

THE CITY OF TORONTO

Clerk's Department

Minutes of the Urban Environment and Development Committee

Meeting No. 4

Monday, April 19, 1999.

The Urban Environment and Development Committee met on Monday, April 19, 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 Councillor Moscoe, the Minutes of the meeting of the Urban Environment and Development Committee held on March 31, 1999 were confirmed.

4.1. Car Sharing

The Committee had before it the communication (October 2, 1999) from Liz Reynolds, Executive Director, Auto Share - Car Sharing Network Inc. requesting the opportunity to make a presentation at the Urban Environment and Development Committee meeting on the work of Auto Share - Car Sharing Network Inc. Which was launched in Toronto in 1998.

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

- (April 13, 1999) from the Commissioner of Urban Planning and Development Services providing an overview of the car sharing concept and

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its applicability to the Toronto situation and recommending that, building on its support for such initiatives as Auto Share and FAAN, the City of Toronto should continue to encourage and promote the implementation of car sharing programs through the consideration of such measures as:

- (1) providing start-up loans through the Toronto Atmospheric Fund;
- (2) supporting the publicity and promotional efforts of car sharing programs;
- (3) facilitating the provision of parking facilities for car sharing; and
- (4) incorporating car sharing as an element of the City's wider "Moving the Economy" initiative to develop Personal Mobility Systems as part of the strategy to move towards a sustainable transportation program.

- (Undated) from Liz Reynolds, AutoShare - Car Sharing Network Inc. stating that the growth of this private sector initiative can be supported through a partnership including all or any of the following City support:

- recognition of car sharing's role in a sustainable transportation system for the City in the new Official Plan;
- promotion of AutoShare throughout City communication channels (internal and external);
- Preferential Parking for AutoShare cars (matching initiatives in Vancouver, for example, that issues "all-neighbourhood" parking permits to car sharing cars; access and reduced monthly rates at Parking Authority lots, etc.);
- facilitating a partnership/co-marketing with the TTC;
- reduced parking requirements in residential developments using AutoShare; and
- co-operation between the City's Green Fleet's program and AutoShare.

- (February 1999) paper titled "Sustainable Transportation Monitor", No. 2,

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

- Richard Gilbert, Consultant in Urban Issues;

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- Liz Reynolds, Auto Share; and
- Kevin McLaughlin, Auto Share.

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

- (1) the report (April 13, 1999) from the Commissioner of Urban Planning and Development Services be adopted;
- (2) the Commissioner of Urban Planning and Development Services be requested to:
 - (a) undertake discussions with the Toronto Transit Commission with respect to the Auto Share Proposal; and

On motion by Councillor Moscoe, the Committee requested the Commissioner of Planning and Development Services to also:

- (b) examine other creative parking alternatives and report back to the Urban Environment and Development Committee accordingly.

(Clause No. 1, Report No. 7)

4.2 Cycling Issues

The Committee had before it the following material:

- Sunday Bike Day

communication (March 3, 1999) from Lela Gary, Coordinator, Air Pollution Coalition of Ontario (APCO) supporting the proposal for the implementation of a Sunday Bike Day and requesting to make a presentation at the Urban Environment and Development Committee meeting.

- Review of Coroner's Report on Cycling Fatalities

report (March 15, 1999) from the General Manager, Transportation Services reporting on the recommendations of the Coroner's report following two cycling fatalities, and recommending that this report be received for information.

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- Toronto Ranked as 5th Best Cycling City in North America

report (March 15, 1999) from the General Manager, Transportation Services advising that the City of Toronto was ranked as the 5th best cycling City in North America in Bicycling magazine's third survey on the state of cycling in major cities, and recommending that this report be received for information.
- communication (March 30, 1999) from Dennis Taves, Founder of Human Powered Vehicles of Southern Ontario endorsing the proposal of the Air Pollution Coalition to close sections of high-profile Toronto roadways to motorized traffic for the benefit of human-powered recreational pursuits
- Submission titled "Cycling in Toronto", from Transportation Services, Works and Emergency Services
- communication (April 19, 1999) from Lela Gary, Coordinator, Air Pollution Coalition of Ontario forwarding a proposal for the implementation of a "Sunday Bikeday" in Toronto from May 1st to Labour Day weekend every Sunday morning from 9:00 a.m. to 1:00 p.m. by closing off a section of a parkway to motorized traffic and reserving the space for families, sports enthusiasts and tourists to discover and enjoy the city

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

- Lela Gary, Coordinator, Air Pollution Coalition of Ontario;
- Kevin Currie, Member, Board of Directors, Green Tourism Association;
- Martin Collier, Community Bicycle Network;
- Jacob Allderdice; and
- Ben Smith Lea.

On motion by Councillor Moscoe, the Committee:

- (1) received the two reports (March 15, 1999) from the General Manager, Transportation Services;
- (2) endorsed the concept of a Sunday Bike Day as outlined in the communication (April 19, 1999) from Lela Gary, Coordinator, Air Pollution Coalition of Ontario (APCO);
- (3) referred this proposal to the Toronto Cycling Committee, and requested the Commissioner

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of Urban Planning and Development Services to submit a report to the Toronto Cycling Committee, for consideration and subsequent submission to the Urban Environment and Development Committee as soon as possible, on the following:

- (a) an outline of a pilot project for a Sunday Bike Day;
- (b) the progress that the Police have made with respect to statistical data on cycling accidents;

On motion by Councillor Sgro, the Committee also requested the Commissioner to include in the above report:

- (c) issues respecting licensing and enforcement of bicyclists;

On motion by Councillor McConnell, the Committee also requested the Commissioner to include in the above report:

- (d) ways of expanding the bicycle path network, both neighbourhood paths and major arterial roads, in all parts of the City and how it can be ensured that the bicycle path network is taken into consideration when capital monies are expended on building new roads or reconstructing existing ones; and

- (4) received an overhead presentation on Cycling Issues from Dan Egan, Transportation Services, Works and Emergency Services.

(Toronto Cycling Committee; Commissioner of Urban Planning and Development Services; cc: Mr. Dan Egan, Transportation Services, Works and Emergency Services, Interested Persons - April 21, 1999)

(Clause No. 12(a) Report No. 7)

4.3. Prince Edward (Bloor Street Viaduct) - Measures to Deter Suicide Attempts (Don River and Midtown - Wards 23 & 25)

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:

- (April 14, 1999) from the Commissioner of Works and Emergency Services providing further information and a recommendation concerning this project as requested by the UEDC at its meeting held on March 31, 1999, and

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recommending that the Basic Design Alternative be adopted which does not require additional funding.

- (March 24, 1999) from the 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.
- Communications which were before the Committee at the March 31, 1999 meeting:
 - (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 Studios forwarding three letters of recommendation regarding measures to deter suicide on the Bloor Street 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 Studios forwarding documents relating to the Bloor Viaduct - Preventive Measures.

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- (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.
- (March 30, 1999) from Paul S. Links, M.D., FRCP(C), Arthur Sommer Rotenberg Chair in Suicide Studies, Professor of Psychiatry, St. Michael's Hospital expressing his concerns about possible delays in completing the barrier for the Bloor Viaduct which may lead to further suicides, particularly after all the media attention that has been given to this initiative and stating that if further delays are unavoidable, then he would encourage the planners to revisit the installation of crisis phone lines and foot patrols on the bridge until the barriers are erected.
- (April 14, 1999) from Dereck Revington, Dereck Revington Studios forwarding a confirmation letter to Tom Denes, Executive Director, Technical Services, Works and Emergency Services (April 9, 1999) providing further requested information, Work Plan and Schedule and Vermeulens Cost Consultants - Budget Analysis dated April 14, 1999
- (April 14, 1999) from Dr. D.J. Gunnell, Senior Lecturer in Epidermology and Public Health Medicine, University of Bristol providing comments regarding the creation of barriers and stating that he would not argue that the creation of barriers would prevent all would-be suicides from committing suicide but simply that an important proportion would be prevented.
- (April 16, 1999) from Isaac Sakinofsky, MB, ChB, MD, DPM(Lond), FRCP(C), FRCPsych (UK), Professor Emeritus of Psychiatry & Public Health Sciences, University of Toronto recommending that Councillors strongly stick with their initial decision and go forward with this important life-saving project without further delay, delay which has already caused the costs to rise from what they were originally.
- (April 18, 1999) from Ben Au-Yeung urging the Committee to reaffirm their commitment to build the barrier now and not to delay the project by asking for more analysis or going through another tendering process.
- (April 19, 1999) from Michael Wilson supporting the planned suicide project at the Bloor Street Viaduct.

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

- Dereck Revington, Dereck Revington Studios;
- Richard Vermeulen, Vermeulen Cost Consultants;
- Eric Gordon, Yolles Engineering Inc.;

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- Dr. Isaac Sakinofsky, Clarke Institute;
- Teresa and Gary Kruze;
- J.A. (Al) Birney, Past President of East York Chapter and Bridge Committee Chairman, Schizophrenia Society of Ontario;
- Mary Doucette, representing the Doucette family;
- Michael McCamus, Bridge Committee Spokesperson, Schizophrenia Society of Ontario and Member of Bloor Viaduct Project Steering Committee; and
- Ellis Galea Kirkland, Juror, Bloor Viaduct Barrier Design Selection Committee, Urban Planning and Development Services, City of Toronto.

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

- (1) the Commissioner of Works and Emergency Services be instructed to proceed with the design prepared by Dereck Revington Studios/Yolles Partnership Inc. for the construction of the Prince Edward Viaduct Suicide Deterrent Measures;
- (2) the overrun in costs for proceeding with this design be allocated from contingency account;

Councillor Moeser assumed the Chair.

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

- (1) an amount of \$800,000 for the purchase of a modified Bridgmaster vehicle be included in the TTC's 2000 capital budget estimates as a special item over and above the TTC's capital funding needs and that these costs be recovered over 10 years by a yearly rental; and
- (2) that the Project Steering Committee be revived and consulted on an ongoing basis.

On motion by Councillor Pantalone, the Committee requested the Budget Committee to report directly to City Council for its meeting on May 11, 1999 on this matter.

Councillor Pantalone resumed the Chair.

The following motion placed by Councillor Sgro was deemed redundant:

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- “(1) that the report (April 14, 1999) from the Commissioner, Works and Emergency Services be adopted;
- (2) that the Commissioner, Works and Emergency Services :
- (a) discuss the design concept as outlined in his foregoing report with the Toronto Historical Board and report directly to Council for its meeting on May 11, 1999; and
 - (b) meet with Dereck Revington to discuss any settlement that may be deemed necessary in this regard.”

The above recommendations carried on the following division of votes:

Yeas: Councillors Silva, Moscoe, Moeser, Pantalone, Kinahan, Jones, McConnell and Li Preti - 8

Nays: Councillors Tzekas and Sgro - 2

(Budget Committee; cc: Commissioner of Works and Emergency Services, General Manager, Toronto Transit Commission, Interested Persons - April 21, 1999)

(Clause No. 2, Report No. 7)

4.4 Speed Limit Compliance on Major Arterial Roads - Update

The Committee had before it the report (March 9, 1999) from the General Manager, Transportation Services recommending that the Toronto Police Services be asked to submit a report to the Urban Environment and Development Committee on the potential effectiveness and practicality of applying photo radar enforcement on major arterial roads within the City of Toronto.

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

- (April 15, 1999) from the City Clerk forwarding the action of the Toronto Pedestrian Committee at its meeting on September 17, 1998, wherein the Toronto Pedestrian Committee supported the following proposed actions as contained in the communications (August 4, 1998) from Ms. Rhona Swarbrick and Ms. Janice Etter, Protect Established Neighbourhoods (PEN); and (March 26, 1998) from the City Clerk to Ms. Joan Doiron, Chair, Pedestrian Issues Sub-Committee, and requested that they be brought forward for consideration when the report from the Senior Manager, Traffic Regions to the Urban Environment and Development Committee is available:

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- (1) acknowledge that the measures outlined in the report are inadequate, on their own, to address the problem effectively, and that the City must engage all of the relevant parties (e.g. Province, transportation industry, environmental groups) in discussion about comprehensive solutions, including legislative changes;
 - (2) Council ask the appropriate authority to develop guidelines that define the limits of discretionary powers of police officers in regard to enforcing the Ontario Highway Traffic Act;
 - (3) Council ask the Provincial Government to strengthen the ability of Section 128 of the Ontario Highway Traffic Act (Rate of Speed) to effectively address the discrepancy between posted and enforced speeds, especially on urban streets (e.g. amending the regulations to give demerit points to motorists who exceed the “legal” maximum speed by any amount would send a strong message that this sort of driving behaviour is unacceptable on Ontario highways, especially urban streets);
 - (4) Council take leadership in engaging the Provincial Government and other municipalities in discussion regarding instituting driver testing at five-year intervals;
 - (5) Council address, through the appropriate authority, the issue of automobile advertising that glamorizes and promotes irresponsible and anti-social driver behaviour, especially speeding. (Past experience with beer, cigarette and alcohol ads might be a good reference point at which to start);
 - (6) set targets for reducing speeds on the City’s major arterial roads; and
 - (7) promote and support community-based initiatives to monitor speeding (e.g. Speed Watch programs in order to make drivers aware of the speed at which they are travelling). Individuals, groups and organizations need encouragement to take responsibility for, and contribute to, road safety and enhancing the quality of life in the City.
- (April 16, 1999) from Jack Becker requesting that Recommendation #14 of the Coroner’s report, “That the City of Toronto develop a comprehensive network of on-street bicycle lanes and routes and off-street trails to enhance bicycle safety”, be implemented quickly before the annual number of cycling deaths increase above 6, our recently most frequently occurring annual misfortune.

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- (April 18, 1999) from Helen Hansen and Lois James, Feet on the Street supporting the suggestions of the Toronto Pedestrian Committee of April 15, 1999 from the City Clerk; the suggestions from Protect Established Neighbourhoods (PEN) dated August 4, 1998; the Pedestrian Issues Sub-Committee dated March 26, 1998 and the seven recommendations in the memo and urging that all these suggestions be approved in the interest of public safety.

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

- Joan Doiron; Toronto Pedestrian Committee;
- Dorothy Fletcher, Older Women's Network; and
- Lois James.

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

- (1) the report (March 9, 1999) from the General Manager, Transportation Services be adopted;
- (2) the following recommendations (1) to (5) and (7) of the report (April 15, 1999) from the Toronto Pedestrian Committee be adopted:
 - “(1) that the measures outlined in the report (March 9, 1999) from the General Manager, Transportation Services be acknowledged as inadequate, on their own, to address the problem effectively, and that the City engage all of the relevant parties (e.g. Province, transportation industry, environmental groups) in discussion about comprehensive solutions, including legislative changes;
 - (2) that Council request the appropriate authority to develop guidelines that define the limits of discretionary powers of police officers in regard to enforcing the Ontario Highway Traffic Act;
 - (3) that Council request the Provincial Government to strengthen the ability of Section 128 of the Ontario Highway Traffic Act (Rate of Speed) to effectively address the discrepancy between posted and enforced speeds, especially on urban streets (e.g. amending the

regulations to give demerit points to motorists who exceed the "legal" maximum speed by any amount would send a strong message that this sort of driving behaviour is unacceptable on Ontario highways, especially urban streets);

- (4) that Council take leadership in engaging the Provincial Government and other municipalities in discussion regarding instituting driver testing at five-year intervals;
- (5) that Council address, through the appropriate authority, the issue of automobile advertising that glamorizes and promotes irresponsible and anti-social driver behaviour, especially speeding. (Past experience with beer, cigarette and alcohol ads might be a good reference point at which to start);
- (7) that Council promote and support community-based initiatives to monitor speeding (e.g. Speed Watch programs in order to make drivers aware of the speed at which they are travelling). Individuals, groups and organizations need encouragement to take responsibility for, and contribute to, road safety and enhancing the quality of life in the City."

On motion by Councillor McConnell, the Committee requested:

- (3) the Commissioner of Works and Emergency Services to report to the Urban Environment and Development Committee in the Fall of 1999 with a status report on the implementation of the foregoing recommendations, and include a list of all outstanding items regarding this issue.

Councillor Moeser assumed the Chair.

On motion by Councillor Pantalone, the Committee referred the following Recommendation (6) from the Toronto Pedestrian Committee to the General Manager, Transportation Services for report back to the Urban Environment and Development Committee:

- "(6) set targets for reducing speeds on the City's major arterial roads; and"

Councillor Pantalone resumed the Chair.

(General Manager, Transportation Services - April 21, 1999)

(Clause No. 3, Report No. 7)

4.5. Jane and Finch Streetscape Project (Black Creek - Ward 7)

The Committee had before it the report (March 26, 1999) from the Commissioner of Urban Planning and Development Services responding to City Council's request of March 2, 1999 to get approval on the phase one design from the Urban Environment and Development Committee and recommending that the Jane and Finch Streetscape Project, Phase One be adopted.

The Committee also had before it the report (April 16, 1999) from Councillor Tom Jakobek, East Toronto noting that the recommendations in the staff report concerning the Jane and Finch Streetscape are contrary to Council's decision in March of this year and, therefore, cannot be considered by the Committee and suggesting the Committee may want to ask the Clerk to review the matter and/or recommend that the Ward Councillors re-open the matter by way of an Order Paper Motion before expending any funds for any purposes other than the ones already approved.

On motion by Councillor Le Preti, the Committee recommended to Council that the recommendation in the report (March 26, 1999) from the Commissioner of Urban Planning and Development Services be adopted subject to the addition of the following words:

“and the Committee advises Council that it supports the provision of \$418,000 for traffic safety improvements in 1999 and \$432,000 for lighting improvements for 2000 for Phase I of this project as recommended by Budget Committee and adopted by Council at its meeting on March 2, 1999 during consideration of the 1999 Capital Budget.”

On motion by Councillor Li Preti, the Committee requested the Commissioner or Urban Planning and Development Services to report directly to Council for its meeting on May 11, 1999 on the implementation of this component of Phase I of the Jane and Finch Streetscape Project.

(Commissioner of Urban Planning and Development Services; cc: Ms. Mihaela Marcu, Civic Improvement, Urban Design - April 21, 1999)

(Clause No. 4, Report No. 7)

4.6. Further Report on Proposed Use of Funds Generated from Cash-in-lieu of Parkland Dedication

The Committee had before it the report (March 17, 1999) from the Commissioner of Economic Development, Culture and Tourism and Commissioner of Urban Planning and Development Services responding to City Council's November 12, 1998 request for a joint report from the Commissioners of Economic Development, Culture and Tourism and Urban Planning and Development Services respecting the use of funds received by the City from cash-in-lieu of parkland dedication requirements associated with development applications and recommending that:

- (1) the Chief Financial Officer and Treasurer be authorized to establish a city-wide reserve fund for cash-in-lieu of parkland collected by the City;
- (2) as of January 1, 1999, funds accruing from revenues for cash-in-lieu of parkland be allocated in the Capital Budget Program for the years 2000 and 2001, as follows:
 - (a) 50% for the purpose of acquisition of land for park purposes,
 - (i) of this amount, half of these funds (25% of the total) to be retained to acquire land for park or open space purposes in the district where the funds are generated and deficiencies have been identified and,
 - (ii) the remaining half of this amount (25% of the total) to be allocated on a city-wide basis to purchase land for park or open space purposes in other areas of the City where deficiencies have been identified; and
 - (b) 50% for the development and upgrading of parks and recreation facilities,
 - (i) of this amount, half of these funds (25% of the total) to be retained for the development and upgrading of parks and recreational facilities in the district where the funds are generated and deficiencies have been identified, and
 - (ii) the remaining half of this amount (25% of the total) to be allocated for the development and upgrading of parks and

recreational facilities on a city-wide basis, in areas where deficiencies have been identified;

- (3) the Budget Committee be advised with respect to Council's action resulting from this report;
- (4) this report be forwarded to each Community Council as a communication item;
- (5) the appropriate City Officials be authorized and directed to take the necessary action to give effect thereto.

Councillor Moeser assumed the Chair.

On motion by Councillor Pantalone, the Committee recommended to City Council that the joint report (March 17, 1999) from the Commissioner of Economic Development, Culture and Tourism and the Commissioner of Urban Planning and Development Services be adopted an interim policy pending the adoption of a further report from the Commissioners on an adjustment to the policy which would build in incentives for acquiring parkland in park deficient areas of the City.

Councillor Pantalone resumed the Chair.

The following motion placed by Councillor Moscoe was withdrawn at his request:

“That the joint report (March 17, 1999) from the Commissioner of Economic Development, Culture and Tourism and the Commissioner of Urban Planning and Development Services be referred back to the Commissioners, and that they meet with interested Councillors to examine ideas in order to build in incentives for acquiring parkland in park deficient areas of the City.”

(Clause No. 5, Report No. 7)

4.7. Humber Bridges Project - F.G. Gardiner Expressway Ramp Bridges Nos. 4, 5 and 6 Over Humber River and Approaches Contract No. T-01-99, Tender No. 19-1999

The Committee had before it the report (April 8, 1999) from the Commissioner of Works and Emergency Services and Chief Financial Officer and Treasurer advising of the results of the Tender issued for the construction of three (3) F.G. Gardiner Expressway ramp bridges and associated approaches in accordance with

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specifications prepared by the Works and Emergency Services Department, requesting authority to issue a contract to the recommended bidder, and to reduce the speed limit on the F.G. Gardiner Expressway Westbound in this area during construction, and recommending that:

- (1) Contract No. T-01-99 for the construction of the F.G. Gardiner Expressway Ramp Bridges No. 4, 5 and 6 over the Humber River and Approaches be awarded to Dufferin Construction Company, a division of St. Lawrence Cement Inc., in the total amount of \$19,705,560.21 including all taxes and charges, having submitted the lowest Total Adjusted Tender;
- (2) commencing the first day of construction expected to be as early as May 14, 1999 and terminating on the last day of construction (anticipated to be on July 22, 2000 based on the recommended bidder's schedule), the speed limit on the F.G. Gardiner Expressway westbound from a point 900 metres east of Ellis Avenue to a point 800 metres west of Palace Pier Court be lowered to 60 kmph from its present posted speed (90 or 100 kmph);
- (3) the appropriate by-laws be amended accordingly;
- (4) the introduction of any necessary Bill(s) 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 report (April 14, 1999) from the Commissioner of Works and Emergency Services requesting authority for the Commissioner of Works and Emergency Services to increase the expenditure by a maximum of 10 per cent to Contract No. T-01-99 subject to the availability of funds in order to cover any unforeseen and necessary additional work that may arise during construction to avoid delays and claims, and recommending that the Commissioner of Works and Emergency Services be authorized to make additional expenditures under this contract, and to increase the value of the contract up to a maximum of 10 per cent of the original contract value to cover additional costs provided there are sufficient funds within the Capital Works Programme.

The Committee recommended to Council the adoption of the joint report (April 8, 1999) from the Commissioner, Works and Emergency Services and the Chief Financial Officer and Treasurer.

The Committee referred the report (April 14 1999) from the Commissioner, Works and Emergency Services to the Budget Committee for consideration.

(Budget Committee; cc: Commissioner of Works and Emergency Services, Chief Financial Officer and Treasurer - April 21, 1999)

(Clause No. 6, Report No. 7)

**4.8. W. R. Allen Road Underpass at Lawrence Avenue West
Structure Rehabilitation, Contract No. T-20-99, Tender No.20-1999
(North York Spadina - Ward 8)**

The Committee had before it the report (March 29, 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 W. R. Allen Road Underpass at Lawrence Avenue West 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-20-99, for the rehabilitation of the W. R. Allen Road Underpass at Lawrence Avenue West be awarded to Grascan Construction Ltd. and Torbridge Construction Ltd. in the total amount of \$2,097,040.00 including all taxes, charges and \$150,000.00 in contingencies, being the lowest tender received; and
- (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 29, 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.

(Chief Financial Officer and Treasurer; Commissioner of Works and Emergency Services - April 21, 1999)

(Clause No. 12(b), Report No. 7)

**4.9. Roadway Maintenance on Various Toronto Arterial Roads District One -
Contract No. T-6-99, Call No. 25-1999 (Davenport; Don River; Downtown; East
Toronto; East York; High Park; Midtown; North Toronto; Trinity-Niagara;
York Humber; York-Eglinton - Wards 1, 19, 20, 21, 22, 23, 24, 25, 26, 27 & 28)**

The Committee had before it the report (March 29, 1999) from the Chief Financial Officer and Treasurer and Commissioner of Works and Emergency Services advising

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of the results of the Tender issued for the roadway maintenance on various Toronto Arterial Roads in District One 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) Subject to approval of the necessary funds by Council contained in the Transportation Services Division 1999 Current Estimates, Contract No. T-6-99, for roadway maintenance on various Toronto Arterial Roads in District One be awarded to Pave-Tar Construction Ltd. in the total amount of \$1,001,765.50 including all taxes and charges, being the lowest tender received; and
- (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 above joint report, in accordance with By-law No. 57-1998, the Interim Purchasing By-law, as amended and subject to approval of the necessary funds by Council contained in the Transportation Services Division 1999 Current Estimates.

(Chief Financial Officer and Treasurer; Commissioner of Works and Emergency Services - April 26, 1999)

(Clause No. 12(d), Report No. 7)

4.10. Permanent Repairs to Utility Road Cuts on Toronto Arterial Roads in District One - Contract No. T-5-99, Call No. 42-1999 (Davenport; Don River; Downtown; East Toronto; East York; High Park; Midtown; North Toronto; Trinity-Niagara; York Humber; York-Eglinton - Wards 1, 19, 20, 21, 22, 23, 24, 25, 26, 27 & 28)

The Committee had before it the report (March 29, 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 permanent repairs to utility road cuts on Toronto Arterial Roads in District One 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 recommending that:

- (1) Subject to approval of the necessary funds by Council as contained in the Transportation Services Division 1999 Current Estimates, Contract No. T-5-99 for the permanent repairs to utility road cuts on Toronto Arterial Roads

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in District One be awarded to Ferpac Paving Inc. in the total amount of \$1,400,648.73 including all taxes and charges, being the lowest tender received; and

- (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:

- (1) awarded the contract as, recommended in the above joint report, in accordance with By-law No. 57-1998, the Interim Purchasing By-law, as amended and subject to approval of the necessary funds by Council contained in the Transportation Services Division 1999 Current Estimates.
- (2) requested the Commissioner of Works and Emergency Services to review his department's methods of calculating costs in light of the Federation of Canadian Municipalities' Policy Paper on cost recovery.

(Chief Financial Officer and Treasurer; Commissioner of Works and Emergency Services - April 26, 1999)

(Clause No. 12(e), Report No. 7)

4.11. Road Improvements Associated with the Proposed TTC Bus Garage Facility on Comstock Road (Scarborough Bluffs - Ward 13)

The Committee had before it the report (March 12, 1999) from the Commissioner of Works & Emergency Services and Chief General Manager of Toronto Transit Commission commenting on the road system improvements necessary to facilitate the operation of a planned new bus garage on Comstock Road in the Golden Mile Employment District, providing an update on the public consultation process regarding the new bus garage and the outcome of the first public meeting carried out by TTC and City staff, in accordance with the TTC's Communication Plan, and recommending that this report be forwarded to City Council in response to items requested at the July 8, 9, and 10, 1998 Council meeting.

On motion by Councillor Moeser, the Committee recommended to Council the adoption of the joint report (March 12, 1999) from the Commissioner of Works and Emergency Services and the Chief General Manager of Toronto Transit Commission.

(Clause No. 7, Report No. 7)

4.12. Traffic Signal Co-ordination - Danforth Avenue, between East Lynn Avenue and Woodbine Avenue (East Toronto - Ward 26)

The Committee had before it the report (April 8, 1999) from the Commissioner of Works and Emergency Services responding to a request of the Urban Environment and Development Committee to report on the implications of removing traffic signal co-ordination on Danforth Avenue between East Lynn Avenue and Woodbine Avenue as a result of complaints related to vehicle speeding on this section of street and recommending that this report be received for information.

On motion by Councillor Moscoe, the Committee received the report (April 8, 1999) from the Commissioner of Works and Emergency Services.

(Commissioner of Works and Emergency Services - April 21, 1999)

(Clause No. 12(c), Report No. 7)

4.13. Report of The Task Force on Transportation Funding

The Committee had before it the report (April 14, 1999) from the Commissioner of Urban Planning and Development Services communicating the findings of the Task Force on Transportation Funding presented to the GO Transit Board on April 9, 1999 and recommending actions to improve transportation in the Greater Toronto Area and Hamilton-Wentworth, and recommending that:

- (1) Council endorse the resolutions of the Board of GO Transit on April 9, 1999 regarding funding of transportation in the Greater Toronto Area and Hamilton-Wentworth and in doing so:
 - (a) support and promote the establishment of a Transportation Funding Partnership consisting of the City of Toronto, Regions of York, Peel, Durham, Halton, and Hamilton-Wentworth, and the Provincial and Federal governments, the goals of which are to reduce congestion levels, ensure a competitive economy, assist in meeting air quality targets, reduce dependency on the private automobile and to provide a better quality of life for all Greater Toronto Area and Hamilton-Wentworth residents;

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- (b) support that the proposed Transportation Funding Partnership meet 66 per cent of the road and transit infrastructure needs in the GTA and Hamilton-Wentworth through a sustainable revenue sharing agreement with the Provincial government encompassing existing gasoline taxes, driver licensing and vehicle registration fees, and Provincial Sales Tax (PST) generated through vehicle sales and leases and strategic investments by the Federal Government;
 - (c) request the Premier of Ontario to authorize the Minister of Finance to initiate a review and consider, negotiate and recommend by November 1999, a sustainable Transportation Funding Partnership for the Greater Toronto Area and Hamilton-Wentworth;
 - (d) request the Prime Minister of Canada to authorize the Minister of Finance, to initiate a review and consider, negotiate and recommend by November 1999, a sustainable Funding Partnership for the Greater Toronto Area and Hamilton-Wentworth;
 - (e) refer the report entitled "Funding Transportation in the Greater Toronto Area and Hamilton-Wentworth Study Report" to the Greater Toronto Services Board for a presentation;
 - (f) request the Chairman and Transportation Committee of the Greater Toronto Service Board to organize and host a presentation of the "Funding Transportation in the Greater Toronto Area and Hamilton-Wentworth Study Report" to key stakeholders at the earliest possible date;
 - (g) request the Chairman and Transportation Committee of the Greater Toronto Services Board to arrange meetings with the Ontario Minister of Finance and the Federal Minister responsible for the Greater Toronto Area to present the "Funding Transportation in the Greater Toronto Area and Hamilton-Wentworth Study Report"; and
- (2) also recommended that Council:
- (a) request the Task Force on Greater Toronto Area and Hamilton-Wentworth Transportation Funding to present their findings at the upcoming meeting of the Federation of Canadian Municipalities; and
 - (b) request the Chairman and Transportation Committee of the Greater Toronto Services Board to meet with representatives of the Greater Vancouver Transit Authority (GVTA) and the Montreal Agence Metropolitaine de Transport (AMT) regarding establishing a partnership to pursue federal revenue sharing for urban transit.

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The Committee also had before it the report (April 1999) titled "Funding Transportation in the Greater Toronto Area & Hamilton-Wentworth", prepared by IBI Group, Hemson Consulting Ltd., in association with C.N. Watson & Associates.

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

- (1) that the report (April 14, 1999) from the Commissioner of Urban Planning and Development Services be adopted; and
- (2) that Council support the concept of a vigorous campaign to secure a share of the gasoline tax for transit in Ontario.

The Committee received a presentation by Anna Pace and Rod McPhail, City Planning, Urban Planning and Development Services.

Joan Doiron appeared before the Urban Environment and Development Committee in connection with the foregoing matter.

(Clause No. 8, Report No. 7)

4.14. Court of Appeal Decision in Michael Wassilyn Jr. V. City of Toronto

The Committee had before it a confidential report (April 12, 1999) from the City Solicitor.

The Committee received the confidential report (April 12, 1999) from the City Solicitor.

(Clause No. 9, Report No. 7)

The Committee adjourned its meeting at 4:00 p.m.

Chair.