of snow from bicycle lanes when the clear bicycle lane is less than 1 m in width; and
- (c) increasing patrols by winter services staff to minimize the winter hazards on bicycle lanes.

The Committee also had before it the following reports:

- (March 24, 1999) from the General Secretary, Toronto Transit Commission requesting that a portion of the City's Emergency Snow Fund be used to cover the costs and lost revenue which were incurred by the TTC as a result of the January, 1999 snowstorm.
- (March 26, 1999) from the Commissioner of Works and Emergency Services reporting on the option of leasing snow blowers rather than purchasing them and recommending that this report be received for information.
- (March 25, 1999) from the Commissioner of Works and Emergency Services responding to a series of specific questions raised by the Urban Environment and Development Committee at its meeting of February 8, 1999, in its consideration of a departmental report (January 25, 1999) on the winter operations during the severe January, 1999 storms and recommending that the report be received for information.

Mr. Gary Welsh, Transportation Services Division, gave a presentation to the Urban Environment and Development Committee on the foregoing matter.

Councillor Sherene Shaw, Scarborough-Agincourt, appeared before the Urban Environment and Development Committee in connection with the foregoing matter.

On motion by Councillor Moeser, the Committee extended its adjournment time past 12:30 p.m. to complete the item before the Committee.

On motion by Councillor Moscoe, the Committee recommended that the report (March 24, 1999) from the General Manager, Transportation Services be adopted subject to:

Urban Environment and Development Committee Minutes
Wednesday, March 31, 1999.

- (1) amending Recommendation (4) by adding to the end the words “and provide for a clean-up of these sites in the Spring”;
- (2) amending Recommendation (10) by adding the following words to the end:

“And that a 24 hour telephone service to be answered by staff and not a machine, be made available to Councillors and that a plan be developed to address constituents concerns”.
- (3) ensuring that streets where schools are located, are given high priority for snow removal.

On motion by Councillor Moscoe, the Committee:

- (1) requested that its recommendations in this respect be forwarded to Council’s Special Meeting on April 26 and 27, 1999 for consideration with the recommendations emanating from the joint Urban Environment and Development and Works and Utilities Committees which met on March 16, 1999; and

On motion by Councillor Moscoe, the Committee:

- (2) requested the Commissioner, Works and Emergency Services to report to the Urban Environment and Development Committee on:
 - (a) a process for ensuring that snow is cleared from City-owned buildings within 12 hours of a snowfall, and how this process can be maintained;
 - (b) a comprehensive tracking system of complaints.

A motion by Councillor Moscoe, to defer consideration of Recommendation 9(a) and 9(b) until such time that the City determines what kind of sidewalk cleaning programme it will have, lost on the following division of votes:

Yeas: Councillors Li Preti, Moscoe, Silva and Sgro - 4

Nays: Councillors Pantalone, Kinahan, McConnell, Jones, Moeser and Tzekas - 6

Councillor Moscoe indicated he wanted to place a motion with respect to action taken by the joint meeting of the Urban Environment and Development Committee and Works and Utilities Committee on March 16, 1999.

The Chair ruled the placing of such a motion out-of-order.

Councillor Moscoe challenged the ruling of the Chair in this respect, and upon voting by the Committee, the Chair's ruling was upheld.

A motion by Councillor Moscoe, that consideration of this matter be held until after item 3 - 1999 Operating Budget - has been considered, was lost on the following division of votes:

Yeas: Councillors Moscoe, Sgro and Li Preti - 3

Nays: Councillors Pantalone, Moeser, Silva, Kinahan, McConnel and Jones - 6
(Commissioner, Works and Emergency Services - April 9, 1999)

(Clause No. 1, Report No. 6)

3.27 Reimbursement of Registration Costs

The Committee had before it the report (February 22, 1999) from the City Solicitor to obtain Council authority to require payment of all costs relating to registration of legal documents in the Land Registry and Land Titles Offices in connection with planning applications and recommending that the City Solicitor be authorized to require applicants to pay for all costs relating to the registration of legal documents in the Land Registry and Land Titles Offices in connection with planning applications.

On motion by Councillor Moeser, the Committee recommended to Council the adoption of the report (February 22, 1999) from the City Solicitor.

(Clause No. 16, Report No. 5)

3.28 Appointment of Trustee Barbara Nash, Toronto District School Board, to the Toronto Pedestrian Committee

The Committee had before it the report (March 4, 1999) from the City Clerk, Toronto Pedestrian Committee forwarding a communication dated February 1, 1999 from the Director of Education and Secretary-Treasurer, Toronto District School

Board, addressed to the City Clerk, advising of the appointment of Trustee Barbara Nash to the Toronto Pedestrian Committee.

On motion by Councillor Moscoe, the Committee received this report for information.

(Clause No. 21(h), Report No. 5)

3.29 Recommendations from the Toronto Pedestrian Committee regarding the International Year of Older Persons (1999)

The Committee had before it the report (March 4, 1999) from the City Clerk recommending that the City of Toronto mark the International Year of Older Persons by giving priority to increasing the safety and comfort of senior pedestrians as follows:

- (1) adjust signal light timings across the City to reflect the slower walking pace of older pedestrians. A minimum crossing time calculated at a walking speed of 1 metre per second plus five seconds start time is recommended, with more time allowed, where necessary. This is in line with provincial guidelines;
- (2) standardize the installation and operation of all pedestrian signals to eliminate confusion. Many older persons have impaired vision; and
- (3) make sidewalk safety a priority across the City. This includes design standards, surface maintenance, freedom from obstructions, preventing and stopping all inappropriate use of sidewalks.

On motion by Councillor Moscoe, the Committee recommended to Council that Recommendations (2) and (3) of the Toronto Pedestrian Committee, contained in the report (March 4, 1999) from the City Clerk, be adopted and that Recommendation (1) be referred to the Commissioner, Works and Emergency Services for review.

(Clause No. 17, Report No. 5)

3.30 Procurement Authorization - Installation of Suspended Scaffolds for Replacement of Walkway Beams on the Prince Edward Viaduct

The Committee had before it the report (February 26, 1999) from Vincent Rodo, General Secretary, Toronto Transit Commission forwarding TTC Report No. 10

respecting the above to the City of Toronto Council and requesting approval for weekend closures to road traffic on the Don Valley Parkway on June 4 and 11, 1999 and October 8 and 15, 1999 to accommodate the installation and removal of temporary access platforms required for the replacement of walkway beams in Span 2 of the Prince Edward Viaduct.

The Committee recommended to Council the adoption of the report (February 26, 1999) from the General Secretary, Toronto Transit Commission.

(Clause No. 18, Report No. 5)

3.31 510 Spadina: Effects of Proposed Traffic Changes on Adjacent Neighbourhoods (Downtown)

The Committee had before it the report (February 16, 1999) from Vincent Rodo, General Secretary, Toronto Transit Commission requesting City of Toronto Council to immediately close the openings that have been left in the bollards at the unsignalized intersections on Spadina, as detailed in Exhibit 1 of the attached report entitled "510 Spadina: Update on Collisions," excluding the Baldwin Street intersection which was referred back to staff in order to convene a meeting with City Transportation staff, Councillor Chow and the Community to review the following with a report back once the review has been completed:

- (1) the feasibility of installing traffic signals at the Baldwin Street and Spadina Avenue intersection;
- (2) the feasibility of moving the traffic signals currently located at the Nassau Street and Spadina Avenue intersection to Baldwin Street and Spadina Avenue; and
- (3) the internal street design in the Kensington Market area as to the feasibility of adjusting one-way streets to make St. Andrews Street the main access route to the market.

The Committee also had before it the following reports:

- (March 18, 1999) from the General Manager, Transportation Services reporting on the introduction of full-time turn prohibitions at the mid-block intersections where additional bollards are being recommended on Spadina Avenue, and recommending that:

Urban Environment and Development Committee Minutes
Wednesday, March 31, 1999.

- (1) contingent on approval of the recommendations from the Toronto Transit Commission to extend the installation of the barriers on Spadina Avenue across all of the remaining mid-block intersections, except Baldwin Street, the existing turn prohibitions, effective between the hours of 7:00 a.m. and 9:00 a.m. and 4:00 p.m. and 6:00 p.m., Monday to Friday and 11:00 a.m. and 3:00 p.m. on Saturday and Sunday, at the intersections of Spadina Avenue and Clarence Square (north leg), Camden Street, Bulwer Street, Phoebe Street, Grange Avenue, Willison Square, Cecil Street, and Oxford Street, be extended to be in effect at all times; and
- (2) the appropriate by-laws(s) be amended accordingly.

- (March 29, 1999) from the Commissioner of Urban Planning and Development Committee informing Council of the proposed process for determining the final design and associated streetscape treatment for the permanent barriers that are to be installed on Spadina Avenue, south of College Street, to separate the streetcar right-of-way from other traffic, and recommending that this report be received for information.

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

- (1) the report (March 18, 1999) from the General Manager, Transportation Services be adopted subject to amending Recommendation (1) by amending the times 7:00 a.m, 9:00 a.m., 4:00 p.m., 6:00 p.m. and 3:00 p.m. to read "7:30 a.m., 9:30 a.m., 3:30 p.m., 6:30 p.m, and 4:00 p.m.", so as to read:
 - (1) contingent on approval of the recommendations from the Toronto Transit Commission to extend the installation of the barriers on Spadina Avenue across all of the remaining mid-block intersections, except Baldwin Street, the existing turn prohibitions, effective between the hours of 7:30 a.m. and 9:30 a.m. and 3:30 p.m. and 6:30 p.m., Monday to Friday and 11:00 a.m. and 4:00 p.m. on Saturday and Sunday, at the intersections of Spadina Avenue and Clarence Square (north leg), Camden Street, Bulwer Street, Phoebe Street, Grange Avenue, Willison Square, Cecil Street, and Oxford Street, be extended to be in effect at all times; and
- (2) the report (February 16, 1999) from the General Secretary, Toronto Transit Commission be adopted;

Urban Environment and Development Committee Minutes
Wednesday, March 31, 1999.

- (3) the Commissioner, Works and Emergency Services be requested to undertake a detailed analysis of:
 - (1) the signalized and non-signalized intersection performance; and
 - (2) the impact on neighbouring streets

Councillor Moeser assumed the chair.

On motion by Councillor Pantalone, the Committee:

- (4) a staff working group be established, led by the Chief Planner, to consider:
 1. design issues;
 2. bicycle lands;
 3. TTC needs
 4. cost requirement options
 5. what can be achieved in the short term

and that this working group report to the July 1999 meeting of the Urban Environment and Development Committee.

Councillor Pantalone resumed the chair.

On motion by Councillor Moeser, the Committee referred the following recommendations to the Budget Committee for consideration during the 1999 Operating Budget process:

- (1) that an appropriate amount be allocated in the 1999 Capital or Operating Budget for the design and installation of permanent barriers on Spadina Avenue by December 1, 1999 and that, in the meantime, temporary barriers be installed on Spadina Avenue to comply with the recommendation of the Toronto Transit Commission and that they be removed upon the installation of the permanent barriers;
- (2) that the community be invited, with regards to streetscape, to comment on the design of the barriers; and
- (3) that the streetscape design barriers be prepared at the same time as the design of the lanes or edge lines for bicycles.

(Budget Committee; cc: Chief Administrative Officer, Chief Financial Officer and Treasurer, Commissioner of Urban Planning and Development Services, Commissioner of Works and Emergency Services, General Secretary, Toronto Transit Commission - April 1, 1999)

(Clause No. 19, Report No. 5)

3.32 Common Bus Specifications

The Committee had before it the report (February 25, 1999) from Vincent Rodo, General Secretary, Toronto Transit Commission forwarding TTC Report No. 4 respecting the above for information, and noting that a group of transit properties representing more than 50% of the bus purchasers in North America have agreed to a common bus specification and will be meeting with bus manufacturers to advise them of their requirements.

The Committee received this report for information.

(Commissioner of Urban Planning and Development Services; cc: Mr. Vincent Rodo, General Secretary, Toronto Transit Commission - April 8, 1999)

(Clause No. 21(i), Report No. 5)

3.33 Reports Pending List for Urban Environment and Development Committee - January to December 1998

On motion by Councillor McConnell, the Committee received this matter for information.

(Clause No. 21(j), Report No. 5)

3.34 Red Light Cameras

The Committee had before it the report (February 8, 1999) from Councillor Howard Moscoe forwarding his comments on the Province's regulations respecting the City's pilot project with Red Light Cameras and stating his belief that the Provincial Government did not want red light cameras and are trying to make sure the pilot project fails.

On motion by Councillor Moscoe, the Committee received this report for information.

(Clause No. 21(k), Report No. 5)

3.35 School Board Lands

The Committee had before it the report (March 1, 1999) from Councillor Moscoe advising that:

Whereas the Toronto District Board of Education has voted to lease 625,000 square feet of administrative space and;

Whereas this does not include the former main buildings of three Scarborough, Etobicoke, Toronto and North York (375,000 square feet) but primarily satellite locations located in former schools, and;

Whereas, as expected, The Board will be seeking the highest and best use of this space; and

Whereas at the same meeting Trustees refused to consider a motion that would have the Board working co-operatively with the City in this endeavour; and

Whereas school buildings and school lands are part of inventory of public assets that belong to the community and function in many instances as park space and community centres;

Therefore be it resolved that planning staff undertake a review of all school lands to ensure that the use of these lands and buildings continue to be regarded as community assets and that the zoning on these lands and buildings are consistent with that purpose; and

Be it further resolved that a preliminary report on this matter be brought forward at the next Urban Environment and Development Committee so that planning staff can receive further direction;

And be it further resolved that the Toronto District Board of Education be put on notice that any use of school lands and buildings will be required to conform to the zoning and;

Be it further resolved that the Board be advised that planning staff will be undertaking a review of the zoning of all school lands with a view to ensuring that sufficient protections for the surrounding communities are in place and that public input through the zoning process is ensured wherever possible.

The Committee also had before it the report (March 26, 1999) from the Commissioner of Urban Planning and Development providing Members of Council with background information regarding the recent announcement by the Toronto District School Board (TDSB) with respect to its intention to lease space within Board-owned buildings presently being used for administrative purposes, and recommending that:

- (1) discussions between the TDSB and City officials regarding the lease of the Board's surplus administrative space be coordinated with the on-going discussions regarding potential surplus educational facilities;
- (2) any future discussions with TDSB officials reflect the need to preserve community use of surplus school facilities and any associated open spaces; and
- (3) this report be forwarded to the TDSB for their consideration.

On motion by Councillor McConnell, the Committee:

- (1) recommended to Council the adoption of the report (March 26, 1999) from the Commissioner of Urban Planning and Development Services.
- (2) forwarded a copy of report (March 26, 1999) from the Commissioner of Urban Planning and Development Services and the communication from Councillor Moscoe, to the School Tax Sub-Committee for information.

(School Tax Sub-Committee - April 9, 1999)

(Clause No. 20, Report No. 5)

**3.36 Proposed Installation of Traffic Control Signals
Eastern Avenue, between Coxwell Avenue and Queen Street East (Ward 26 -
East Toronto)**

The Committee had before it the report (March 20, 1999) from the Commissioner of Works and Emergency Services requesting to obtain the necessary approvals to install traffic control signals on Eastern Avenue, between Coxwell Avenue and Queen Street East, required to facilitate safe pedestrian crossing in conjunction with

the construction of a new motion picture theatre complex as part of the Woodbine Park subdivision and recommending that:

- (1) traffic control signals be installed on Eastern Avenue, approximately 175 metres east of Coxwell Avenue at the driveway to 1661 Queen Street East; and
- (2) the appropriate City Officials be requested to take whatever action is necessary to give effect thereto, including the introduction in Council of any Bills that are required.

On motion by Councillor xxx, the Committee recommended to Council the adoption of the report (March 20, 1999) from the Commissioner, Works and Emergency Services.

(Clause No. 7, Report No. 5)

3.37 Signalization at Allen Road and Eglinton Avenue

The Committee had before it the report (March 10, 1999) from Councillor Joe Mihevc requesting a report on signalization - such as flashing amber lights - that could be installed on the Allen Expressway prior to Eglinton Avenue to warn motorists of the ending of the expressway.

The Committee referred this report to the Commissioner, Works and Emergency Services for a report thereon to a future meeting of the Committee.

(Commissioner of Works and Emergency Services - April 9, 1999)

(Clause No. 21(l), Report No. 5)

The Committee adjourned its meeting at 6:25 p.m.

Chair.