

**THE CITY OF TORONTO**

**Clerk's Department**

**Minutes of the Toronto Community Council**

**Meeting No. 8**

**Thursday, September 7, 2000**

The Toronto Community Council met on Thursday, September 7, 2000, in the Council Chambers, City Hall, Toronto, commencing at 9:30 a.m.

**8.1 Public Meeting Pursuant To The Planning Act Respecting Rezoning Application No. 199017 For 326 To 358 King Street West (Downtown)**

The Toronto Community Council had before it a report (August 17, 2000) from the Commissioner of Urban Development Services respecting Rezoning Application No. 199017 for Nos. 326 to 357 King Street West and recommending a site specific zoning amendment to permit the construction of a mixed use building containing dwelling units, a hotel, commercial uses and a small performing arts theatre.

The Toronto Community Council also had before it the following communications:

- (August 22, 2000) from Mr. Joseph Pope, Scrooge & Marley;
- (September 5, 2000) from Mr. Don Rodbard; and
- (September 6, 2000) from Ms. Roslyn Houser, Goodman Phillips & Vineberg, Barristers & Solicitors.

Notice of the public meeting was given in accordance with the Planning Act. The public meeting was held on September 7, 2000, and the following persons addressed the Toronto Community Council:

- Mr. Don Rodbard, Director of Operations/Owner, Standford Design, Toronto;
- Mr. Steve Diamond, McCarthy, Tetrault, Barristers & Solicitors; and
- Mr. Ivan Reitman.

On motion by Councillor Chow, the Toronto Community Council recommended to City Council that:

- (1) the foregoing report (August 17, 2000) from the Commissioner of Urban Development Services be adopted; and

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- (2) the site plan approval for the site include a condition that the purchase agreements include a warning about noise in the area.

On further motion by Councillor Chow, the Toronto Community Council requested:

- (1) the City Solicitor to draft the necessary Section 37 agreements in order that the bill can be introduced at the meeting of Council to be held on October 3, 2000; and
- (2) subject to the applicant agreeing to terms and conditions, the Commissioners of Works and Emergency Services and Corporate Services to report directly to Council on the closing of the public lane north of King Street West, extending easterly from Widmer Street, required in connection with the development proposal.

(Letter sent to: Commissioner of Works and Emergency Services; Commissioner of Corporate Services; City Solicitor; c.: Commissioner of Urban Development Services; Rollin Stanley, Senior Planner, West Section – September 12, 2000)

**(Report No. 16, Clause No. 1)**

**8.2 Public Meeting Pursuant To The Planning Act Respecting Draft Conditions For Plan Of Subdivision Application No. 499038 For 19 R River Street (Don River)**

The Toronto Community Council had before it a report (August 17, 2000) from the Commissioner of Urban Development Services recommending approval of the draft conditions for Plan of Subdivision Application No. 499038 for No. 19R River Street, to permit the construction of a phased development containing 33 freehold townhouses (Phase 1) and the renovation and additions to the existing Brewery Building (Phase 2).

Notice of the public meeting was given in accordance with the Planning Act. The public meeting was held on September 7, 2000, and Mr. Michael Vaughan, Q.C., Lawyer, addressed the Toronto Community Council.

On motion by Councillor Chow, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 2)**

**8.3 Public Meeting Pursuant To The Planning Act Respecting Official Plan Amendment And Rezoning Application No. 199018 Respecting 600 Melita Crescent (Davenport)**

The Toronto Community Council had before it a report (August 17, 2000) from the Commissioner of Urban Development Services recommending an Official Plan Amendment and a Site-specific Zoning By-law to permit building renovations and

additions to 600 Melita Crescent (Christie Gardens) to add 84 Seniors' Residential Life Lease Units, 4 rental apartments and additional ancillary uses.

The Toronto Community Council also had before it the following communications:

- (August 23, 2000) from Mr. Lawrence Pinsky; and
- (undated) from Mr. Lawrence Pinsky.

Notice of the public meeting was given in accordance with the Planning Act. The public meeting was held on September 7, 2000, and the following persons addressed the Toronto Community Council:

- Mr. Lawrence Pinsky, Toronto;
- Ms. Susan Ruptash, Quadrangle Architects; and
- Mr. Kevin Devitt, Toronto.

On motion by Councillor Disero, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 3)**

**8.4 Public Meeting Pursuant To The Planning Act Respecting Official Plan Amendment And Rezoning Application No. 199036 And Draft Plan Of Subdivision Application No. 499043 For 62-86 Osler Street (Davenport)**

The Toronto Community Council had before it a report (August 21, 2000) from the Commissioner of Urban Development Services recommending approval of Official Plan and Zoning By-law Amendments and conditions of approval for a Draft Plan of Subdivision to permit the construction of 35 townhouses at 62-86 Osler Street.

Notice of the public meeting was given in accordance with the Planning Act. The public meeting was held on September 7, 2000, and no one addressed the Toronto Community Council.

On motion by Councillor Disero, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 4)**

**8.5 Public Meeting Pursuant To The Planning Act Respecting Official Plan Amendment And Rezoning Application No. 100013 For 74 Melbourne Avenue (High Park)**

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The Toronto Community Council had before it a report (August 22, 2000) from the Director, Parkdale Project, recommending approval of by-laws to permit eight residential units within the existing building at 74 Melbourne Avenue.

Notice of the public meeting was given in accordance with the Planning Act. The public meeting was held on September 7, 2000, and the following persons addressed the Toronto Community Council:

- Mr. Oudit Raghubir, Toronto;
- Mr. Murray Lowe, Bachelorette Owners' Association, Toronto;
- Mr. Ray Van Eenoghe, Bachelorette Owners' Association, Toronto;
- Mr. John Colautti, Parkdale Village Residents Association, Toronto; and
- Mr. Dmitri Kotelnikov, Toronto.

On motion by Councillor Korwin-Kuczynski, the Toronto Community Council recommended to City Council that:

- (1) the Draft By-law attached to the report (August 22, 2000) from the Director, Parkdale Project be approved and authority be granted to introduce the necessary Bill in Council to give effect thereto, substantially in the form of the by-law attached to the report;
- (2) the appropriate City officials be authorized and directed to take the necessary action to give effect thereto; and
- (3) the foregoing report (August 22, 2000) from the Director, Parkdale Project be adopted.

**(Report No. 16, Clause No. 5)**

**8.6 Public Meeting Pursuant To The Planning Act Respecting Official Plan Amendment And Rezoning Application No. 1000012 For 15 Temple Avenue (High Park)**

The Toronto Community Council had before it a report (August 21, 2000) from the Director, Parkdale Project, recommending approval of a by-law to permit the retention of an existing 12 unit residential building at No. 15 Temple Avenue, in South Parkdale.

Notice of the public meeting was given in accordance with the Planning Act. The public meeting was held on September 7, 2000, and the following persons addressed the Toronto Community Council:

- Mr. Oudit Raghubir, Toronto;
- Mr. Murray Lowe, Bachelorette Owners' Association, Toronto;

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- Mr. Ray Van Eenooche, Bachelorette Owners' Association, Toronto;
- Mr. John Colautti, Parkdale Village Residents Association, Toronto; and
- Mr. Dmitri Kotelnikov, Toronto.

On motion by Councillor Korwin-Kuczynski, the Toronto Community Council recommended to City Council that:

- (1) the Draft By-law attached to the report (August 21, 2000) from the Director, Parkdale Project be approved and authority be granted to introduce the necessary Bill in Council to give effect thereto, substantially in the form of the by-law attached to the report;
- (2) the appropriate City officials be authorized and directed to take the necessary action to give effect thereto; and
- (3) the foregoing report (August 21, 2000) from the Director, Parkdale Project be adopted.

**(Report No. 16, Clause No. 6)**

**8.7 938 King Street West, Application No. 900051: Request For Approval Of Variances From Chapter 297, Signs, Of The Former City Of Toronto Municipal Code (Trinity-Niagara)**

The Toronto Community Council had before it a report (August 18, 2000) from the Commissioner of Urban Development Services recommending that City Council refuse application No. 900051 for minor variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for third party advertising purposes, an illuminated fascia sign on the east elevation of a 3-storey listed historic building at 938 King Street West.

On motion by Councillor Pantalone, the Toronto Community Council recommended that City Council approve Application No. 900051 for minor variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for third party advertising purposes, an illuminated fascia sign on the east elevation of a 3-storey listed historic building at 938 King Street West.

**(Report No. 16, Clause No. 7)**

**8.8 Maintenance Of A Fence, Concrete Pillars, Spotlights And Electric Card Access Pole - 65 Binscarth Road (Midtown)**

The Toronto Community Council had before it a report (August 17, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, recommending that the City Council approve the maintenance of the 2.15 m high wrought iron fence with two 2.2 m high concrete pillars, two spotlights and an electric card access pole fronting 65 Binscarth Road, subject to the property owner providing an Ontario Hydro certificate for the spotlights and electrical card access pole and entering into an encroachment agreement with the City of Toronto, as prescribed under the provisions of Chapter 313 of the former City of Toronto Municipal Code.

The Toronto Community Council also had before it a communication (August 30, 2000) from Mr. Mark Klinkow, Financial Consultant, Quahold Corporation, requesting deferral.

On motion by Councillor Adams, the Toronto Community Council deferred consideration of the foregoing report.

(Letter sent to: Interested Persons; c.: Ken McGuire, Supervisor, Construction Activities – September 15, 2000)

**(Report No. 16, Clause No. 97(a))**

**8.9 Maintenance Of A Fence - 183 Rosemount Avenue And Via Italia Flank (Davenport)**

The Toronto Community Council had before it a report (August 23, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, recommending that City Council approve the maintenance of the wooden fence within the public right of way fronting 183 Rosemount Avenue and on the Via Italia flank, subject to the property owner:

- (a) reducing the height of the fence fronting 183 Rosemount Avenue to a maximum height of 1.0 m;
- (b) altering the fence at the corner to a 45-degree angle splay from a point 1.8 m parallel and perpendicular to the licensed front yard parking pad at 185 Rosemount Avenue;
- (c) modifying the fence at the south west corner of Rosemount Avenue and Via Italia to ensure that the maintenance access hole and utility pole are not enclosed by the fence; and
- (d) entering into an encroachment agreement with the City of Toronto, as prescribed under Chapter 313 of the former City of Toronto Municipal Code.

Mr. Victor Tobar, Toronto, appeared before the Toronto Community Council in connection with the foregoing matter.

On motion by Councillor Disero, the Toronto Community Council deferred consideration of the foregoing report until its meeting to be held in January, 2001.

(Letter sent to: Interested Persons; c.: Ken McGuire, Supervisor, Construction Activities – September 15, 2000)

**(Report No. 16, Clause No. 97(b))**

**8.10 Request For An Exemption From Chapter 400 Of The Former City Of Toronto Municipal Code To Permit Front Yard Parking At 92 Asquith Avenue (Midtown)**

The Toronto Community Council had before it a report (August 15, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, recommending that:

- (1) City Council deny the application for front yard parking at 92 Asquith Avenue;  
OR
- (2) City Council approve the application for front yard parking at 92 Asquith Avenue, subject to:
  - (a) the parking area being paved with semi-permeable paving materials, i.e., ecostone pavers or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services;
  - (b) the parking area not exceeding 2.6 m by 5.9 m in dimension;
  - (c) a formal poll being conducted and that such poll have a favourable result;  
and
  - (d) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code.

Ms. Lea Andersen, Toronto, appeared before the Toronto Community Council in connection with the foregoing matter.

On motion by Councillor Bossons, the Toronto Community Council recommended that City Council approve the application for front yard parking at 92 Asquith Avenue, subject to:

- (a) the parking area being paved with semi-permeable paving materials, i.e., ecostone pavers or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services;
- (b) the parking area not exceeding 2.6 m by 5.9 m in dimension;
- (c) a formal poll being conducted and that such poll have a favourable result; and

- (d) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 10)**

**8.11 Request For An Exemption From Chapter 248 Of The Former City Of Toronto Municipal Code To Permit Angled Driveway Widening At 61 Hillsdale Avenue West (North Toronto)**

The Toronto Community Council had before it a report (August 15, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, recommending that:

- (1) City Council deny the request for an exemption from the by-law to permit angled driveway widening at 61 Hillsdale Avenue West, as such a request does not comply with Chapter 248 of the former City of Toronto Municipal Code; OR
- (2) City Council approve the request for angled driveway widening at 61 Hillsdale Avenue West, notwithstanding that the required landscaped open space and setback from the sidewalk will not be provided, subject to:
  - (a) the parking area not exceeding 1.75 m by 4.47 m in dimension;
  - (b) the parking area being paved with semi-permeable paving materials, i.e., ecostone pavers or approved equivalent paving treatment acceptable to the Commissioner of Works and Emergency Services; and
  - (c) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 248, Parking Licences, of the former City of Toronto Municipal Code.

Mr. Rob Davidson, Toronto, appeared before the Toronto Community Council in connection with the foregoing matter.

On motion by Councillor Walker, the Toronto Community Council recommended that City Council approve the request for angled driveway widening at 61 Hillsdale Avenue West, notwithstanding that the required landscaped open space and setback from the sidewalk will not be provided, subject to:

- (a) the parking area not exceeding 1.75 m by 4.47 m in dimension;
- (b) the parking area being paved with semi-permeable paving materials, i.e., ecostone pavers or approved equivalent paving treatment acceptable to the Commissioner of Works and Emergency Services; and



- (c) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 248, Parking Licences, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 11)**

**8.12 Construction Of An Iron Fence At The Rear Of 26 Woodland Heights On Ellis Avenue (High Park)**

The Toronto Community Council had before it a report (August 17, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, recommending that City Council approve the construction of a 1.9 m high iron fence at the rear of 26 Woodland Heights on Ellis Avenue, provided that the owner enters into an encroachment agreement with the City of Toronto, as described under Chapter 313 of the former City of Toronto Municipal Code.

On motion by Councillor Korwin-Kuczynski, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 12)**

**8.13 Maintenance Of A Chain Link Fence - 375 Osler Street (Davenport)**

The Toronto Community Council had before it a report (August 17, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, recommending that City Council approve the continued maintenance of the chain link fence, at its existing height and location within the public right of way fronting 375 Osler Street, subject to the owner:

- (a) entering into an encroachment agreement with the City of Toronto, as prescribed under Chapter 313 of the former City of Toronto Municipal Code;
- (b) providing the City of Toronto with a certified cheque in the amount of \$3,076.92 to cover the cost for removal of the obsolete ramp and installation of new sidewalk fronting 375 Osler Street; and
- (c) obtaining a Commercial Boulevard Parking Licence for the parking of motor vehicles within the public right of way fronting 375 Osler Street.

On motion by Councillor Disero, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 13)**

**8.14 Request For An Exemption From Chapter 248 Of The Former City Of Toronto Municipal Code To Permit Driveway Widening At 67 Farnham Avenue (Midtown)**

The Toronto Community Council had before it a report (August 15, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, recommending that:

- (1) City Council deny the application for driveway widening at 67 Farnham Avenue;  
OR;
- (2) City Council approve the application for driveway widening at 67 Farnham Avenue, notwithstanding that the mutual driveway exceeds 2.6 m in width and subject to the applicant complying with all other criteria set out in Chapter 248, Parking Licences, of the former City of Toronto Municipal Code.

The Toronto Community Council also had before it a drawing (undated) from Mr. Eric Rothschild.

Mr. Eric Rothschild appeared before the Toronto Community Council in connection with the foregoing matter.

On motion by Councillor Bossons, the Toronto Community Council recommended that City Council approve the application for driveway widening at 67 Farnham Avenue, notwithstanding that the mutual driveway exceeds 2.6 m in width and subject to the applicant complying with all other criteria set out in Chapter 248, Parking Licences, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 14)**

**8.15 Request For An Exemption From Chapter 248 Of The Former City Of Toronto Municipal Code To Permit Driveway Widening At 352C Spadina Road (Midtown)**

The Toronto Community Council had before it a report (August 15, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, recommending that:

- (1) City Council deny the application for driveway widening at 352C Spadina Road;  
OR
- (2) City Council approve the request for driveway widening at 352C Spadina Road, subject to:
  - (a) the parking area adjacent to the private driveway being paved with semi permeable paving materials, i.e., ecostone pavers or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services;

- (b) the applicant removing the excess paving within the City boulevard so as to provide a minimum of 15% soft landscaping; and
  - (c) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 248, Parking Licences, of the former City of Toronto Municipal Code; OR
- (3) City Council approve the request for driveway widening at 352C Spadina Road, notwithstanding that the existing paving does not meet City specifications and the required landscaping is not provided, subject to the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 248, Parking Licences, of the former City of Toronto Municipal Code.

On motion by Councillor Bossons, the Toronto Community Council recommended that City Council approve the request for driveway widening at 352C Spadina Road, subject to:

- (a) the parking area adjacent to the private driveway being paved with semi permeable paving materials, i.e., ecostone pavers or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services;
- (b) the applicant removing the excess paving within the City boulevard so as to provide a minimum of 15% soft landscaping; and
- (c) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 248, Parking Licences, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 15)**

**8.16 9 Hanna Avenue, Application No. 900036: Request For Approval Of Variances From Chapter 297, Signs, Of The Former City Of Toronto Municipal Code (Trinity-Niagara)**

The Toronto Community Council had before it a report (August 23, 2000) from the Commissioner of Urban Development Services recommending that City Council refuse Application No. 900036 for minor variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit two illuminated third-party ground signs at No. 9 Hanna Avenue.

Ms. Mary Flynn-Guglieth, Goodman and Carr, Barristers & Solicitors, appeared before the Toronto Community Council in connection with the foregoing matter.

On motion by Councillor Pantalone, the Toronto Community Council recommended that City Council approve Application No. 900036 for minor variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit two illuminated third-

party ground signs at 9 Hanna Avenue.

**(Report No. 16, Clause No. 16)**

**8.17 Residential Demolition Applications – 270 And 272 Church Street (Downtown)**

The Toronto Community Council had before it a report (August 11, 2000) from the Commissioner of Urban Development Services recommending that City Council choose one of the following recommendations:

1. that the applications to demolish the subject residential buildings be refused by City Council, since no replacement buildings are proposed at this time, OR
2. that the applications to demolish the subject residential buildings be granted by City Council, provided:
  - (a) that a replacement building is erected on the sites not later than two (2) years from the day demolition of the existing buildings is commenced, and
  - (b) that, on failure to complete the new building within the time specified, the City Clerk shall be entitled to enter on the collector's roll, to be collected in like manner as municipal taxes, the sum of twenty-thousand (\$20,000) for each dwelling unit contained in the buildings in respect of which the demolition permits are issued, and that such sum shall, until payment, be a lien or charge upon the lands in respect of which the permits to demolish the residential properties are issued.

Mr. Morton Smith, Toronto, appeared before the Toronto Community Council in connection with the foregoing matter.

On motion by Councillor Silva, the Toronto Community Council recommended that the applications to demolish the subject residential buildings at 270 and 272 Church Street be granted by City Council, provided:

- (a) that a replacement building is erected on the sites not later than two (2) years from the day demolition of the existing buildings is commenced, and
- (b) that, on failure to complete the new building within the time specified, the City Clerk shall be entitled to enter on the collector's roll, to be collected in like manner as municipal taxes, the sum of twenty-thousand (\$20,000) for each dwelling unit contained in the buildings in respect of which the demolition permits are issued, and that such sum shall, until payment, be a lien or charge upon the lands in respect of which the permits to demolish the residential properties are issued.

**(Report No. 16, Clause No. 17)**

**8.18 Report On Rezoning Application 100011 To Amend The Former City Of Toronto Zoning By-Law Provisions Respecting Basement And Integral Garages (All Wards in the former City of Toronto)**

The Toronto Community Council had before it a report (August 22, 2000) from the Commissioner of Urban Development Services recommending that City Council refuse Rezoning Application No. 100011 to amend the former City of Toronto Zoning By-law provisions respecting basement and integral garages.

The Toronto Community Council also had before it a communication (undated) from A. C. McIntosh.

The following persons appeared before the Toronto Community Council in connection with the foregoing matter:

- Mr. David Hirsh, President, Brandy Lane Corporation; and
- Mr. David Leinster, on behalf of the Ontario Association of Landscape Architects.

On motion by Councillor Walker, the Toronto Community Council recommended to City Council that Rezoning Application No. 100011 to amend the former City of Toronto Zoning By-law Provisions respecting Basement and Integral Garages be refused.

The above recommendation carried unanimously as follows:

Yeas: Councillors Adams, Bossons, Bussin, Chow, Disero, Korwin-Kuczynski, Palacio, Pantalone, Silva and Walker – 10

**(Report No. 16, Clause No. 18)**

**8.19 Draft By-Law To Authorize The Alteration Of Bartlett Avenue From Bloor Street West To Hallam Street By The Installation Of Speed Humps With A Possible Future Reduction In Speed From 40 KM/HR To 30 KM/HR. (Davenport)**

The Toronto Community Council had before it Draft By-law to authorize the alteration of Bartlett Avenue from Bloor Street West to Hallam Street by the installation of speed humps with a possible future reduction in speed from 40 km/hr to 30 km/hr (Davenport), and Clause 44 of its Report No. 5, headed "Installation of Speed Humps – Gladstone Avenue, Bloor Street West to Shanly Street (Davenport), as adopted by the Council of the City of Toronto at its meeting held on April 11, 12 and 13, 2000.

The Toronto Community Council also had before it a report (June 27, 2000) from the Director, Transportation Services, District 1, submitting poll results.

Notice with respect to the proposed enactment of the draft by-law was advertised in a daily newspaper on August 19, 23 and 30 and September 6, 2000, and no one addressed the Toronto Community Council.

On motion by Councillor Disero, the Toronto Community Council recommended to City Council that a by-law in the form of the draft by-law be enacted.

**(Report No. 16, Clause No. 19)**

**8.20 Draft By-Law To Authorize The Alteration Of Castle Knock Road From Eglinton Avenue West To Roselawn Avenue By The Installation Of Speed Humps With A Possible Future Reduction In Speed From 40 KM/HR To 30 KM/HR. (North Toronto)**

The Toronto Community Council had before it Draft By-law to authorize the alteration of Castle Knock Road from Eglinton Avenue West to Roselawn Avenue by the installation of speed humps with a possible future reduction in speed from 40 km/hr to 30 km/hr (North Toronto), and Clause 7 of its Report No. 12, headed "Castle Knock Road, from Eglinton Avenue West to Roselawn Avenue – Proposed Installation of Speed Humps (North Toronto)", as adopted by the Council of the City of Toronto at its meeting held on September 28 and 29, 1999.

The Toronto Community Council also had before it a report (January 19, 2000) from the Director, Transportation Services District, submitting poll results.

Notice with respect to the proposed enactment of the draft by-law was advertised in a daily newspaper on August 19, 23 and 30 and September 6, 2000, and no one addressed the Toronto Community Council.

On motion by Councillor Walker, the Toronto Community Council recommended to City Council that a by-law in the form of the draft by-law be enacted.

**(Report No. 16, Clause No. 20)**

**8.21 Draft By-Law To Authorize The Alteration Of Corley Avenue From Golfview Avenue To Firstbrooke Road By The Installation Of Two Traffic Islands With Planters On The North And South Sides Of Corley Avenue Approximately 7 Metres East Of Golfview Avenue (East Toronto)**

The Toronto Community Council had before it Draft By-law to authorize the alteration of Corley Avenue from Golfview Avenue to Firstbrooke Road by the installation of two traffic islands with planters on the north and south sides of Corley Avenue approximately 7 metres east of Golfview Avenue (East Toronto), and Clause 76 of its Report No. 13, headed "Installation of Road Narrowing Islands – Corley Avenue Between Goldview Avenue and Firstbrooke Road (East Toronto)", as adopted by the Council of the City of Toronto at its meeting held on August 1, 2, 3 and 4, 2000.

Notice with respect to the proposed enactment of the draft by-law was advertised in a daily newspaper on August 19, 23 and 30 and September 6, 2000, and no one addressed the Toronto Community Council.

On motion by Councillor Bussin, the Toronto Community Council recommended to City Council that a by-law in the form of the draft by-law be enacted.

**(Report No. 16, Clause No. 21)**

**8.22 Draft By-Law To Authorize The Alteration Of Gladstone Avenue From Bloor Street West To Hallam Street By The Installation Of Speed Humps With A Possible Future Reduction In Speed From 40 KM/HR To 30 KM/HR. (Davenport)**

The Toronto Community Council had before it Draft By-law to authorize the alteration of Gladstone Avenue from Bloor Street West to Hallam Street by the installation of speed humps with a possible future reduction in speed from 40 km/hr to 30 km/hr (Davenport), and Clause 44 of its Report No. 5, headed "Installation of Speed Humps – Gladstone Avenue, Bloor Street West to Shanly Street (Davenport)", as adopted by the Council of the City of Toronto at its meeting held on April 11, 12 and 13, 2000.

The Toronto Community Council also had before it a report (June 277, 2000) from the Director, Transportation Services, District 1, submitting poll results.

Notice with respect to the proposed enactment of the draft by-law was advertised in a daily newspaper on August 19, 23 and 30 and September 6, 2000, and no one addressed the Toronto Community Council.

On motion by Councillor Disero, the Toronto Community Council recommended to City Council that a by-law in the form of the draft by-law be enacted, subject to the deletion of the speed hump to be located in front of 627 Gladstone Avenue.

**(Report No. 16, Clause No. 22)**

**8.23 Draft By-Law To Authorize The Alteration Of Hounslow Heath Road From St. Clair Avenue West To Laughton Avenue By The Installation Of Speed Humps With A Possible Future Reduction In Speed From 40 KM/HR To 30 KM/HR. (Davenport)**

The Toronto Community Council had before it Draft By-law to authorize the alteration of Hounslow Heath Road from St. Clair Avenue West to Laughton Avenue by the installation of speed humps with a possible future reduction in speed from 40 km/hr to 30 km/hr (Davenport), and Clause 2 of its Report No. 5, headed "Installation of Speed Humps – Alteration of Hounslow Heath Road from St. Clair Avenue West to Laughter Avenue (Davenport)", as adopted by the Council of the City of Toronto at its meeting held on April 11, 12 and 13, 2000.

The Toronto Community Council also had before it a report (June 27 2000) from the Director, Transportation Services District 1, submitting poll results.

Notice with respect to the proposed enactment of the draft by-law was advertised in a daily newspaper on August 19, 23 and 30 and September 6, 2000, and no one addressed the Toronto Community Council.

On motion by Councillor Disero, the Toronto Community Council recommended to City Council that a by-law in the form of the draft by-law be enacted.

**(Report No. 16, Clause No. 23)**

**8.24 Draft By-Law To Authorize The Alteration Of Lower Spadina Avenue Between Queens Quay West And Lakeshore Boulevard West By Widening The West Section (Southbound Lanes) North Of Queens Quay West By Constructing A Lay-By On The West Side Of Lower Spadina Avenue And By Altering The Existing Concrete Median/Ttc Passenger Loading Platform (Downtown)**

The Toronto Community Council had before it Draft By-law to authorize the alteration of Lower Spadina Avenue between Queens Quay West and Lakeshore Boulevard West by widening the west section (southbound lanes) north of Queens Quay West by constructing a lay-by on the west side of Lower Spadina Avenue and by altering the existing concrete median/TTC passenger loading platform (Downtown), and Clause 66 of its Report No. 11, headed "Traffic Safety on Queens Quay West and the Construction of a Lay-By (Downtown)", as adopted by the Council of the City of Toronto at its meeting held on July 4, 5 and 6, 2000.

Notice with respect to the proposed enactment of the draft by-law was advertised in a daily newspaper on August 19, 23 and 30 and September 6, 2000, and no one addressed the Toronto Community Council.

On motion by Councillor Chow, the Toronto Community Council recommended to City Council that a by-law in the form of the draft by-law be enacted.

**(Report No. 16, Clause No. 24)**

**8.25 Draft By-Law To Authorize The Alteration Of Margueretta Street Fronting Premise Nos. 61 And 63, Between College Street And Bloor Street, By The Installation Of A Traffic Island Or Planter (Trinity-Niagara)**

The Toronto Community Council had before it a Draft By-law to authorize the alteration of Margueretta Street fronting premises Nos. 61 and 63, between College Street and Bloor Street, by the installation of a traffic island or planter (Trinity-Niagara), and Clause 27 of its Report No. 13, headed "Speed Hump and Two-Way Traffic Polling Results – Margueretta Street, between College Street and Bloor Street West (Trinity-Niagara)", as



adopted by the Council of the City of Toronto at its meeting held on August 1, 2, 3 and 4, 2000.

Notice with respect to the proposed enactment of the draft by-law was advertised in a daily newspaper on August 19, 23 and 30 and September 6, 2000, and no one addressed the Toronto Community Council.

On motion by Councillor Silva, the Toronto Community Council recommended to City Council that a by-law in the form of the draft by-law be enacted.

**(Report No. 16, Clause No. 25)**

**8.26 Draft By-Law To Authorize The Alteration Of Queens Quay West West Of Lower Spadina Avenue By Widening The North Section (Westbound Lanes) By Constructing A Lay-By In Front Of Premise Nos. 460, 470 And 480 (Downtown)**

The Toronto Community Council had before it Draft By-law to authorize the alteration of Queens Quay West west of Lower Spadina Avenue by widening the north section (westbound lanes) by construction a lay-by in front of premises Nos. 460, 470 and 480 (Downtown), and Clause 66 its of Report No. 11, headed "Traffic Safety on Queens Quay West and the Construction of a Lay-By (Downtown)", as adopted by the Council of the City of Toronto at its meeting held on July 4, 5 and 6, 2000.

Notice with respect to the proposed enactment of the draft by-law was advertised in a daily newspaper on August 19, 23 and 30 and September 6, 2000, and no one addressed the Toronto Community Council.

On motion by Councillor Chow, the Toronto Community Council recommended to City Council that a by-law in the form of the draft by-law be enacted.

**(Report No. 16, Clause No. 26)**

**8.27 Draft By-Law To Authorize The Alteration Of Queens Quay West East Of Portland Street By Widening The North Section (Westbound Lanes) By Constructing A Lay-By In Front Of Premises No. 500 (Downtown)**

The Toronto Community Council had before it Draft By-law to authorize the alteration of Queens Quay West east of Portland Street by widening the north section (westbound lanes) by constructing a lay-by in front of premises No. 500 (Downtown), and Clause 66 of its Report No. 11, headed "Traffic Safety on Queens Quay West and the Construction of a Lay-By (Downtown)", as adopted by the Council of the City of Toronto at its meeting held on July 4, 5 and 6, 2000.

Notice with respect to the proposed enactment of the draft by-law was advertised in a daily newspaper on August 19, 23 and 30 and September 6, 2000, and no one addressed the Toronto Community Council.

On motion by Councillor Chow, the Toronto Community Council recommended to City Council that a by-law in the form of the draft by-law be enacted.

**(Report No. 16, Clause No. 27)**

**8.28 Draft By-Law To Authorize The Alteration Of Robert Street From Harbord Street To Russell Street By Narrowing The Pavement On The West Side At Various Locations (Downtown)**

The Toronto Community Council had before it Draft By-law to authorize the alteration of Robert Street from Harbord Street to Russell Street by narrowing the pavement on the west side at various locations (Downtown), and Clause 63 of its Report No. 11, headed "Pinch Points on Robert Street (Downtown)", as adopted by the Council of the City of Toronto at its meeting held on July 4, 5 and 6, 2000.

Notice with respect to the proposed enactment of the draft by-law was advertised in a daily newspaper on August 19, 23 and 30 and September 6, 2000, and no one addressed the Toronto Community Council.

On motion by Councillor Chow, the Toronto Community Council recommended to City Council that a by-law in the form of the draft by-law be enacted.

**(Report No. 16, Clause No. 28)**

**8.29 Draft By-Law To Authorize The Alteration Of St. Clarens Avenue From Bloor Street West To Wallace Avenue By The Installation Of Speed Humps With A Possible Future Reduction In Speed From 40 KM/HR To 30 KM/HR. (Davenport)**

The Toronto Community Council had before it Draft By-law to authorize the alteration of St. Clarens Avenue from Bloor Street West to Wallace Avenue by the installation of speed humps with a possible future reduction in speed from 40 km/hr to 30 km/hr (Davenport), and Clause 43 of its Report No. 5, headed "Installation of Speed Humps – St. Clarens Avenue, Bloor Street West to Wallace Avenue (Davenport)", as adopted by the Council of the City of Toronto at its meeting held on April 11, 12 and 13, 2000.

The Toronto Community Council also had before it a report (June 27, 2000) from the Director, Transportation Services, District 1, submitting poll results.

Notice with respect to the proposed enactment of the draft by-law was advertised in a daily newspaper on August 19, 23 and 30 and September 6, 2000, and no one addressed the Toronto Community Council.

On motion by Councillor Disero, the Toronto Community Council recommended to City Council that a by-law in the form of the draft by-law be enacted.

**(Report No. 16, Clause No. 29)**

**8.30 Somerset Avenue From Geary Avenue To Davenport Avenue – Installation Of Speed Humps (Davenport)**

The Toronto Community Council had before it a report (July 12, 2000) from the Director, Transportation Services, District 1, respecting the installation of speed humps on Somerset Avenue from Geary Avenue to Davenport Avenue and recommending that the report be received for information.

On motion by Councillor Disero, the Toronto Community Council recommended to City Council that:

- (1) approval be given to alter sections of the roadway on Somerset Avenue from Geary Avenue to Davenport Road, for traffic calming purposes as described below, with implementation subject to favourable results of the polling of affected residents pursuant to the policy related to speed hump installation as adopted by the former City of Toronto Council:

“The construction of speed humps on SOMERSET AVENUE, from Geary Avenue and Davenport Road, generally as shown on the attached print of Drawing No. 421F-5761 dated July 2000”;

- (2) the speed limit be reduced from 40 km/h to 30 km/h on Somerset Avenue from Geary Avenue to Davenport Road, coincident with the implementation of speed humps and as legislation permits; and
- (3) the appropriate City Officials be authorized and directed to take whatever action is necessary to implement the foregoing, including the introduction in Council of any Bills that are required, subject to review in the 2001 budget process.

**(Report No. 16, Clause No. 30)**

**8.31 Mackay Avenue From Greenlaw Avenue To Dufferin Street – Installation Of Speed Humps (Davenport)**

The Toronto Community Council had before it a report (July 12, 2000) from the Director, Transportation Services, District 1, respecting the installation of speed humps on Mackay Avenue from Greenlaw Avenue to Dufferin Street and recommending that the report be received for information.

The Toronto Community Council also had before it a petition (undated) with 18 signatures in support of the installation of “speed humps” on Mackay Avenue, submitted by Councillor Disero

On motion by Councillor Disero, the Toronto Community Council recommended to City Council that:

- (1) approval be given to alter sections of the roadway on Mackay Avenue, between

Greenlaw Avenue and Dufferin Street, for traffic calming purposes as described below, with implementation subject to favourable results of the polling of affected residents pursuant to the policy related to speed hump installation as adopted by the former City of Toronto Council:

“The construction of speed humps on MACKAY AVENUE, from Greenlaw Avenue and Dufferin Street, generally as shown on the attached print of Drawing No. 421F-5760 dated July 2000”;

- (2) the speed limit be reduced from 40 km/h to 30 km/h on Mackay Avenue between Greenlaw Avenue and Dufferin Street, coincident with the implementation of speed humps and as legislation permits; and
- (3) the appropriate City Officials be authorized and directed to take whatever action is necessary to implement the foregoing, including the introduction in Council of any Bills that are required, subject to review in the 2001 budget process.

**(Report No. 16, Clause No. 8)**

### **8.32 Bathurst Street And Vaughan Road/Helena Avenue – Proposed Intersection Modifications (Midtown).**

The Toronto Community Council had before it a report (August 18, 2000) from the Director, Transportation Services, District 1, respecting the proposed intersection modifications on Bathurst Street and Vaughan Road/Helena Avenue and recommending that the report be received for information.

The Toronto Community Council also had before it the following communications:

- (August 24, 2000) from Rick Whitelaw and Barbara Ackerman; and
- (August 24, 2000) from Ms. Sheila Hutchison, Hillcrest Christian Church.

On motion by Councillor Bossons, the Toronto Community Council recommended to City Council that:

- (1) Option 1 shown on Drawing No. 421F-5419 attached to the foregoing report (August 18, 2000) from the Director, Transportation Services, District 1, be approved and;
- (2) the appropriate City Officials be authorized and directed to take whatever action is necessary to implement the foregoing, including the introduction in Council of any Bills that are required, subject to review in the 2001 budget process.

On further motion by Councillor Bossons, the Toronto Community Council requested the Commissioner of Economic Development, Culture and Tourism to report directly to Council on the possibility of planting trees on the sidewalk which is to be widened.

(Letter sent to: Commissioner of Economic Development, Culture and Tourism; c.: Director, Transportation Services, District 1; Denny Budimirovic, Traffic Engineer, Traffic Operations, District 1 – Central – September 12, 2000)

**(Report No. 16, Clause No. 9)**

**8.33 Request For An Exemption From Chapter 400 Of The Former City Of Toronto Municipal Code To Permit Front Yard Parking At 86 Asquith Avenue (Midtown)**

The Toronto Community Council had before it a report (August 15, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, respecting front yard parking at 86 Asquith Avenue, and recommending that:

- (1) City Council deny the application for front yard parking at 86 Asquith Avenue;  
OR
- (2) City Council approve the application for front yard parking at 86 Asquith Avenue, subject to:
  - (a) the existing paving being removed/modified so that the parking area is paved with semi-permeable paving materials, i.e., ecostone pavers or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services;
  - (b) the parking area not exceeding 2.6 m by 5.0 m in dimension;
  - (c) the excess paving being removed so as to provide the required soft landscaping;
  - (d) a formal poll being conducted and that such poll have a favourable result;  
and
  - (e) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code.

On motion by Councillor Bossons, the Toronto Community Council recommended that City Council approve the application for front yard parking at 86 Asquith Avenue, subject to:

- (a) the existing paving being removed/modified so that the parking area is paved with semi-permeable paving materials, i.e., ecostone pavers or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services;
- (b) the parking area not exceeding 2.6 m by 5.0 m in dimension;

- (c) the excess paving being removed so as to provide the required soft landscaping; and
- (d) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 33)**

**8.34 Natural Garden Exemption Request-Toronto Municipal Code, Chapter 202 - 211 St. Germain Avenue-File No. BH#2 (North Toronto)**

The Toronto Community Council had before it a report (June 12, 2000) from the Commissioner, Urban Development Services, recommending that:

- (1) City Council grant an exemption under Municipal Code, Chapter 202, Section 202-2D to cancel the served notice and to allow a natural garden to remain at 211 St. Germain Avenue; OR
- (2) City Council confirm the served notice and direct that a second notice be given under Municipal Code, Chapter 202, Section 202-D requiring the cutting of grass and weeds, as prescribed in the regulations.

On motion by Councillor Walker, the Toronto Community Council recommended that City Council grant an exemption under Municipal Code, Chapter 202, Section 202-2D to cancel the served notice and to allow a natural garden to remain at 211 St. Germain Avenue.

**(Report No. 16, Clause No. 34)**

**8.35 Request For An Exemption From Chapter 313 Of The Former City Of Toronto Municipal Code, To Permit Residential Boulevard Parking At 115 Castlefield Avenue (North Toronto)**

The Toronto Community Council had before it a report (August 16, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, recommending that:

- (1) City Council deny the request for residential boulevard parking at 115 Castlefield Avenue; OR
- (2) City Council approve the request for residential boulevard parking at 115 Castlefield Avenue, and such approval be subject to:

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- (a) the parking area being paved with semi-permeable paving materials, i.e., ecostone pavers or approved equivalent paving treatment acceptable to the Commissioner of Works and Emergency Services;
- (b) a formal poll be conducted and that such a poll have a favourable result; and
- (c) the owner paying all applicable fees in accordance with the criteria set out in Chapter 313, Streets and Sidewalks, of the former City of Toronto Municipal Code.

On motion by Councillor Walker, the Toronto Community Council recommended that City Council approve the request for residential boulevard parking at 115 Castlefield Avenue, subject to:

- (a) the parking area being paved with semi-permeable paving materials, i.e., ecostone pavers or approved equivalent paving treatment acceptable to the Commissioner of Works and Emergency Services;
- (b) a formal poll be conducted and that such a poll have a favourable result; and
- (c) the owner paying all applicable fees in accordance with the criteria set out in Chapter 313, Streets and Sidewalks, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 35)**

**8.36 Request For An Exemption From Chapter 400 Of The Former City Of Toronto Municipal Code To Permit Front Yard Parking At 427 Brunswick Avenue (Midtown)**

The Toronto Community Council had before it a report (August 15, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, recommending that:

- (1) City Council deny the application for front yard parking at 427 Brunswick Avenue; OR
- (2) City Council approve the application for front yard parking at 427 Brunswick Avenue, subject to:
  - (a) the parking area being paved with semi-permeable paving materials, i.e., ecostone pavers or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services;
  - (b) the parking area not exceeding 2.6 m by 5.9 m in dimension;

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- (c) a formal poll being conducted and that such poll have a favourable result; and
- (d) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code.

Mr. Jim Roe, appeared before the Toronto Community Council in connection with the foregoing matter.

The Toronto Community Council recommended that City Council approve the application for front yard parking at 427 Brunswick Avenue, subject to:

On motion by Councillor Bossons:

- (a) the parking area being paved with semi-permeable paving materials, i.e., ecostone pavers or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services;
- (b) the parking area not exceeding 2.6 m by 5.9 m in dimension;

On motion by Councillor Chow:

- (c) a formal poll being conducted and that such poll have a favourable result; and

On further motion by Councillor Bossons:

- (d) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 36)**

**8.37 Request For An Exemption From Chapter 400 Of The Former City Of Toronto Municipal Code To Permit Front Yard Parking At 93 Durie Street (High Park)**

The Toronto Community Council had before it a report (August 18, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, recommending that:

- (1) City Council deny the application for front yard parking at 93 Durie Street; OR
- (2) City Council approve the application for front yard parking at 93 Durie Street, subject to:



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- (a) the parking area being paved with semi-permeable paving materials, i.e., ecostone pavers or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services;
- (b) the parking area not exceeding 2.6 m by 5.5 m in dimension; and
- (c) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code.

The following persons appeared before the Toronto Community Council in connection with the foregoing matter:

- Mr. Malcolm D'Souza, Toronto; and
- Mr. Raymond Patterson, Toronto.

On motion by Councillor Korwin-Kuczynski, the Toronto Community Council recommended that City Council approve the application for front yard parking at 93 Durie Street, subject to:

- (a) the parking area being paved with semi-permeable paving materials, i.e., ecostone pavers or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services;
- (b) the parking area not exceeding 2.6 m by 5.5 m in dimension; and
- (c) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 37)**

**8.38 Request For An Exemption From Chapter 248 Of The Former City Of Toronto Municipal Code To Permit The Existing Paving To Remain In Connection With Driveway Widening At 109 Waverley Road (East Toronto)**

The Toronto Community Council had before it a report (August 18, 2000) from the Manager, Right of Way Management, Transportation Services, District 1 recommending that:

- (1) City Council deny the request to maintain the existing paving in connection with driveway widening at 109 Waverley Road and that the applicant be required to remove or modify the existing paving and replace it with a semi-permeable material such as ecostone or approved equivalent permeable paving treatment acceptable to the Commissioner or Works and Emergency Services, in accordance with the former City of Toronto Municipal Code; OR

- (2) City Council approve the request to maintain the existing paving in connection with driveway widening at 109 Waverley Road, notwithstanding that the required landscape space cannot be provided, subject to the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 248, Parking Licences, of the former City of Toronto Municipal Code.

Mr. Grant McDaniel, Toronto, appeared before the Toronto Community Council in connection with the foregoing matter.

On motion by Councillor Bussin, the Toronto Community Council recommended that City Council approve the request to maintain the existing paving in connection with driveway widening at 109 Waverley Road, notwithstanding that the required landscape space cannot be provided, subject to the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 248, Parking Licences, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 38)**

**8.39 Request For An Exemption From Chapter 248 Of The Former City Of Toronto Municipal Code To Permit Driveway Widening At 57 Montgomery Avenue (North Toronto)**

The Toronto Community Council had before it a report (August 18, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, recommending that:

- (1) City Council deny the application for driveway widening at 57 Montgomery Avenue; OR
- (2) City Council approve the application for driveway widening at 57 Montgomery Avenue, subject to:
  - (a) The City sidewalk not being encumbered at any time and pedestrian traffic on the adjacent sidewalk being maintained at all times;
  - (b) the owner accepting full responsibility and liability with respect to the vehicle door swinging over the City sidewalk and agreeing in writing to indemnify and save harmless the City of Toronto from any action, claim, damage or loss whatsoever arising from the issuance of this licence; and
  - (c) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 248, Parking Licences, of the former City of Toronto Municipal Code.

On motion by Councillor Walker, the Toronto Community Council recommended that City Council approve the application for driveway widening at 57 Montgomery Avenue, subject to:

- (a) the City sidewalk not being encumbered at any time and pedestrian traffic on the adjacent sidewalk being maintained at all times;
- (b) the owner accepting full responsibility and liability with respect to the vehicle door swinging over the City sidewalk and agreeing in writing to indemnify and save harmless the City of Toronto from any action, claim, damage or loss whatsoever arising from the issuance of this licence; and
- (c) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 248, Parking Licences, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 39)**

**8.40 Request For An Exemption From Chapter 248 Of The Former City Of Toronto Municipal Code To Permit Driveway Widening At 45 Montgomery Avenue (North Toronto)**

The Toronto Community Council had before it a report (August 18, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, recommending that:

- (1) City Council deny the application for driveway widening at 45 Montgomery Avenue; OR
- (2) City Council approve the application for driveway widening at 45 Montgomery Avenue, subject to:
  - (a) the parking area not exceeding 2.6 m by 5.9 m in dimension;
  - (b) the parking area being paved with semi-permeable paving materials, i.e., ecostone pavers or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services; and
  - (c) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 248, Parking Licences, of the former City of Toronto Municipal Code; OR
- (3) City Council approve the application for driveway widening at 45 Montgomery Avenue, notwithstanding that the existing paving does not meet the City's paving specifications and that the required landscaped space and setback areas will not be provided, subject to:

- (a) the parking area not exceeding 2.6 m by 5.9 m in dimension; and
- (b) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 248, Parking Licences, of the former City of Toronto Municipal Code.

Mrs. Edith Wallace, Toronto, appeared before the Toronto Community Council in connection with the foregoing matter.

On motion by Councillor Walker, the Toronto Community Council recommended that City Council approve the application for driveway widening at 45 Montgomery Avenue, notwithstanding that the existing paving does not meet the City's paving specifications and that the required landscaped space and setback areas will not be provided, subject to:

- (a) the parking area not exceeding 2.6 m by 5.9 m in dimension; and
- (b) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 248, Parking Licences, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 40)**

**8.41 Appeal Of Denial Of Application For A Boulevard Café – Sheridan Avenue Flank Of 1151 College Street (Trinity-Niagara)**

The Toronto Community Council had before it a report (August 8, 2000) from the Acting District Manager, Municipal Licensing and Standards recommending that:

- (1) City Council deny the application for a boulevard café on the Sheridan Avenue flank of 1151 College Street; OR
- (2) City Council approve the application for a boulevard café on the Sheridan Avenue flank of 1151 College Street, notwithstanding the negative result of the public poll, and that such approval be subject to the applicant complying with the criteria set out in § 313-36 of Municipal Code Chapter 313, Streets and Sidewalks, of the former City of Toronto Municipal Code.

On motion by Councillor Pantalone, the Toronto Community Council recommended that City Council approve the application for a boulevard café on the Sheridan Avenue flank of 1151 College Street, notwithstanding the negative result of the public poll, subject to the applicant complying with the criteria set out in § 313-36 of Municipal Code Chapter 313, Streets and Sidewalks, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 41)**

**8.42 Appeal Of Denial Of Application For A Boulevard Café – Fronting 2711 Yonge Street (North Toronto)**

The Toronto Community Council had before it a report (August 11, 2000) from the Acting District Manager, Municipal Licensing and Standards, recommending that:

- (1) City Council deny the application for a boulevard café at 2711 Yonge Street; OR
- (2) City Council approve the application for a boulevard café at 2711 Yonge Street, as illustrated in Attachment No. 1, notwithstanding the negative response to the public notice, and that such approval be subject to the applicant complying with the criteria set out in § 313-36 of Municipal Code Chapter 313, Streets and Sidewalks, of the former City of Toronto Municipal Code.

The Toronto Community Council also had before it the following communications:

- (August 31, 2000) from Mr. George and Ms. Carol Roberts;
- (September 6, 2000) from Mr. John Toles, Chairman, Parking and Security committee, Lawrence Park Condominium MTCC 1172; and
- Petition (undated) with 31 signatures objecting to the granting of the application for a boulevard café at 2711 Yonge Street, Assaggio's Restaurant, submitted by Mr. George Roberts.

The following persons appeared before the Toronto Community Council in connection with the foregoing matter:

- Mr. R. Baxter, President, Baxter Structures; and
- Mr. George Roberts, Toronto.

On motion by Councillor Bossons, the Toronto Community Council recommended that:

- (1) City Council approve the application for a boulevard café at 2711 Yonge Street, as illustrated in Attachment No. 1 of the foregoing report (August 11, 2000) from the Acting District Manager, Municipal Licensing and Standards, notwithstanding the negative response to the public notice, subject to the applicant complying with the criteria set out in § 313-36 of Municipal Code Chapter 313, Streets and Sidewalks, of the former City of Toronto Municipal Code; and
- (2) the Commissioner of Urban Development Services report to the Toronto Community Council on the operation of the boulevard café at the end of the 2001 café season.

A motion by Councillor Walker, to submit this matter without recommendation, was voted on and lost.

**(Report No. 16, Clause No. 42)**

**8.43 Maintenance Of Wrought Iron Fence Fronting 343 Lippincott Street (Downtown)**

The Toronto Community Council had before it a report (August 18, 2000) from the City Clerk forwarding Clause 12 of Report No. 13 of the Toronto Community Council, headed "Maintenance of Wrought Iron Fence Fronting 343 Lippincott Street (Downtown)", which City Council on August 1, 2, 3 and 4, 2000, referred back to the Toronto Community Council for further consideration, and requested staff from the City's fence mediation office to meet with the applicant and the nearby landowners in order to determine if the concerns raised can be resolved with the assistance of the fence mediator.

The Toronto Community Council also had before it a report (September 6, 2000) from the Manager, Right of Way Management, Transportation Services, District 1.

The following persons appeared before the Toronto Community Council in connection with the foregoing matter:

- Mr. Selwyn McSween, Legge and Legge, representing the applicant; and
- Ms. Samiha Abdel Sayed, Toronto.

On motion by Councillor Chow, the Toronto Community Council recommended to City Council the adoption of the report (June 20, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, contained in Clause 12 of Report No. 13 of the Toronto Community Council.

**(Report No. 16, Clause No. 43)**

**8.44 Request For An Exemption From Chapter 400 Of The Former City Of Toronto Municipal Code To Permit Front Yard Parking At 499 Brunswick Avenue (Midtown)**

The Toronto Community Council had before it a report (August 18, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, recommending that:

- (1) City Council deny the application for front yard parking at 499 Brunswick Avenue; OR
- (2) City Council approve the application for front yard parking at 499 Brunswick Avenue, subject to:
  - (a) the parking area not exceeding 2.6 m by 5.9 m in dimension;

- (b) the parking area being paved with semi-permeable paving materials, i.e., ecostone pavers or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services; and
- (c) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code.

Ms. Jennifer Bradley Reid, Toronto, appeared before the Toronto Community Council in connection with the foregoing matter.

On motion by Councillor Bossons, the Toronto Community Council recommended that City Council approve the application for front yard parking at 499 Brunswick Avenue, subject to:

- (a) the parking area not exceeding 2.6 m by 5.9 m in dimension;
- (b) the parking area being paved with semi-permeable paving materials, i.e., ecostone pavers or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services; and
- (c) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 44)**

**8.45 Request For An Exemption From Chapter 400 Of The Former City Of Toronto Municipal Code To Permit Front Yard Parking At 194 Fairview Avenue (High Park)**

The Toronto Community Council had before it a report (August 18, 2000) from the Manager, Right of Way Management, Transportation Services, District 1 recommending that:

- (1) City Council deny the application for front yard parking at 194 Fairview Avenue;  
OR
- (2) City Council approve the application for front yard parking at 194 Fairview Avenue, notwithstanding the negative result of the public poll, subject to:
  - (a) the parking area not exceeding 2.6 m by 4.8 m in dimension;
  - (b) the existing concrete paving being removed and the parking area being paved with semi-permeable paving materials, i.e., ecostone pavers or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services; and

- (c) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 400, Parking Licences, of the former City of Toronto Municipal Code.

Ms. Pauline Thornton, Toronto, appeared before the Toronto Community Council in connection with the foregoing matter.

On motion by Councillor Korwin-Kuczynski, the Toronto Community Council recommended that City Council approve the application for front yard parking at 194 Fairview Avenue, notwithstanding the negative result of the public poll, subject to:

- (a) the parking area not exceeding 2.6 m by 4.8 m in dimension;
- (b) the existing concrete paving being removed and the parking area being paved with semi-permeable paving materials, i.e., ecostone pavers or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services; and
- (c) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 400, Parking Licences, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 45)**

**8.46 Request For An Exemption From Chapter 248 Of The Former City Of Toronto Municipal Code To Permit The Existing Paving To Remain In Connection With Driveway Widening At 460 Hillsdale Avenue East (North Toronto)**

The Toronto Community Council had before it a report (August 17, 2000) from the Manager, Right of Way Management, Transportation Services, District 1 recommending that:

- (1) City Council deny the request to maintain the existing paving in connection with driveway widening at 460 Hillsdale Avenue East and that the applicant be required to remove or modify the existing paving and replace it with a semi-permeable material such as ecostone or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services, in accordance with the former City of Toronto Municipal Code; OR
- (2) City Council approve the request to maintain the existing paving in connection with driveway widening at 460 Hillsdale Avenue East, subject to the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 248, Parking Licences, of the former City of Toronto Municipal Code.

On motion by Councillor Walker, the Toronto Community Council recommended that City Council approve the request to maintain the existing paving in connection with



driveway widening at 460 Hillsdale Avenue East, subject to the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 248, Parking Licences, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 46)**

**8.47 Appeal Of Denial Of Application For A Boulevard Café – 169 Niagara Street (Trinity-Niagara)**

The Toronto Community Council had before it a report (August 11, 2000) from the District Manager, Municipal Licensing and Standards, recommending that:

- (1) City Council deny the application for a boulevard café at 169 Niagara Street; and the applicant be required to remove the existing canopy and fence; OR
- (2) City Council approve the application for a boulevard café at 169 Niagara Street, notwithstanding the negative result of the public poll, and that such approval be subject to the applicant complying with the criteria set out in § 313-36 of Municipal Code Chapter 313, Streets and Sidewalks, of the former City of Toronto Municipal Code and be subject to the removal of the canopy and relocate the existing fence to the perimeter of the proposed café area.

On motion by Councillor Silva, the Toronto Community Council recommended that City Council approve the application for a boulevard café at 169 Niagara Street, notwithstanding the negative result of the public poll, subject to the applicant complying with the criteria set out in § 313-36 of Municipal Code Chapter 313, Streets and Sidewalks, of the former City of Toronto Municipal Code and to the removal of the canopy and the relocation of the existing fence to the perimeter of the proposed café area.

**(Report No. 16, Clause No. 47)**

**8.48 Request For An Exemption From Chapter 400 Of The Former City Of Toronto Municipal Code To Permit The Existing Paving To Remain In Connection With Front Yard Parking At 12 Alpine Avenue (Davenport)**

The Toronto Community Council had before it a report (August 22, 2000) from the Manager, Right of Way Management, Transportation Services, District 1 recommending that:

- (1) (a) City Council deny the request to maintain the existing paving in connection with front yard parking at 12 Alpine Avenue and that the applicant be required to remove or modify the existing paving and replace it with permeable material such as ecostone or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services; and

- (b) the owner paying all applicable fees and complying with all other criteria set out in Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code; OR
- (2) City Council approve the request to maintain the existing paving in connection with front yard parking at 12 Alpine Avenue, subject to the owner paying all applicable fees and complying with all other criteria set out Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code.

On motion by Councillor Disero, the Toronto Community Council recommended that City Council approve the request to maintain the existing paving in connection with front yard parking at 12 Alpine Avenue, subject to the owner paying all applicable fees and complying with all other criteria set out Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 48)**

**8.49 Request For An Exemption From Chapter 400 Of The Former City Of Toronto Municipal Code To Permit Front Yard Parking At 89 Leuty Avenue (East Toronto)**

The Toronto Community Council had before it a report (August 22, 2000) from the Manager, Right of Way Management, Transportation Services, District 1 recommending that:

- (1) City Council deny the application for front yard parking at 89 Leuty Avenue since 2 years have not passed since the last poll, which resulted in a negative response, as required in the Municipal Code; OR
- (2) City Council approve the application for front yard parking at 89 Leuty Avenue, in accordance with the Code, notwithstanding that the 2 year period from the date of the last poll, which resulted in a negative response has not lapsed, subject to:
  - (a) a formal poll being conducted and that such poll has a favourable result; and
  - (b) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code.

On motion by Councillor Bussin, the Toronto Community Council recommended that City Council approve the application for front yard parking at 89 Leuty Avenue, in accordance with the Code, notwithstanding that the 2 year period from the date of the last poll, which resulted in a negative response, has not lapsed, subject to:

- (a) a formal poll being conducted and that such poll has a favourable result; and

- (b) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 49)**

**8.50 Request For An Exemption From Chapter 248 Of The Former City Of Toronto Municipal Code To Permit Driveway Widening For Two Vehicles At 128 Silver Birch Avenue (East Toronto)**

The Toronto Community Council had before it a report (August 22, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, recommending that:

- (1) City Council deny the request to permit driveway widening for two vehicles at 128 Silver Birch Avenue; OR
- (2) City Council approve the request for driveway widening for two vehicles at 128 Silver Birch Avenue, parking side by side, notwithstanding that the required landscaped open space cannot be provided, subject to:
  - (a) the applicant maintaining the existing paved area; and
  - (b) the applicant, paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 248, Parking Licences, of the former City of Toronto Municipal Code.

Ms. Carole Wilson, Toronto, appeared before the Toronto Community Council in connection with the foregoing matter.

On motion by Councillor Bussin, the Toronto Community Council recommended that City Council approve the request for driveway widening for two vehicles at 128 Silver Birch Avenue, parking side by side, notwithstanding that the required landscaped open space cannot be provided, subject to:

- (a) the applicant maintaining the existing paved area; and
- (b) the applicant, paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 248, Parking Licences, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 50)**

**8.51 Request For An Exemption From Chapter 400 Of The Former City Of Toronto Municipal Code To Permit Front Yard Parking For Two Vehicles At 8-10 Gladstone Avenue (Trinity-Niagara)**

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The Toronto Community Council had before it a report (August 21, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, recommending that:

- (1) City Council deny the application for front yard parking at 8-10 Gladstone Avenue; OR
- (2) City Council approve the application for front yard parking at 8-10 Gladstone Avenue, notwithstanding that the required landscaped open space will not be provided, subject to:
  - (a) the City sidewalk not being encumbered at any time and pedestrian traffic on the sidewalk being maintained at all times;
  - (b) the owner accepting full responsibility and liability with respect to the vehicle door swinging over the City sidewalk and agreeing in writing to indemnify and save harmless the City of Toronto from any action, claim, damage or loss whatsoever arising from the issuance of this licence;
  - (c) all excess paving be removed and restored to soft landscaping, i.e., planting area or sod;
  - (d) the existing asphalt paving being removed and replaced with semi-permeable paving materials, i.e., ecostone pavers or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services;
  - (e) the parking area for each space not exceeding 2.6 m by 5.9 m in dimension;
  - (f) a formal poll being conducted and that such poll has a favourable result; and
  - (g) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code; OR
- (3) City Council approve the application for front yard parking at 8-10 Gladstone Avenue, notwithstanding that the required permeable paving and landscaped open space will not be provided, subject to:
  - (a) the City sidewalk not being encumbered at any time and pedestrian traffic on the sidewalk being maintained at all times;
  - (b) the owner accepting full responsibility and liability with respect to the vehicle door swinging over the City sidewalk and agreeing in writing to

indemnify and save harmless the City of Toronto from any action, claim, damage or loss whatsoever arising from the issuance of this licence;

- (c) the parking area for each space not exceeding 2.6 m by 5.9 m in dimension;
- (d) a formal poll being conducted and that such poll has a favourable result; and
- (e) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code.

On motion by Councillor Silva, the Toronto Community Council recommended that City Council approve the application for front yard parking at 8-10 Gladstone Avenue, notwithstanding that the required landscaped open space will not be provided, subject to:

- (a) the City sidewalk not being encumbered at any time and pedestrian traffic on the sidewalk being maintained at all times;
- (b) the owner accepting full responsibility and liability with respect to the vehicle door swinging over the City sidewalk and agreeing in writing to indemnify and save harmless the City of Toronto from any action, claim, damage or loss whatsoever arising from the issuance of this licence;
- (c) all excess paving be removed and restored to soft landscaping, i.e., planting area or sod;
- (d) the existing asphalt paving being removed and replaced with semi-permeable paving materials, i.e., ecostone pavers or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services;
- (e) the parking area for each space not exceeding 2.6 m by 5.9 m in dimension;
- (f) a formal poll being conducted and that such poll has a favourable result; and
- (g) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 51)**

**8.52 181 St. Clements Avenue – Removal Of Private Trees** (North Toronto)

The Toronto Community Council had before it a report (July 4, 2000) from the Commissioner, Economic Development, Culture and Tourism, respecting the removal of private trees at No. 181 St. Clements Avenue and recommending that:

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- (1) a permit for removal of six privately owned trees and injury of two privately owned trees be refused and removal or injury of City trees be refused; or
- (2) a permit for private tree removal be issued conditional on i) the trees in question not being removed until permitted construction and/or demolition related activities in accordance with plans approved under the building permit application for the subject project commence which warrant the destruction of the trees. ii) the applicant planting replacement trees to the satisfaction of the Commissioner of Economic Development, Culture and Tourism; and removal or injury of any City trees be conditional on the applicant paying the value of the City tree(s), all removal costs and the cost to plant replacement tree(s).

The Toronto Community Council also had before it a communication (September 5, 2000) from Councillor Johnston.

The following persons appeared before the Toronto Community Council in connection with the foregoing matter:

- Mr. Cam MacDonald, Toronto;
- Ms. Di Paget-Dellio, Toronto; and
- Mr. Adam Brown, Brown, Dryer, Karol, on behalf of the applicant.

On motion by Councillor Silva, the Toronto Community Council recommended that a permit for private tree removal at 181 St. Clements Avenue be issued conditional on:

- (a) the Ontario Municipal Board issuing a decision in favour of the development proposed for the site;
- (b) the trees in question not being removed until permitted construction and/or demolition related activities in accordance with plans approved under the building permit application for the subject project commence which warrant the destruction of the trees;
- (c) the applicant planting replacement trees to the satisfaction of the Commissioner of Economic Development, Culture and Tourism; and removal or injury of any City trees be conditional on the applicant paying the value of the City tree(s), all removal costs and the cost to plant replacement tree(s); and
- (d) two additional trees being planted, at the applicant's cost, on St. Clements Avenue, to the satisfaction of the Commissioner of Economic Development, Culture and Tourism.

The above recommendation carried on the following division of votes:

Yeas: Councillors Bossons, Disero, Korwin-Kuczynski, Palacio and Silva – 5

Nays: Councillors Rae, Bussin and Walker – 3

A motion by Councillor Walker, to defer consideration of this matter until the first meeting of the Toronto Community Council after the Ontario Municipal Board has issued its decision respecting the proposed development, was lost on the following tie vote:

Yeas: Councillors Rae, Bussin, Palacio and Walker – 4

Nays: Councillors Bossons, Disero, Korwin-Kuczynski and Silva – 4

**(Report No. 16, Clause No. 52)**

**8.53 Request For An Exemption From Chapter 400 Of The Former City Of Toronto Municipal Code To Permit Front Yard Parking For Two Vehicles And The Existing Paving To Remain At 104a Glenview Avenue (North Toronto)**

The Toronto Community Council had before it a report (August 21, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, recommending that:

- (1) City Council deny the application for front yard parking for two vehicles and to maintain the existing concrete paving at 104A Glenview Avenue; OR
- (2) City Council approve the application for front yard parking for two vehicles and permit the existing concrete paving to remain at 104A Glenview Avenue, subject to the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code.

On motion by Councillor Walker, the Toronto Community Council recommended that City Council approve the application for front yard parking for two vehicles and permit the existing concrete paving to remain at 104A Glenview Avenue, subject to the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 53)**

**8.54 Request For An Exemption From Chapter 400 Of The Former City Of Toronto Municipal Code To Permit Front Yard Parking At 85 Perth Avenue (High Park)**

The Toronto Community Council had before it a report (August 21, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, recommending that:

- (1) City Council deny the application for front yard parking at 85 Perth Avenue; OR

- (2) City Council approve the application for front yard parking at 85 Perth Avenue, subject to:
- (a) the parking area being paved with semi-permeable paving materials, i.e., ecostone pavers or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services;
  - (b) the parking area not exceeding 1.72 m by 5.0 m in dimension;
  - (c) a formal poll being conducted and that such poll have a favourable result; and
  - (d) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code.

On motion by Councillor Korwin-Kuczynski, the Toronto Community Council recommended that City Council approve the application for front yard parking at 85 Perth Avenue, subject to:

- (a) the parking area being paved with semi-permeable paving materials, i.e., ecostone pavers or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services;
- (b) the parking area not exceeding 1.72 m by 5.0 m in dimension;
- (c) a formal poll being conducted and that such poll have a favourable result; and
- (d) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 54)**

**8.55 Request For An Exemption From Chapter 313 Of The Former City Of Toronto Municipal Code To Permit Residential Boulevard Parking At 33 Prust Avenue (East Toronto)**

The Toronto Community Council had before it a report (August 21, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, recommending that:

- (1) City Council deny the request for residential boulevard parking at 33 Prust Avenue ; OR
- (2) City Council approve the request for residential boulevard parking at 33 Prust Avenue, subject to:



- (a) the owner paving the parking area with semi-permeable paving materials, i.e., ecostone pavers or approved equivalent paving treatment acceptable to the Commissioner of Works and Emergency Services;
- (b) the parking area not exceeding 2.6 m by 5.0 m in dimension;
- (c) not more than one vehicle being licensed to park on the boulevard;
- (d) a formal poll being conducted and that such a poll have a favourable result; and
- (e) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 313, Streets and Sidewalks, of the former City of Toronto Municipal Code.

The Toronto Community Council also had before it a communication (September 1, 2000) from Mr. E. Steven Wilson, applicant.

On motion by Councillor Bussin, the Toronto Community Council recommended that City Council approve the request for residential boulevard parking at 33 Prust Avenue, subject to:

- (a) the owner paving the parking area with semi-permeable paving materials, i.e., ecostone pavers or approved equivalent paving treatment acceptable to the Commissioner of Works and Emergency Services;
- (b) the parking area not exceeding 2.6 m by 5.0 m in dimension;
- (c) not more than one vehicle being licensed to park on the boulevard;
- (d) a formal poll being conducted and that such a poll have a favourable result; and
- (e) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 313, Streets and Sidewalks, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 55)**

**8.56 Request For An Exemption From Chapter 313 Of The Former City Of Toronto Municipal Code To Permit Residential Boulevard Parking At 150 Heath Street East (Midtown)**

The Toronto Community Council had before it a report (August 22, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, recommending that:

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- (1) City Council deny the request for residential boulevard parking at 150 Heath Street East; OR
- (2) City Council approve the request for residential boulevard parking at 150 Heath Street East, subject to:
  - (a) the existing concrete paving being removed and the parking area being paved with semi-permeable paving materials, i.e, ecostone pavers or approved equivalent paving treatment acceptable to the Commissioner of Works and Emergency Services;
  - (b) the parking area not exceeding 2.6 m by 5.9 m in dimension; and
  - (c) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 313, Streets and Sidewalks, of the former City of Toronto Municipal Code; OR
- (3) City Council approve the request for residential boulevard parking at 150 Heath Street East, notwithstanding that the existing paving does not meet the City specifications for permeable paving, subject to:
  - (a) the applicant maintaining the existing concrete paving area to a maximum area of 2.6 m by 5.9 m; and
  - (b) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 313, Streets and Sidewalks, of the former City of Toronto Municipal Code.

Dr. Russell Tate, Toronto, appeared before the Toronto Community Council in connection with the foregoing matter.

On motion by Councillor Bossons, the Toronto Community Council recommended that City Council approve the request for residential boulevard parking at 150 Heath Street East, subject to:

- (a) the existing concrete paving being removed and the parking area being paved with semi-permeable paving materials, i.e, ecostone pavers or approved equivalent paving treatment acceptable to the Commissioner of Works and Emergency Services;
- (b) the parking area not exceeding 2.6 m by 5.9 m in dimension; and
- (c) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 313, Streets and Sidewalks, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 56)**

**8.57 Request For An Exemption From Chapter 400 Of The Former City Of Toronto Municipal Code To Permit Front Yard Parking For Two Vehicles At 2 Walder Avenue (North Toronto)**

The Toronto Community Council had before it a report (August 21, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, recommending that:

- (1) City Council deny the application for front yard parking for two vehicles at 2 Walder Avenue; OR
- (2) City Council approve the application for front yard parking for two vehicles at 2 Walder Avenue, subject to:
  - (a) the parking area for both spaces not exceeding 2.6 m by 11.6 m in dimension;
  - (b) the applicant removing the existing asphalt paving and paving the parking area for the two vehicles using semi-permeable paving materials, i.e., ecostone pavers or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services; and
  - (c) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code.

On motion by Councillor Walker, the Toronto Community Council recommended that City Council approve the application for front yard parking for two vehicles at 2 Walder Avenue, subject to:

- (a) the parking area for both spaces not exceeding 2.6 m by 11.6 m in dimension;
- (b) the applicant removing the existing asphalt paving and paving the parking area for the two vehicles using semi-permeable paving materials, i.e., ecostone pavers or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services; and
- (c) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 57)**

**8.58 Request For An Exemption From Chapter 248 Of The Former City Of Toronto Municipal Code To Permit Driveway Widening For Two Vehicles At 30 Astley Avenue (Midtown)**

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The Toronto Community Council had before it a report (August 21, 2000) from the Manager, Right of Way Management, Transportation Services, District 1 recommending that:

- (1) City Council deny the application for driveway widening for two vehicles at 30 Astley Avenue; OR
- (2) City Council approve the application for driveway widening for two vehicles at 30 Astley Avenue, subject to:
  - (a) the parking area for both spaces not exceeding 2.6 m by 9.67 m in dimension;
  - (b) the applicant altering the existing verandah steps in order to accommodate the second vehicle;
  - (c) the parking area being paved using semi-permeable materials, i.e., ecostone pavers or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services; and
  - (d) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 248, Parking Licences, of the former City of Toronto Municipal Code.

Ms. Jo-Anne Boluk, Toronto, appeared before the Toronto Community Council in connection with the foregoing matter.

On motion by Councillor Bossons, the Toronto Community Council recommended that City Council approve the application for driveway widening for two vehicles at 30 Astley Avenue, subject to:

- (a) the parking area for both spaces not exceeding 2.6 m by 9.67 m in dimension;
- (b) the applicant altering the existing verandah steps in order to accommodate the second vehicle;
- (c) the parking area being paved using semi-permeable materials, i.e., ecostone pavers or approved equivalent permeable paving treatment acceptable to the Commissioner of Works and Emergency Services;
- (d) the applicant planting a shade tree at the front of the lot; and
- (e) the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 248, Parking Licences, of the former City of Toronto Municipal Code.

**(Report No. 16, Clause No. 58)**

**8.59 Request For An Exemption From Chapter 313 Of The Former City Of Toronto Municipal Code To Permit Commercial Boulevard Parking Fronting 504 Wellington Street West (Downtown)**

The Toronto Community Council had before it a report (August 22, 2000) from the Manager, Right of Way Management, Transportation Services, District 1, recommending that:

- (1) City Council approve a technical amendment to the former City of Toronto Municipal Code Chapter 313, § 313-39(F), to reflect the previous amendments to the former City of Toronto Zoning By-law No. 438-86, implementing the new RA, Q and MCR zoning designations;
- (2)
  - (a) City Council deny the application for commercial boulevard parking fronting 504 Wellington Street West; OR
  - (b) City Council approve the application for commercial boulevard parking fronting 504 Wellington Street West, subject to the applicant paying all applicable fees and complying with all other criteria set out in Municipal Code Chapter 313, Streets and Sidewalks; and
- (3) the appropriate City officials be requested to take the necessary action to give effect thereto, including the introduction of all necessary bills.

On motion by Councillor Rae, with Councillor Korwin-Kuczynski in the Chair, the Toronto Community Council recommended that:

- (1) City Council approve a technical amendment to the former City of Toronto Municipal Code Chapter 313, § 313-39(F), to reflect the previous amendments to the former City of Toronto Zoning By-law No. 438-86, implementing the new RA, Q and MCR zoning designations;
- (2) City Council deny the application for commercial boulevard parking fronting 504 Wellington Street West; and
- (3) the appropriate City officials be requested to take the necessary action to give effect thereto, including the introduction of all necessary bills.

**(Report No. 16, Clause No. 59)**

**8.60 Harmonization Of The Property Standards By-Law**

The Toronto Community Council had before it a report (June 15, 2000) from the City Clerk, Planning and Transportation Committee forwarding the draft harmonized Property Standards By-law attached to the report (May 30, 2000) from the Commissioner, Urban

Development Services to all Community Councils for their review and comment back to the Planning and Transportation Committee.

Mr. Brad Butt, Executive Director, Greater Toronto Apartment Association, appeared before the Toronto Community Council in connection with the foregoing matter.

On motion by Councillor Pantalone, the Toronto Community Council recommended to the Planning and Transportation Committee the endorsement of the draft harmonized Property Standards By-law attached to the report (May 30, 2000) from the Commissioner of Urban Development Services.

(Letter sent to: Planning and Transportation Committee – September 7, 2000)

**(Report No. 16, Clause No. 97(c))**

**8.61 Lester B. Pearson International Airport (LBPIA) Noise Monitoring And Impact Review And Assessment**

The Toronto Community Council had before it a report (June 16, 2000) from the City Clerk requesting the Toronto Community Council to review and comment on the Lester B. Pearson International Airport (LBPIA) Noise Monitoring and Impact Review and Assessment.

The Toronto Community Council also had before it the following reports/communications:

- (July 17, 2000) from Pat Findlay, Toronto Airport Watch;
- (July 26, 2000) from City Clerk, Etobicoke Community Council advising that it had:
  - (1) recommended to City Council that:
    - (a) an Airport Task Force be established, with a wide membership and comprised of Members of Council;
    - (b) the Chief Administrative Officer, in consultation with the appropriate City officials, be requested to submit a report to the Policy and Finance Committee on terms of reference for such Task Force, including composition, staff resources, and a budget that includes access to expert advice; and
    - (c) the City Solicitor, in consultation with the appropriate City officials, be requested to submit a report to the Policy and Finance Committee on:

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- (i) the possibility of amending the Building Code to reduce the impact of the noise created by the Lester B. Pearson International Airport on the surrounding community; and
  - (ii) the function of the Greater Toronto Airports Authority Noise Management Committee and options for making it more effective and relevant in reducing aircraft noise and in having a more independent, autonomous role; and
- (2) directed that all of the written submissions received by the Etobicoke Community Council be referred to the Commissioner of Works and Emergency Services for consideration with the comments from all the other stakeholders, with a request that he submit recommendations thereon to the appropriate Committee;
- Clause 13 of Etobicoke Community Council Report No. 9, titled, "Lester B. Pearson International Airport (LBPIA) Noise Monitoring and Impact Review and Assessment (Wards 2, 3, 4 and 5)", which was amended and adopted by City Council at its meeting held on August 1, 2, 3 and 4, 2000;
  - (September 7, 2000) from Mr. Richard H. Boehnke, Etobicoke;
  - (undated) from Mr. Ian Sillers, Etobicoke; and
  - (September 7, 2000) from Ms. Sylvia Giovanella, President, Etobicoke Federation of Residents and Ratepayers.

The following persons appeared before the Toronto Community Council in connection with the foregoing matter:

- Mr. Richard Boehnke, Etobicoke Federation of Ratepayers' & Residents' Association;
- Mr. Duncan Ian Sillers, Etobicoke Federation of Ratepayers' & Residents' Association;
- Ms. Sylvia Giovanella, Etobicoke Federation of Ratepayers' & Residents' Association; and
- Mr. Jerry Shiner, Toronto.

On motion by Councillor Korwin-Kuczynski, the Toronto Community Council received the foregoing in view of Council's action with respect to this matter on August 1, 2, 3 and 4, 2000 (Etobicoke Community Council Report No. 9, Clause 13).

**(Report No. 16, Clause No. 97(p))**

**8.62 Preliminary Report: Application No. 100015 To Amend The Official Plan And Zoning By-Law With Respect To Toronto General Hospital (University Health Network), To Approve Building Envelopes And Development Guidelines For Additional Buildings On The North Portion Of The Site In Conjunction With The Existing Historical Building At 101 College Street (Downtown).**

The Toronto Community Council had before it a report (August 14, 2000) from the Director, Community Planning, South District respecting the preliminary report on Official Plan and Zoning By-law Application No. 100015 for the Toronto General Hospital (University Health Network) at 101 College Street and recommending that:

- (1) Staff be directed to schedule a community consultation meeting together with the Ward Councillor.
- (2) Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
- (3) Notice for the Public Meeting under the Planning Act be given according to the regulations under the Planning Act.

On motion by Councillor Adams, the Toronto Community Council adopted the foregoing preliminary report.

(Letter sent to: Commissioner of Urban Planning and Development Services; Executive Director and Chief Planner – No Encl. – Commissioner of Works and Emergency Services; Toronto Community Council Solicitor, Attention: Sylvia Watson; Director, City Planning; Chief Building Official; Director of Policy and Development, Policy and Development Division, Economic Development, Culture & Tourism Department; Director, Housing Operations; Director, Property Services; City Surveyor; Fire Chief; Parking Authority of Toronto; Toronto Catholic School Board; Toronto District School Board; Metropolitan Toronto Police – Attention: Sergeant Paul Cocksedge – Encl. – All Interested Persons – No Encl.; c.: Helen Coombs, Urban Development Services – No Encl. – September 15, 2000)

**(Report No. 16, Clause No. 97(d))**

**8.63 Preliminary Report On Application No. 299012 To Amend The Official Plan And Zoning By-Law To Convert A Portion Of The Existing Riverdale Presbyterian Church Into 32 Dwelling Units With An Indoor Parking Garage At 662 Pape Avenue (Don River).**

The Toronto Community Council had before it a report (July 20, 2000) from the Director, Community Planning, South District, respecting the preliminary report on Official Plan and Zoning By-law Application No. 299012 for the conversion of a portion of the existing Riverdale Presbyterian Church at 662 Pape Avenue and recommending that:



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- (1) Staff be directed to schedule a community consultation meeting together with the Ward Councillors.
- (2) Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
- (3) Notice for the Public Meeting under the Planning Act be given according to the regulations under the Planning Act.

On motion by Councillor Silva, the Toronto Community Council adopted the foregoing preliminary report.

(Letter sent to: Commissioner of Urban Planning and Development Services; Executive Director and Chief Planner – No Encl. – Commissioner of Works and Emergency Services; Toronto Community Council Solicitor, Attention: Sylvia Watson; Director, City Planning; Chief Building Official; Director of Policy and Development, Policy and Development Division, Economic Development, Culture & Tourism Department; Director, Housing Operations; Director, Property Services; City Surveyor; Fire Chief; Parking Authority of Toronto; Toronto Catholic School Board; Toronto District School Board; Metropolitan Toronto Police – Attention: Sergeant Paul Cocksedge – Encl. – All Interested Persons – No Encl.; c.: Lori Martin, Urban Development Services – No Encl. – September 15, 2000)

**(Report No. 16, Clause No. 97(e))**

**8.64 508 Yonge Street, Application No. 900053: Request For Approval Of Variances From Chapter 297, Signs, Of The Former City Of Toronto Municipal Code (Downtown).**

The Toronto Community Council had before it a report (August 4, 2000) from the Commissioner of Urban Development Services, recommending that:

- (1) City Council approve application No. 900053 for minor variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for third party advertising purposes, an illuminated fascia sign on the north elevation of a 3-storey listed historical building at 508 Yonge Street.
- (2) the applicant be advised, upon approval of Application No. 900053, of the requirement to obtain the necessary permits from the Commissioner of Urban Development Services.

On motion by Councillor Silva, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 64)**

**8.65 135 Cumberland Street, Application No. 900014: Request For Approval Of Variances From Chapter 297, Signs, Of The Former City Of Toronto Municipal Code (Midtown)**

The Toronto Community Council had before it a report (August 15, 2000) from the Commissioner of Urban Development Services, recommending that:

- (1) City Council approve Application No. 900014 for minor variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to maintain four illuminated fascia signs, for third party advertising purposes, on the east wall of the north entrance to the Bay/Bloor subway station at 135 Cumberland Street.
- (2) The applicant be advised, upon approval of Application No. 900014, of the requirement to obtain the necessary permits from the Commissioner of Urban Development Services.

On motion by Councillor Adams, the Toronto Community Council recommended that City Council refuse Application No. 900014 for minor variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to maintain four illuminated fascia signs, for third party advertising purposes, on the east wall of the north entrance to the Bay/Bloor subway station at 135 Cumberland Street.

**(Report No. 16, Clause No. 65)**

**8.66 1986 Bloor Street West, Application No. 900055: Request For Approval Of Variances From Chapter 297, Signs, Of The Former City Of Toronto Municipal Code (High Park)**

The Toronto Community Council had before it a report (August 4, 2000) from the Commissioner of Urban Development Services recommending that:

- (1) City Council approve Application No. 900055 for minor variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for identification purposes, two non-illuminated fascia signs at 1986 Bloor Street West.
- (2) The applicant be advised, upon approval of Application No. 900055, of the requirement to obtain the necessary permits from the Commissioner of Urban Development Services.

On motion by Councillor Korwin-Kuczynski, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 64)**

**8.67 664 Yonge Street, Application No. 900054: Request For Approval Of Variances From Chapter 297, Signs, Of The Former City Of Toronto Municipal Code (Downtown).**

The Toronto Community Council had before it a report (August 4, 2000) from the Commissioner of Urban Development Services, recommending that:

- (1) City Council approve application No. 900054 for minor variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for third party advertising purposes, an illuminated fascia sign on the south elevation of a three-storey building at 664 Yonge Street; and
- (2) The applicant be advised, upon approval of Application No. 900054, of the requirement to obtain the necessary permits from the Commissioner of Urban Development Services.

On motion by Councillor Silva, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 64)**

**8.68 269 Queen Street West, Application No. 900038: Request For Approval Of Variances From Chapter 297, Signs, Of The Former City Of Toronto Municipal Code (Downtown)**

The Toronto Community Council had before it a report (August 4, 2000) from the Commissioner of Urban Development Services recommending that:

- (1) City Council approve Application No. 900038 for minor variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit an illuminated fascia sign at 269 Queen Street West; and
- (2) The applicant be advised, upon approval of Application No. 900038, of the requirement to obtain the necessary permits from the Commissioner of Urban Development Services.

On motion by Councillor Chow, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 64)**

**8.69 2 King Street West, Application No. 900057: Request For Approval Of Minor Variances From Chapter 297, Signs, Of The Former City Of Toronto Municipal Code (Downtown)**

The Toronto Community Council had before it a report (August 3, 2000) from the Commissioner of Urban Development Services, recommending that:

- (1) City Council approve Application No. 900057 for minor variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for identification purposes, two illuminated fascia signs in the form of corporate name and logo to be located at the third floor level, on the east and south elevations of the parapet wall of a podium at 2 King Street West; and
- (2) The applicant be advised, upon approval of Application No. 900057, of the requirement to obtain the necessary permits from the Commissioner of Urban Development Services.

On motion by Councillor Chow, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 64)**

**8.70 70 Edward Street, Application No. 900039: Request For Approval Of Variances From Chapter 297, Signs, Of The Former City Of Toronto Municipal Code (Downtown)**

The Toronto Community Council had before it a report (August 9, 2000) from the Commissioner of Urban Development Services, recommending that:

- (1) City Council approve Application No. 900039 for minor variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit the replacement of a non-illuminated ground sign at 70 Edward Street, on condition that the sign be permitted only for a period of 12 months from the date of City Council approval; and
- (2) The applicant be advised, upon approval of Application No. 900039, of the requirement to obtain the necessary permits from the Commissioner of Urban Development Services.

On motion by Councillor Chow, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 64)**

**8.71 20 Richmond Street East, Application No. 900045: Request For Approval Of Variances From Chapter 297, Signs, Of The Former City Of Toronto Municipal Code (Downtown)**

The Toronto Community Council had before it a report (July 27, 2000) from the Commissioner of Urban Development Services, recommending that:

- (1) City Council approve Application No. 900045 for minor variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to maintain, for identification purposes, 16 - illuminated awning signs on the south, east and west elevations of the building at 20 Richmond Street East; and
- (2) The applicant be advised, upon approval of Application No. 900045, of the requirement to obtain the necessary permits from the Commissioner of Urban Development Services.

On motion by Councillor Chow, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 64)**

**8.72 77 Bloor Street West, Application No. 900049: Request For Approval Of Minor Variances From Chapter 297, Signs, Of The Former City Of Toronto Municipal Code (Downtown)**

The Toronto Community Council had before it a report (July 11, 2000) from the Commissioner of Urban Development Services, recommending that:

- (1) City Council approve Application No. 900049 for minor variances from Chapter 297, Signs, of the former City of Toronto Municipal Code to permit, for identification purposes, two illuminated fascia signs in the form of corporate name and logo on the top of the north and west elevations of the building at 77 Bloor Street West; and
- (2) the applicant be advised, upon approval of Application No. 900049, of the requirement to obtain the necessary permits from the Commissioner of Urban Development Services.

On motion by Councillor Chow, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

Councillor Bossons requested that she be recorded in the negative.

**(Report No. 16, Clause No. 72)**

**8.73 1 Dundas Street West (Eatons Store): Request For Approval Of Variances To The Former City Of Toronto Municipal Code Chapter 297, Signs, Respecting No. 1 Dundas Street (Phase II) (Downtown).**

The Toronto Community Council had before it a report (August 17, 2000) from the Commissioner of Urban Development Services, recommending that:

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- (1) City Council approve Application No. 900050 for a minor variance to the previously amended Chapter 297, Signs, of the former City of Toronto Municipal Code to permit signage on the Eaton's store, located at 1 Dundas Street West, in accordance with the plans on file with the Commissioner of Urban Development Services.
- (2) The applicant be advised, upon approval of Application No. 900050, of the requirement to obtain the necessary permits from the Commissioner of Urban Development Services.

On motion by Councillor Chow, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 64)**

**8.74 308 Riverside Drive, Application No. 000018, For Consent Under Chapter 276, Ravines, Of The Former City Of Toronto Municipal Code, To Maintain A Rear Detached Deck Overhanging The Humber Valley Ravine (High Park)**

The Toronto Community Council had before it a report (August 18, 2000) from the Commissioner of Urban Development Services, recommending that:

- (1) City Council consent to Application No. 000018 respecting 308 Riverside Drive (High Park) to permit a detached accessory deck to project 0.61 m into the Humber Valley Ravine, subject to the following conditions:
  - (a) that the deck be maintained substantially in accordance with the Wooden Deck Site Plan, Cross Section and Deck and Foundation Plan, prepared by The Plan Company, and date stamped as received March 8, 2000, all as on file with the Commissioner of Urban Development Services; and
  - (b) that the applicant submit, prior to the issuance of a building permit, for the review and approval of the Commissioner of Work and Emergency Services, certification from a geotechnical consultant confirming that the storm drainage from the rear asphalt area will not cause erosion of the valley lands.

On motion by Councillor Korwin-Kuczynski, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 74)**

**8.75 Public Lane System Bounded By Dundas Street West, Parkway Avenue And Grenadier Road – Proposed Relocation Of A Speed Bump (High Park).**

The Toronto Community Council had before it a report (August 18, 2000) from the Director, Transportation Services, District 1, respecting the public lane system bounded by Dundas Street West, Parkway Avenue and Grenadier Road and recommending that:

- (1) the relocation of one speed bump in the public lane bounded by Dundas Street West, Parkway Avenue and Grenadier Road, of the type and design noted and at the location shown on Drawing No. 421F-5784 dated August 2000 be approved; and
- (2) the appropriate City Officials be requested to take whatever action is necessary to give effect to the foregoing, including the introduction in Council of any Bills that may be required.

On motion by Councillor Korwin-Kuczynski, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 75)**

**8.76 Fronting Premises No. 1229 Dundas Street West – Proposed Commercial Loading Zone (Trinity-Niagara)**

The Toronto Community Council had before it a report (August 10, 2000) from the Director, Transportation Services, District 1, respecting the proposed commercial loading zone fronting premises No. 1229 Dundas Street West and recommending that:

- (1) a Commercial Loading Zone be implemented on the south side of Dundas Street West from a point 9 metres west of Grove Avenue to a point 7 metres further west;
- (2) parking be prohibited at any time on Dundas Street West, south side, from Grove Avenue to a point 29.4 metres west thereof;
- (3) a yearly licencing fee of \$225.00 (fee subject to yearly review by Toronto City Council), be billed by the City of Toronto, Transportation Services;
- (4) a one-time fee of \$120.00 for the installation of signs and posts, be billed by the City of Toronto, Transportation Services; and
- (5) 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 Pantalone, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 76)**

**8.77 St. Clements Avenue And Castlefield Avenue In The Vicinity Of Allenby Public School – Introduction Of A “Student Pick-Up And Drop-Off Zone”, And A “School Bus Loading Zone”** (North Toronto)

The Toronto Community Council had before it a report (August 15, 2000) from the Director, Transportation Services, District 1, respecting the introduction of a “Student Pick-up and Drop-off Zone” and a “School Bus Loading Zone” on St. Clements Avenue and Castlefield Avenue in the vicinity of Allenby Public School and recommending that:

- (1) the existing “No Stopping, 8:30 a.m. to 6:00 p.m., Monday to Friday” prohibition on the north side of Castlefield Avenue, from a point 34 metres west of Avenue Road to a point 56.5 metres further west and from a point 97 metres west of Avenue Road to a point 12.5 metres further west, be rescinded;
- (2) parking be prohibited from 8:30 a.m. to 6:00 p.m., Monday to Friday, on the north side of Castlefield Avenue, from a point 34 metres west of Avenue Road to a point 56.5 metres further west and from a point 97 metres west of Avenue Road to a point 12.5 metres further west, and that a “Student Pick-up and Drop-off Zone” be introduced within these described boundaries;
- (3) the existing “No Stopping, 8:30 a.m. to 6:00 p.m., Monday to Friday” prohibition on the south side of St. Clements Avenue, from a point 37 metres west of Avenue Road to a point 62 metres further west and from a point 120 metres west of Avenue Road to a point 49.5 metres further west, be rescinded;
- (4) parking be prohibited from 8:30 a.m. to 6:00 p.m., Monday to Friday, on the south side of St. Clements Avenue, commencing at a point 37 metres west of Avenue Road, to a point 62 metres further west and that a “Student Pick-up and Drop-off Zone” be introduced within these described boundaries;
- (5) parking be prohibited from 8:00 a.m. to 6:00 p.m., Monday to Friday, on the south side of St. Clements Avenue, commencing at a point 120 metres west of Avenue Road to a point 49.5 metres further west;
- (6) a “School Bus Loading Zone”, operating between the hours of 8:00 a.m. to 4:00 p.m., Monday to Friday, be introduced on the south side of St. Clements Avenue, commencing at a point 120 metres west of Avenue Road to a point 49.5 metres further west (west property limit of Allenby Public School); and
- (7) the appropriate City Officials be requested to take whatever action is necessary to give effect to the foregoing, including the introduction in Council of any Bills that may be required.

On motion by Councillor Walker, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 77)**



**8.78 St. Helen's Avenue, Between Premises Nos. 172 And 184 – Implementation Of A “No Standing” Regulation (Trinity-Niagara)**

The Toronto Community Council had before it a report (August 22, 2000) from the Director, Transportation Services, District 1, respecting the implementation of a “No Standing” regulation on St. Helen's Avenue between premises Nos. 172 and 184, and recommending that:

- (1) standing be prohibited at anytime on the west side of St. Helen's Avenue, from a point 71.5 metres south of Dublin Street to a point 13.7 metres further south; and
- (2) the appropriate City Officials be authorized and directed 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 Silva, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 78)**

**8.79 Ranleigh Avenue, North Side, Fronting The “Yes I Can! Nursery School” (Premises No. 100 Ranleigh Avenue) – Introduction Of A Ten Minute Pick-Up And Drop-Off Zone (North Toronto)**

The Toronto Community Council had before it a report (August 18, 2000) from the Director, Transportation Services, District 1 respecting the introduction of a ten minute pick-up and drop-off zone fronting the “Yes I Can! Nursery School” (No. 100 Ranleigh Avenue) and recommending that:

- (1) the existing “No Parking 8:30 a.m. to 6:00 p.m., Monday to Friday” regulation on the north side of Ranleigh Avenue, from a point 225.5 metres east of Yonge Street to a point 28 metres further east, be rescinded;
- (2) parking be permitted for a maximum period of ten minutes on the north side of Ranleigh Avenue, from a point 225.5 metres east of Yonge Street to a point 28 metres further east from 8:30 a.m. to 9:15 a.m., 11:15 a.m. to 1:15 p.m., and from 3:00 p.m. to 3:45 p.m., Monday to Friday;
- (3) parking be prohibited from 9:15 a.m. to 11:15 a.m., from 1:15 p.m. to 3:00 p.m., and from 3:45 p.m. to 6:00 p.m., Monday to Friday, on the north side of Ranleigh Avenue, from a point 225.5 metres east of Yonge Street to a point 28 metres further east;
- (4) the appropriate City Officials be authorized and directed to take whatever action is necessary to implement the foregoing, including the introduction in Council of any bills that are required.

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The Toronto Community Council also had before it a communication (September 6, 2000) from Ms. Janet MacDougall, Director, Yes I Can! Nursery School.

On motion by Councillor Walker, the Toronto Community Council recommended to City Council that:

- (1) the existing "No Parking 8:30 a.m. to 6:00 p.m., Monday to Friday" regulation on the north side of Ranleigh Avenue, from a point 225.5 metres east of Yonge Street to a point 28 metres further east, be rescinded;
- (2) parking be permitted for a maximum period of ten minutes on the north side of Ranleigh Avenue, from a point 225.5 metres east of Yonge Street to a point 28 metres further east from 8:30 a.m. to 9:15 a.m., 11:15 a.m. to 1:15 p.m., and from 2:45 p.m. to 3:45 p.m., Monday to Friday;
- (3) parking be prohibited from 9:15 a.m. to 11:15 a.m., from 1:15 p.m. to 3:00 p.m., and from 3:45 p.m. to 6:00 p.m., Monday to Friday, on the north side of Ranleigh Avenue, from a point 225.5 metres east of Yonge Street to a point 28 metres further east;
- (4) the appropriate City Officials be authorized and directed to take whatever action is necessary to implement the foregoing, including the introduction in Council of any bills that are required.

**(Report No. 16, Clause No. 79)**

**8.80 Lonsdale Road, North Side, Fronting Grace Church On The Hill (Premises No. 300 Lonsdale Road) – Introduction Of A 10 Minute Student Pick-Up And Drop-Off Zone (Midtown)**

The Toronto Community Council had before it a report (August 17, 2000) from the Director, Transportation Services, District 1, respecting the introduction of a 10 minute student pick-up and drop-off zone on the north side of Lonsdale Road fronting Grace Church on the Hill (No. 300 Lonsdale Road) and recommending that:

- (1) the existing "No Parking at Anytime" regulation on the north side of Lonsdale Road, from a point 60 metres west of Russell Hill Road to a point 25 metres further west, be rescinded;
- (2) parking be permitted for a maximum period of 10 minutes on the north side of Lonsdale Road, from a point 60 metres west of Russell Hill Road to a point 25 metres further west from 7:30 a.m. to 9:00 a.m., 11:30 a.m. to 12:00 noon and from 4:00 p.m. to 6:30 p.m., Monday to Friday;
- (3) parking be prohibited from 6:30 p.m. of one day to 7:30 a.m. of the next following day, from 9:00 a.m. to 11:30 a.m., and from 12:00 noon to 4:00 p.m.,

Monday to Friday, on the north side of Lonsdale Road, from a point 60 metres west of Russell Hill Road to a point 25 metres further west; and

- (4) the appropriate City officials be requested to take whatever action is necessary to give effect to the foregoing, including the introduction in Council of any Bills that may be required.

On motion by Councillor Bossons, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 80)**

**8.81 Atlantic Avenue, Opposite Premises No. 20 – Implementation Of A “No Standing” Regulation** (Trinity-Niagara)

The Toronto Community Council had before it a report (August 23, 2000) from the Director, Transportation Services, District 1, respecting the implementation of a “No Standing” regulation on Atlantic Avenue opposite premises No. 20, and recommending that:

- (1) standing be prohibited at anytime on the east side of Atlantic Avenue, from a point 140 metres south of Liberty Street to a point 32 metres further south; and
- (2) the appropriate City Officials be authorized and directed 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 Pantalone, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 81)**

**8.82 Woodlawn Avenue East, North Side, From A Point 50 Metres East Of Yonge Street To A Point 50 Metres Further East – Adjustment Of Parking Regulations And Installation Of Parking Meters/Pay And Display Machines** (Midtown).

The Toronto Community Council had before it a report (August 16, 2000) from the Director, Transportation Services, District 1, respecting adjustment of the parking regulations and installation of parking meters/pay and display machines on the north side of Woodlawn Avenue East, and recommending that:

- (1) the current one hour parking regulation on the north side of Woodlawn Avenue East be adjusted to operate for a maximum period of two hours, from 8:00 a.m. to 6:00 p.m., Monday to Saturday, from a point 50 metres east of Yonge Street to a point 50 metres further east;

- (2) permit parking on the north side of Woodlawn Avenue East, from a point 50 metres east of Yonge Street to a point 50 metres further east be rescinded;
- (3) Part R and ZZ of Schedule XXVI (Permit Parking), of Municipal Code Chapter 400, Traffic and Parking, of the City of Toronto Municipal Code, be amended to exclude Woodlawn Avenue East, from a point 50 metres east of Yonge Street to a point 50 metres further east;
- (4) the Toronto Parking Authority be requested to install parking meters/pay and display machines on the north side of Woodlawn Avenue East, from a point 50 metres east of Yonge Street to a point 50 metres further east, to operate for a maximum period of two hours from 11:00 a.m. to 6:00 p.m., Monday to Saturday, and for a maximum period of three hours from 6:00 p.m. to 9:00 p.m., Monday to Saturday, and from 1:00 p.m. to 9:00 p.m., Sundays, at a rate of \$1.00 per hour; and
- (5) the appropriate City Officials be requested to take whatever action is necessary to give effect to thereto, including the introduction in Council of any Bills that are required.

On motion by Councillor Bossons, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 82)**

**8.83 Glendale Avenue Between Garden Avenue And Wright Avenue - Introduction Of A One Hour Maximum Parking Limit And Extension Of Permit Parking Hours (High Park)**

The Toronto Community Council had before it a report (August 23, 2000) from the Director, Transportation Services, District 1, respecting the introduction of a one hour maximum parking limit and extension of permit parking hours on Glendale Avenue between Garden Avenue and Wright Avenue and recommending that:

- (1) parking be permitted on the east side of Glendale Avenue from Garden Avenue to Wright Avenue for a maximum period of one hour from 10:00 a.m. to 6:00 p.m., daily;
- (2) the permit parking hours of operation on the east side of Glendale Avenue from Garden Avenue to Wright Avenue be increased from 12:01 a.m. to 7:00 a.m., daily to 12:01 a.m. to 10:00 a.m., daily;
- (3) Schedule "P" of Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code, be amended to incorporate the east side of Glendale Avenue between Garden Avenue and Wright Avenue; and

- (4) the appropriate City Officials be authorized and directed to take whatever action is necessary to implement the foregoing, including the introduction in Council of any Bills that are required.

On motion by Councillor Korwin-Kuczynski, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 83)**

**8.84 Queen Street East At Woodbine Avenue -Request To Prohibit Westbound Left-Turns On A Trial Basis** (East Toronto).

The Toronto Community Council had before it a report (August 23, 2000) from the Director, Transportation Services, District 1, respecting the request to prohibit westbound left-turns on Queen Street East at Woodbine Avenue on a trial basis, and recommending that the report be received for information.

On motion by Councillor Bussin, the Toronto Community Council received the foregoing report for information.

(Letter sent to: Commissioner of Works and Emergency Services; c.: Vince Suppa, Transportation Planner – No Encl. – September 14, 2000)

**(Report No. 16, Clause No. 97(f))**

**8.85 Introduction Of Permit Parking On The North Side Of Austin Terrace, Between Bathurst Street And Hilton Avenue** (Midtown).

The Toronto Community Council had before it a report (August 21, 2000) from the Director, Transportation Services, District 1, respecting the introduction of permit parking on the north side of Austin Terrace between Bathurst Street and Hilton Avenue and recommending that:

- (1) permit parking be introduced on the north side of Austin Terrace, between Bathurst Street and Hilton Avenue, on a street name basis, to operate during the hours of 12:01 a.m. to 10:00 a.m., 7 days a week;
- (2) Part P of Schedule XXVI (Permit Parking), of Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code, be amended to incorporate the north side of Austin Terrace, between Bathurst Street and Hilton Avenue;
- (3) the existing “No Parking Anytime” regulation on both sides of Austin Terrace, between Bathurst Street and Hilton Avenue, be rescinded;

- (4) parking be prohibited at anytime on the south side of Austin Terrace, between Bathurst Street and Hilton Avenue;
- (5) parking be prohibited at anytime on the north side of Austin Terrace, between Hilton Avenue and a point 37 m west thereof; and
- (6) the appropriate City Officials be authorized and directed to take the necessary action to give effect thereto, including the introduction of all necessary bills.

On motion by Councillor Bossons, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 85)**

**8.86 Front Street West, North Side, Between The West Leg Of University Avenue And Simcoe Street (Fronting Premises No. 144) – Provision Of An On-Street Loading Zone For Disabled Persons (Downtown)**

The Toronto Community Council had before it a report (August 22, 2000) from the Director, Transportation Services, District 1, respecting the provision of an on-street loading zone for disabled persons on the north side of Front Street West between the west leg of University Avenue and Simcoe Street (fronting premises No. 144) and recommending that:

- (1) the stopping prohibition at anytime on the north side of Front Street West, from the west leg of University Avenue to a point 24.7 metres further west, be rescinded;
- (2) a disabled persons loading zone be established on the north side of Front Street West, from the west leg of University Avenue to a point 24.7 metres further west; and
- (3) the appropriate City officials be authorized to take whatever action is necessary to implement the foregoing, including the introduction in Council of any Bills that are required.

On motion by Councillor Chow, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 86)**

**8.87 Installation/Removal Of On-Street Parking Spaces For Persons With Disabilities (Davenport, East Toronto, High Park, North Toronto And Trinity-Niagara)**

The Toronto Community Council had before it a report (August 18, 2000) from the Director, Transportation Services, District 1, respecting the installation/removal of on-street parking spaces for persons with disabilities and recommending that:

- (1) the installation/removal of disabled on-street parking spaces as noted in Table "A" of this report be approved; and
- (2) the appropriate City Officials be requested to take whatever action is necessary to give effect to the foregoing, including the introduction in Council of any Bills that may be required.

On motion by Councillor Korwin-Kuczynski, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 87)**

**8.88 Extension Of Permit Parking Hours On Sumach Street, Between Eastern Avenue And Queen Street East (Don River)**

The Toronto Community Council had before it a report (August 15, 2000) from the Director, Transportation Services, District 1, respecting the extension of permit parking hours on Sumach Street between Eastern Avenue and Queen Street East, and recommending that:

- (1) the permit parking hours of operation on Sumach Street, between Eastern Avenue and Queen Street East, be extended from 12:01 a.m. to 7:00 a.m., 7 days a week, to 12:01 a.m. to 10:00 a.m., 7 days a week;
- (2) Part P of Schedule XXVI (Permit Parking), of Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code, be amended to incorporate Sumach Street, between Eastern Avenue and Queen Street East;
- (3) parking on the west side of Sumach Street be restricted to a maximum length of one hour between the hours of 10:00 a.m. and 12:00 midnight, daily; and
- (4) the appropriate City Officials be authorized and directed to take the necessary action to give effect thereto.

On motion by Councillor Chow, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 88)**

**8.89 Introduction Of Permit Parking On An Alternating Side Basis On Howard Park Avenue, Between Roncesvalles Avenue And Parkside Drive (High Park)**

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The Toronto Community Council had before it a report (August 15, 2000) from the Director, Transportation Services, District 1, respecting the introduction of permit parking on an alternating side basis on Howard Park Avenue between Roncesvalles Avenue and Parkside Drive, and recommending that:

- (1) permit parking be introduced on an alternating side basis on Howard Park Avenue, between Roncesvalles Avenue and Parkside Drive, on a street name basis, to operate during the hours of 12:01 a.m. to 7:00 a.m., 7 days a week;
- (2) Part A of Schedule XXVI (Permit Parking), of Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code, be amended to incorporate Howard Park Avenue, between Roncesvalles Avenue and Parkside Drive; and
- (3) the appropriate City Officials be authorized and directed to take the necessary action to give effect thereto, including the introduction of all necessary bills.

On motion by Councillor Korwin-Kuczynski, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 89)**

**8.90 Introduction Of Permit Parking On The North Side Of McMaster Avenue, Between Avenue Road And Rathnelly Avenue (Midtown).**

The Toronto Community Council had before it a report (August 15, 2000) from the Director, Transportation Services, District 1, respecting the introduction of permit parking on the north side of McMaster Avenue between Avenue Road and Rathnelly Avenue, and recommending that:

- (1) permit parking be introduced on the north side of McMaster Avenue, between Avenue Road and Rathnelly Avenue, on a street name basis, to operate during the hours of 2:01 a.m. to 10:00 a.m., Monday to Friday;
- (2) Part N of Schedule XXVI (Permit Parking), of Municipal Code Chapter 400, Traffic and Parking, of the former City of Toronto Municipal Code, be amended to incorporate the north side of McMaster Avenue, between Avenue Road and Rathnelly Avenue; and
- (3) the appropriate City Officials be authorized and directed to take the necessary action to give effect thereto, including the introduction of all necessary bills.

On motion by Councillor Bossons, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 90)**



**8.91 First Lane North Of Kingston Road, Running West From Lawlor Avenue To Its Northerly End - Prohibition Of Vehicles Over 2.0 Metres In Width** (East Toronto)

The Toronto Community Council had before it a report (August 22, 2000) from the Director, Transportation Services, District 1, respecting the prohibition of vehicles over 2.0 metres in width in the first lane north of Kingston Road, running west from Lawlor Avenue to its northerly end, and recommending that:

- (1) vehicles over 2.0 metres in width be prohibited from travelling in the first lane north of Kingston Road, running west of Lawlor Avenue to its northerly end; and
- (2) the appropriate City Officials be requested to take whatever action is necessary to give effect to the foregoing including the introduction in Council of any Bills that are required.

On motion by Councillor Bussin, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 91)**

**8.92 Glen Stewart Crescent From Kingston Road To The First Lane South Thereof - Implementation Of One-Way Traffic Operation And Amendments To Turning Movement Regulations** (East Toronto)

The Toronto Community Council had before it a report (August 23, 2000) from the Director, Transportation Services, District 1, respecting the implementation of one-way traffic operation and amendments to the turning movement regulations on Glen Stewart Crescent from Kingston Road to the first lane south thereof, and recommending that the report be received for information.

On motion by Councillor Bussin, the Toronto Community Council deferred consideration of the foregoing report until January, 2001.

(Letter sent to: Commissioner of Works and Emergency Services; c.: Ron Hamilton, Supervisor of Traffic Engineering, District 1 (East) – No Encl. – September 14, 2000)

**(Report No. 16, Clause No. 97(g))**

**8.93 Conrad Avenue – Introduction Of A “No Parking 9:30 A.M. To 11:30 A.M.” Regulation** (Davenport)

The Toronto Community Council had before it a report (August 11, 2000) from the Director, Transportation Services, District 1, respecting the introduction of a “No Parking 9:30 am to 11:30 am” regulation on Conrad Avenue and recommending that:

- (1) parking be prohibited on both sides of Conrad Avenue between 9:30 a.m. and 11:30 a.m., daily; and
- (2) the appropriate City Officials be requested to take whatever action is necessary to give effect to the foregoing, including the introduction in Council of any Bills that may be required.

On motion by Councillor Disero, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 93)**

**8.94 Rosemount Avenue, From Dufferin Street To Alberta Avenue - Implications Of Installing Raised Intersections And Feasibility Of Installing Speed Humps On Rosemount Avenue East Of Oakwood Avenue (Davenport)**

The Toronto Community Council had before it a report (July 13, 2000) from the Director, Transportation Services, District 1, respecting the implications of installing raised intersections and the feasibility of installing speed humps on Rosemount Avenue, and recommending that:

- (1) the draft by-law to authorize the installation of speed humps on Rosemount Avenue, from Dufferin Street to Oakwood Avenue, be enacted; OR
- (2) should it be decided that the speed hump plan for Rosemount Avenue, from Dufferin Street to Oakwood Avenue, not be endorsed at this time, the Commissioner of Works and Emergency Services be requested to assist a neighbourhood traffic committee comprised of residents' representatives in the further development of alternative traffic calming measures.

On motion by Councillor Disero, the Toronto Community Council recommended to City Council that:

- (1) approval be given to alter sections of the roadway on Rosemount Avenue, between Oakwood Avenue and Alberta Avenue, for traffic calming purposes as described below, with implementation subject to favourable results of the polling of affected residents pursuant to the policy related to speed hump installation as adopted by the former City of Toronto Council:

"The construction of speed humps on Rosemount Avenue, from Oakwood Avenue and Alberta Avenue, generally as shown on the attached print of Drawing No. 421F-5763, dated July 2000";

- (2) the speed limit be reduced from 40 km/h to 30 km/h on Rosemount Avenue, from Oakwood Avenue and Alberta Avenue, coincident with the implementation of speed humps and as legislation permits; and

- (3) the appropriate City Officials be authorized and directed to take whatever action is necessary to implement the foregoing, including the introduction in Council of any Bills that are required subject to review in the 2001 budget process.

**(Report No. 16, Clause No. 94)**

**8.95 Soudan Avenue, From Mount Pleasant Road To Bayview Avenue –Installation Of Speed Humps** (North Toronto)

The Toronto Community Council had before it a report (August 17, 2000) from the Director, Transportation Services, District 1, respecting the installation of speed humps on Soudan Avenue from Mount Pleasant Road to Bayview Avenue and recommending that:

- (1) approval be given to alter sections of the roadway on Soudan Avenue, from Mount Pleasant Road to Bayview Avenue, for traffic calming purposes as described below, with implementation subject to the favourable results of the polling of affected residents pursuant to the policy related to speed hump installation as adopted by the former City of Toronto Council;

“The construction of speed humps on SOUDAN AVENUE, from Mount Pleasant Road to Bayview Avenue, generally as shown on the attached print of Drawing No. 42IF-5762, dated July 2000 ”;

- (2) the speed limit be reduced from 40 km/h to 30 km/h on Soudan Avenue, from Mount Pleasant Road to Bayview Avenue, coincident with the implementation of speed humps and as legislation permits; and
- (3) the appropriate City Officials be authorized and directed to take whatever action is necessary to implement the foregoing, including the introduction in Council of any bills that are required, subject to review in the 2001 budget process.

On motion by Councillor Walker, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 95)**

**8.96 Park Road, From Rosedale Valley Road To Avondale Road – Installation Of Speed Humps** (Midtown)

The Toronto Community Council had before it a report (August 15, 2000) from the Director, Transportation Services, District 1, respecting the installation of speed humps on Park Road from Rosedale Valley Road to Avondale Road and recommending that:

- (1) That approval be given to alter sections of the roadway on Park Road, from Rosedale Valley Road to Avondale Road, for traffic calming purposes as

described below, with implementation subject to the favourable results of polling of the affected residents pursuant to the policy related to speed hump installation as adopted by the former City of Toronto Council:

“The construction of speed humps on PARK ROAD, from Rosedale Valley Road to Avondale Road, generally as shown on the attached print of Drawing No. 421F-5788 dated August 2000”;

- (2) That a speed limit of thirty kilometres per hour be introduced on Park Road, from Rosedale Valley Road to Avondale Road, coincident with the implementation of speed humps and as legislation permits; and
- (3) That the appropriate City Officials be authorized and directed to take whatever action is necessary to implement the foregoing, including the introduction in Council of any Bills that might be required, subject to review in the 2001 budget process.

On motion by Councillor Bossons, the Toronto Community Council recommended the adoption of the foregoing report.

**(Report No. 16, Clause No. 96)**

**8.97 Langley Avenue, Between Broadview Avenue And Howland Road -Installation Of Speed Humps (East Toronto)**

The Toronto Community Council had before it a report (August 18, 2000) from the Director, Transportation Services, District 1, respecting the installation of speed humps on Langley Avenue between Broadview Avenue and Howland Road and recommending that:

- (1) approval be given to alter sections of the roadway on Langley Avenue, between Broadview Avenue and Howland Road, for traffic calming purposes as described below with implementation subject to the favourable results of polling of the affected residents pursuant to the policy related to speed hump installation as adopted by the former City of Toronto Council:

“The construction of speed humps on LANGLEY AVENUE between Broadview Avenue and Howland Road, generally as shown on the attached print of Drawing No. 421F-5794, dated August 2000”;

- (2) the speed limit be reduced from 40 km/h to 30 km/h on Langley Avenue, between Broadview Avenue and Howland Road, coincident with the implementation of speed humps and as legislation permits; and
- (3) the appropriate City Officials be authorized and directed to take whatever action is necessary to implement the foregoing, including the introduction in Council of any Bills that might be required, subject to review in the 2001 budget process.

On motion by Councillor Chow, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 92)**

**8.98 Sorauren Avenue From Queen Street West To Fermanagh Avenue – Installation Of Speed Humps (High Park)**

The Toronto Community Council had before it a report (August 21, 2000) from the Director, Transportation Services, District 1, respecting the installation of speed humps on Sorauren Avenue from Queen Street West to Fermanagh Avenue and recommending that the report be received for information.

On motion by Councillor Korwin-Kuczynski, the Toronto Community Council recommended to City Council that:

- (1) approval be given to alter sections of the roadway on Sorauren Avenue from Queen Street West to Fermanagh Avenue, for traffic calming purposes as described below, with implementation subject to favourable results of the polling of affected residents pursuant to the policy related to speed hump installation as adopted by the former City of Toronto Council:

“The construction of speed humps on SORAUREN, from Queen Street West to Fermanagh Avenue Regal Road, generally as shown on the attached print of Drawing No. 421F-5785 dated July 2000”;

- (2) the speed limit be reduced from 40 km/h to 30 km/h on Sorauren Avenue from Queen Street West to Fermanagh Avenue, coincident with the implementation of speed humps and as legislation permits; and
- (3) the appropriate City Officials be authorized and directed to take whatever action is necessary to implement the foregoing, including the introduction in Council of any Bills that are required, subject to review in the 2001 budget process.

**(Report No. 16, Clause No. 84)**

**8.99 Bartlett Avenue, Hallam Street To Dupont Street – Installation Of Speed Humps (Davenport).**

The Toronto Community Council had before it a report (August 11, 2000) from the Director, Transportation Services, District 1, respecting the installation of speed humps on Bartlett Avenue, Hallam Street to Dupont Street and recommending that the report be received for information.

On motion by Councillor Disero, the Toronto Community Council received the foregoing report for information.

(Letter sent to: Commissioner of Works and Emergency Services; c.: Brian Holditch, Traffic Investigator – No Encl. – September 14, 2000)

**(Report No. 16, Clause No. 97(h))**

**8.100 Ravina Crescent, Between Baird Avenue And Jones Avenue -Conversion From Two-Way To One-Way Northbound Operation (East Toronto)**

The Toronto Community Council had before it a report (August 9, 2000) from the Director, Transportation Services, District 1, recommending that the conversion of Ravina Crescent, between Baird Avenue and Jones Avenue, from two-way to one-way northbound operation not be approved since the result of public consultation indicated that the majority of residents did not support this proposal.

On motion by Councillor Bussin, the Toronto Community Council recommended to City Council that the conversion of Ravina Crescent, between Baird Avenue and Jones Avenue, from two-way to one-way northbound operation not be approved since the result of public consultation indicates that the majority of residents do not support this proposal.

**(Report No. 16, Clause No. 73)**

**8.101 Fronting Premises No. 121 Kennedy Avenue South Of Bloor Street West In The Vicinity Of Humberside Montessori School – Establishment Of A School Bus Loading Zone (High Park)**

The Toronto Community Council had before it a report (August 18, 2000) from the Director, Transportation Services, District 1, respecting the establishment of a school bus loading zone fronting premises No. 121 Kennedy Avenue, south of Bloor Street West, in the vicinity of Humberside Montessori School and recommending that:

- (1) a “School Bus Loading Zone” operating between the hours of 7:30 a.m. to 9:00 a.m., 11:30 a.m. to 1:00 p.m. and 3:00 p.m. to 4:30 p.m., Monday to Friday, be established on the east side of Kennedy Avenue, from a point 47.5 metres south of Bloor Street West to a point 17 metres further south; and
- (2) the appropriate City Officials be authorized and directed to take whatever action is necessary to implement the foregoing, including the introduction in Council of any Bills that are required.

On motion by Councillor Korwin-Kuczynski, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 71)**

**8.102 Imperial Parkette And Roehampton Park Renaming** (North Toronto)

The Toronto Community Council had before it a report (August 2, 2000) from the Commissioner, Economic Development, Culture and Tourism, recommending that:

- (1) the City-owned Imperial Parkette be renamed the Fiona Nelson Parkette;
- (2) the City-owned Roehampton Park be renamed the Charlotte Maher Parkette; and
- (3) the appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

On motion by Councillor Walker, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 70)**

**8.103 David A. Balfour Park Playground Redevelopment** (Midtown)

The Toronto Community Council had before it a report (August 2, 2000) from the Commissioner, Economic Development, Culture and Tourism, recommending that:

- (1) authority be given to the community group, on behalf of the City of Toronto, to seek private donations for improvements to the playground at David A. Balfour Park; and
- (2) appropriate Civic officials be authorized to take whatever action is necessary to give effect to the foregoing.

On motion by Councillor Bossons, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 69)**

**8.104 Ontario Municipal Board Decision – 23 Howland Avenue** (Midtown)

The Toronto Community Council had before it a report (August 4, 2000) from the City Solicitor respecting the Ontario Municipal Board decision for 23 Howland and recommending that the report be received for information.

On motion by Councillor Adams, the Toronto Community Council:

- (1) received the foregoing report for information; and
- (2) requested the Commissioner of Urban Development Services to report to the Toronto Community Council on enforcement action.

(Letter sent to: Commissioner of Urban Development Services; c.: John A. Paton, Legal Services; Interested Persons – No Encl. – September 15, 2000)

**(Report No. 16, Clause No. 97(i))**

**8.105 Designation Of 111 Richmond Street West (Yolles And Rotenberg Building)**  
(Downtown).

The Toronto Community Council had before it a report (August 2, 2000) from the City Clerk recommending that:

- (1) Council authority be granted for the introduction of the necessary Bill in Council to designate 111 Richmond Street West for architectural and historical reasons under Part IV of the Ontario Heritage Act; and
- (2) the appropriate City Officials be directed to take whatever action may be necessary to comply with the provisions of the said Act in respect to such designations.

On motion by Councillor Chow, the Toronto Community Council recommended to City Council the adoption of the foregoing report.

**(Report No. 16, Clause No. 68)**

**8.106 Amendments To The Rooming House By-Law (High Park)**

The Toronto Community Council had before it a report (August 23, 2000) from the Director, Parkdale Project, recommending that Council approve an amendment to the Rooming House By-Law as drafted by the City Solicitor in order to designate bachelorette buildings in Parkdale as rooming houses.

The following persons appeared before the Toronto Community Council in connection with the foregoing matter:

- Mr. Oudit Raghubir, landlord, Parkdale;
- Mr. Murray Lowe, Bachelorette Owners' Association, Toronto;
- Mr. Ray Van Eenoghe, Bachelorette Owners' Association, Toronto;
- Mr. John Colautti, Parkdale Village Residents Association, Toronto; and
- Mr. Dmitri Kotelnikov, Toronto.



On motion by Councillor Pantalone, the Toronto Community Council recommended to City Council that:

- (1) the Draft By-law attached to the report (August 23, 2000) from the Director, Parkdale Project be approved and authority be granted to introduce the necessary Bill in Council to give effect thereto, substantially in the form of the by-law attached to the report;
- (2) the appropriate City officials be authorized and directed to take the necessary action to give effect thereto; and
- (3) the foregoing report (August 23, 2000) from the Director, Parkdale Project, be adopted.

**(Report No. 16, Clause No. 67)**

**8.107 Sudbury Street, Between King Street West And Dovercourt Road – Parking Regulations** (Trinity-Niagara)

The Toronto Community Council had before it a report (August 23, 2000) from the Director, Transportation Services, District 1, respecting parking regulations on Sudbury Street between King Street West and Dovercourt Road and recommending that:

- (1) the existing one hour parking from 8:00 a.m. to 6:00 p.m. regulation, on the north side of Sudbury Street, from a point 45.7 meters north-westerly from King Street West to a point 46 metres east of Lisgar Street, be adjusted to apply from Dovercourt Road to a point 46 metres east of Lisgar Street;
- (2) the existing parking prohibition at anytime on the north side of Sudbury Street, from Dovercourt Road to a point 70.1 metres east, be adjusted to apply from Dovercourt Road to a point 25 meters east;
- (3) the existing parking prohibition from 4:00 p.m. to 6:00 p.m., except Saturdays, Sundays and Public Holidays, on the north side of Sudbury Street, between Dovercourt Road and King Street West, be rescinded;
- (4) the existing parking prohibition at anytime on the north side of Sudbury Street, from King Street West to a point 45.7 metres west, be rescinded;
- (5) the existing parking prohibition from 8:00 a.m. to 6:00 p.m., on the north side of Street, between a point 83.8 metres west of King Street West and a point 33.5 metres further west, be rescinded;
- (6) the existing parking prohibition from 8:00 a.m. to 6:00 p.m., on the north side of Sudbury Street, between a point 167.6 metres west of King Street West and a point 53.3 metres further west, be rescinded;

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- (7) the existing parking prohibition from 7:00 a.m. to 9:00 a.m., except Saturdays, and Public Holidays, on the south side of Sudbury Street, between Dovercourt Road and King Street West, be rescinded;
- (8) the existing parking prohibition at anytime on the south side of Sudbury Street, from King Street West to Dovercourt Road, be rescinded;
- (9) parking be prohibited at anytime on the north side of Sudbury Street, from King Street West to a point 42.3 meters west and from a point 111 metres west of King Street West to a point 74 metres further west;
- (10) parking be prohibited at anytime on the south side of Sudbury Street, from Dovercourt Road to a point 38 metres east, from a point 98 metres east of Dovercourt Road to a point 20 metres further east and from a point 178 metres east of Dovercourt Road to King Street West; and
- (11) the appropriate City Officials be authorized and directed 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 Pantalone, the Toronto Community Council recommended the adoption of the foregoing report (August 23, 2000) from the Director, Transportation Services, District 1.

**(Report No. 16, Clause No. 66)**

**8.108 Hounslow Heath Road, Spring Grove Avenue And Laughton Avenue – Traffic Management Measures** (Davenport)

The Toronto Community Council had before it a report (June 27, 2000) from the Director, Transportation Services, District 1 respecting traffic management measures for Hounslow Heath Road, Spring Grove Avenue and Laughton Avenue and recommending that the report be received for information.

The Toronto Community Council also had before it a communication (July 25, 2000) from the City Clerk forwarding the actions of the Toronto Community Council at its meeting held on July 18, 2000.

On motion by Councillor Disero, the Toronto Community Council deferred consideration of the foregoing report until its meeting to be held on September 27, 2000.

**(Report No. 16, Clause No. 97(j))**

**8.109 Appointments – Board Of Management For Scadding Court Community Centre**

The Toronto Community Council had before it a communication (July 24, 2000) from the Executive Director, Scadding Court Community Centre forwarding nominations to the Board of Management for Scadding Court Community Centre.

On motion by Councillor Chow, the Toronto Community Council recommended that Trent Brady, Ian Freeman, John Clara, Michelle Fudge, Chris Bolton and Alcia Aberdeen be appointed to the Board of Management of the Scadding Court Community Centre, until November 30, 2000, on an interim basis, at the pleasure of Council, and until their successors are appointed.

**(Report No. 16, Clause No. 63)**

#### **8.110 Appointments – Board Of Management For University Settlement Recreation Centre**

The Toronto Community Council had before it a communication (August 11, 2000) from the Chair/USRC Board of Management forwarding nominations to the Board of Management for University Settlement Recreation Centre.

On motion by Councillor Chow, the Toronto Community Council recommended to City Council that John Ross, Angelo Sgabellone, Frank Chui, Brent Merrill and Laurel Swanson be appointed to the Board of Management of the University Settlement Recreation, until November 30, 2000, on an interim basis, at the pleasure of Council, and until their successors are appointed.

**(Report No. 16, Clause No. 62)**

#### **8.111 Provision Of Litter Bins With Advertising (High Park And Midtown).**

The Toronto Community Council had before it a communication (August 8, 2000) from Councillor Korwin-Kuczynski resecting the provision of litter bins with advertising and requesting that this item be placed on the Toronto Community Council agenda.

The Toronto Community Council also had before it the following communication and clauses:

- (July 19, 2000) from the City Clerk forwarding the motion adopted by City Council respecting amendment of the contract with OMG to include the entire Midtown Ward;
- Clause 57 of Toronto Community Council Report No. 8, titled, "Provision of Litter Bins with Advertising", which was amended and adopted by City Council at its meeting held on June 9, 10 and 11, 1999; and

- Clause 4 of the Works Committee Report No. 2, titled, "Request for Proposals for Litter Bins with Advertising", which was adopted by City Council at its meeting held on July 27, 28, 29 and 30, 1999.

On motion by Councillor Korwin-Kuczynski, the Toronto Community Council recommended to City Council that the contract with O.M.G. be amended to permit the provision of litter bins with advertising only in the areas of High Park (Ward 19) covered by a B.I.A. and subject to the approval of the B.I.A. for such litter bins.

On motion by Councillor Bossons, the Toronto Community Council deferred consideration of the communication (July 19, 2000) from the City Clerk, forwarding the Motion adopted by City Council respecting amendment of the contract with OMG to include the entire Midtown Ward until its meeting to be held on September 27, 2000.

**(Report No. 16, Clause No. 61)**

**8.112 Brookside Drive And Glenmount Park Road – Proposed Two-Sided Parking (East Toronto)**

The Toronto Community Council had before it a communication (August 1, 2000) from Councillor Jakobek respecting two-side parking on Brookside Drive and Glenmount Park Road and requesting that a poll be done.

The Toronto Community Council also had before it a communication (September 6, 2000) from Mr. James R. Chomey, Toronto.

On motion by Councillor Bussin, the Toronto Community Council requested that a poll of residents of Brookside Drive and Glenmount Park be conducted respecting proposed two-side parking.

(Letter sent to: Commissioner of Works and Emergency Services; c.: Interested Persons – No Encl. – September 15, 2000)

**(Report No. 16, Clause No. 97(k))**

**8.113 Permit Parking Poll – Hillsdale Avenue West Between Colin Avenue And Duplex Avenue (North Toronto)**

The Toronto Community Council had before it a communication (August 21, 2000) from Councillor Walker requesting that a re-poll be conducted of the residents of Hillsdale Avenue West and the flanking properties between Colin Avenue and Duplex Avenue on permit parking for their street.

The Toronto Community Council also had before it a communication (September 7, 2000) from Ms. Carol Lloyd Pinnington, Toronto.

On motion by Councillor Walker, the Toronto Community Council requested that a re-poll of residents on Hillsdale Avenue West and the flanking properties between Colin Avenue and Duplex Avenue be conducted with respect to permit parking.

(Letter sent to: Commissioner of Works and Emergency Services; c.: Interested Persons – No Encl. – September 15, 2000)

**(Report No. 16, Clause No. 97(l))**

**8.114 Item Withdrawn**

**8.115 Queen Of Sheba Restaurant 1198 Bloor Street West (Davenport)**

The Toronto Community Council had before it a communication (August 2, 2000) from the Alcohol and Gaming Commission of Ontario requesting Council's advice on whether it objects to the removal of the condition that sale and service of alcoholic beverages must cease at 12:00 a.m., Sunday to Saturday at the Queen of Sheba Restaurant at 1198 Bloor Street West.

On motion by Councillor Silva, the Toronto Community Council recommended that City Council advise the Alcohol and Gaming Commission of Ontario that it does not object to the removal of the condition that sale and service of alcoholic beverages must cease at 12:00 a.m., Sunday to Saturday, to permit the sale and service of alcoholic beverages to 2:00 a.m. Sunday to Saturday at the Queen of Sheba Restaurant, 1198 Bloor Street West.

**(Report No. 16, Clause No. 60)**

**8.116 2043 Davenport Road – Request For Exemption From The Front Parking By-Law (Davenport)**

The Toronto Community Council had before it a communication (August 16, 2000) from Councillor Disero requesting staff to report to the Toronto Community Council meeting to be held on September 27, 2000, on the request for exemption from the Front Yard Parking By-law at No. 2043 Davenport Road.

On motion by Councillor Disero, the Toronto Community Council requested the Commissioner of Works and Emergency Services to report to the Toronto Community Council, at its meeting to be held on September 27, 2000 on the request for exemption from the front yard parking by-law at 2043 Davenport Road.

(Letter sent to: Commissioner of Works and Emergency Services – No Encl. – September 12, 2000)

**(Report No. 16, Clause No. 97(m))**

### **8.117 Request For Endorsement Of Events For Liquor Licensing Purposes**

The Toronto Community Council had before it the following communications requesting endorsement of events for liquor licensing purposes:

- (August 14, 2000) from Director, Special Events, Toronto International Film Festival Group;
- (August 18, 2000) from Mr. Cutaia, Montana Urban Café;
- (August 14, 2000) from Director, Ancillary Services and Chief Licence Holder for Ryerson Polytechnic University;
- (August 10, 2000) from the Special Events Co-Chair, AIDSwalk Toronto;
- (July 31, 2000) from the Director, Economic Development, Culture and Tourism;
- (August 9, 2000) from the Director, University of Toronto;
- (August 9, 2000) from the Festival Planner, The Cabbagetown Festival;
- (August 22, 2000) from Ms. Maureen Perry Kings, Fundraising Co-ordinator, Central Neighbourhood House;
- (August 1, 2000) from Mr. Coukell;
- (August 9, 2000) from Ms. Fermo, Orientation Coordinator, Student Association, George Brown College;
- (August 10, 2000) from Ms. Brigitte Gargour, Sentra Travel;
- (August 22, 2000) from Mr. Stuart Adamson, Mondo Cani Inc.;
- (August 21, 2000) from Office Administrator, Revolver Film Company;
- (August 22, 2000) from Director, Project 360 Investment Limited;
- (August 31, 2000) from Constance MacDonald, ROM;
- (August 24, 2000) from Mr. Barry Webster, Secretary, Toronto Beach Rotary Club;
- (August 18, 2000) from P.A. Williams, Co-Chair, St. Timothy's Anglican Church;
- (September 5, 2000) from Mr. Vincent Donohoe, Project 360 Investment Limited;

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- (August 31, 2000) from Ms. Jillian Eisenberg, ESP;
- (September 1, 2000) from Mr. Alan M. Seymour, Treasurer, Global Roots Festival;
- (August 29, 2000) from Ms. Kathryn Reed-Garrett, Director of Business Development and Special Events, Exhibition Place;
- (August 28, 2000) from Mr. Paul M. Winnell, Managing Director, Upper Canada College; and
- (undated) from Mr. Frank DeCandia.

On motion by Councillor Walker, the Toronto Community Council recommended that Council, for liquor licensing purposes:

- (1) declare the Royal Agricultural Winter Fair at Exhibition Place to be held on November 2 to 11, 2000 with special events on October 30 and 31, 2000 to be an event of community/municipal significant, and advise the Alcohol and Gaming Commission of Ontario that it does not object to the request for a Special Occasion Permit for a licensed area within Halls A, B, C and D, within the National Trade Centre, the Coliseum, Heritage Court and the East and West Annexes, to be in operation from 9:00 a.m. to 9:00 p.m. daily, for the duration of the Fair;
- (2) since the events take place prior to the meeting of City Council, endorse the action of the Toronto Community Council in having advised the Alcohol and Gaming Commission of Ontario that it:
  - (a) has no objection to the temporary extension of the liquor licences for the Four Seasons Hotel, Windsor Arms Hotel and Park Hyatt Toronto to extend their hours of operation until 4:00 a.m., in conjunction with the 25<sup>th</sup> Annual International Film Festival from September 7 to September 16, 2000 inclusive;
  - (b) is aware of the outdoor event "Running of the Moose" as part of the Moose in the City Campaign, which is being held on Thursday, September 7, 2000 from 12 noon to 2:00 p.m., on Bay Street (between King Street and Front Street), and has no objection to it taking place;
  - (c) objects to the request from Mr. Cutaita, Montana Urban Café, for an extension of operating hours for the duration of the 25<sup>th</sup> Annual International Film Festival; and
  - (d) objects to the request from Mr. Stuart Adamson, Mondo Cani Inc., for an extension of hours for the duration of the 25<sup>th</sup> Annual International Film Festival.

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- (3) since the event takes place prior to the meeting of City Council, endorse the action of the Toronto Community Council in having advised the Alcohol and Gaming Commission of Ontario that it has declared the Global Roots Festival to be held on Friday, September 22 and Saturday, September 23, 2000 from 11:00 a.m. to 9:30 p.m., at the south west corner of the North Farmer' Farmers in Market Lane Park, 92 Front Street (Jarvis and Front Streets an event of municipal and/or community significance, and has no objection to its taking place;
- (4) since the events take place prior to the meeting of City Council, endorse the action of the Toronto Community Council in having advised the Alcohol and Gaming Commission of Ontario that it is aware of the following events and has no objection to their taking place:
- (a) reception at Ryerson Polytechnic University to take place on September 14, 2000 from 6:00 p.m. to 9:00 p.m.;
  - (b) AIDSwalk Toronto Beer Garden and BBQ at Nathan Phillips Square on September 24, 2000 between 3:00 p.m. – 7:30 p.m.;
  - (c) University of Toronto, Student Orientation event – September 8, 2000, on St. George Street, between Harbord and College Streets. (Two locations – the cafeteria on the lower level and upper west terrace, plus the east patio.) Daytime – 2:00 p.m. – 8:00p.m.; Night event – 8:00 p.m. – 2:00 a.m.;
  - (d) Central Neighbourhood House Beer Tent, to be held on September 10, 2000 at 517 Parliament Street, during the Cabbagetown/Riverdale Festival;
  - (e) Wedding and reception at Casa Loma on Saturday, September 9<sup>th</sup>, 2000, from 6:00 p.m. – 1:00 a.m.;
  - (f) Student Association, George Brown College's Third Annual Rock and Block party in the Hydro One lot adjacent to 140 Kendal Avenue on Friday, September 8, 2000;
  - (g) Pfizer Canada event at Casa Loma on Tuesday, September 19, 2000, at 1 Austin Terrace;
  - (h) Post Party for the MuchMusic Video Awards to be held on September 21, 2000 at The Courthouse, 57 Adelaide Street West – until 4:00 a.m.;
  - (i) Project 360 Investment Limited concert at 360 Adelaide Street West in the Basement North Section on Friday, September 8, 2000 from 9:00 p.m. – 2:00 a.m.;
  - (j) Alliance Atlantis Reception on Monday September 11, 2000, at the Royal Ontario Museum (within the main building);



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- (k) Toronto Beach Rotary Club barbecue event on Saturday, September 23<sup>rd</sup>, 2000 in the garden at the rear of St. Aidan's Church on Willow Avenue at Queen Street East;
  - (l) St. Timothy's Anglican Church event to be held in conjunction with International Food Festival on September 16, 2000, from 4:00 p.m to 7:00 p.m.;
  - (m) Project 360 Investment Limited concert at Turbo Niteclub at 360 Adelaide Street West in the Basement North Section on Friday, September 15, 2000 from 9:00 p.m. to 2:00 a.m.;
  - (n) Toronto Carpet Factory Tenant Appreciation Barbecue to be held on the lot of the Toronto Carpet Factory, located in the block of King Street West, Fraser Avenue, Liberty Street and Mowat Avenue, on the eastern edge of Parkdale, from 4:00 – 8:00 p.m. on Thursday, September 28, 2000;
  - (o) Reunion Reception at Upper Canada College, located on the north west corner of the school track/football field, on Saturday, September 23, 2000, between 11:30 a.m. and 3:00 p.m.;
  - (p) Canadian Martyrs Church fundraising event to be held at the north west corner of the Loblaws parking lot at 50 Musgrave on September 10, 2000 at 6:30 p.m.; and
- (5) since the event takes place prior to the meeting of City Council, endorse the action of the Toronto Community Council in having advised the Alcohol and Gaming Commission of Ontario that it has no objection to the temporary extension of the following liquor licences in conjunction with the Cabbagetown Festival on September 9 and 10, 2000:
- Nayong Pilipino Garden Restaurant – 557 Parliament Street;
  - Cosmo Café – 195 Carlton Street; and
  - Savunth Restaurant – 4 Amelia Street.

(Letter sent to: Mr. Wayne Jackson, Manager, Special Occasion Permits, Alcohol and Gaming Commission of Ontario, 20 Dundas Street West, 7<sup>th</sup> Floor, Toronto, Ontario, M5G 2N6; c.: Interested Persons – No Encl. – September 8, 2000)

**(Report No. 16, Clause No. 32)**

**8.118 Feasibility Of Speed Humps On Beaconsfield Avenue From Dundas Street West To Afton Avenue (Trinity-Niagara)**

On motion by Councillor Silva, the Toronto Community Council allowed the introduction of the communication (August 29, 2000) from Councillor Silva respecting Beaconsfield Avenue from Dundas Street West to Afton Avenue.

On further motion by Councillor Silva, the Toronto Community Council requested the Commissioner of Works and Emergency Services to report to the Community Council on feasibility of installing speed humps on Beaconsfield Avenue from Dundas Street West to Afton Avenue.

(Letter sent to: Commissioner of Works and Emergency Services – No Encl. – September 15, 2000)

**(Report No. 16, Clause No. 97(n))**

#### **8.119 Restoration Of Historic Palmerston Gates**

On motion by Councillor Pantalone, the Toronto Community Council allowed the introduction of the communication (August 29, 2000) from Councillor Pantalone respecting the restoration of the Historic Palmerston Gates.

On further motion by Councillor Pantalone, the Toronto Community Council recommended to City Council the adoption of the recommendations contained in the foregoing communication (August 29, 2000) from Councillor Pantalone.

**(Report No. 16, Clause No. 31)**

#### **8.120 Installation Of Speed Humps On Lawlor Avenue Between Kingston Road And Gerrard Street East**

The Chair ruled a communication (August 31, 2000) from Councillor Bussin respecting Lawlor Avenue between Kingston Road and Gerrard Street East out of order in view of Council's action respecting this matter on July 4, 5 and 6, 2000 (Toronto Community Council Report No. 11, Clause 21).

**(Report No. 16, Clause No. 97(q))**

#### **8.121 Parking On The West Side Of Mcroberts Avenue, From Innes Avenue, South To The First Laneway Thereof (Davenport)**

On motion by Councilor Disero, the Toronto Community Council allowed the introduction of the communication (September 7, 2000) from Councillor Disero respecting parking on the west side of McRoberts Avenue, from Innes Avenue, south to the first laneway thereof.

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On further motion by Councillor Disero, the Toronto Community Council requested the Commissioner of Works and Emergency Services to report to the Toronto Community Council at its meeting to be held on September 27, 2000 on permitting parking during the day on the west side of McRoberts Avenue, from Innes Avenue, south to the first laneway thereof.

(Letter sent to: Commissioner of Works and Emergency Services – No Encl. – September 12, 2000)

**(Report No. 16, Clause No. 97(o))**

The Committee adjourned its meeting on September 7, 2000 at 5:20 p.m.

Chair.

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**Attendance:**

<b>September 7, 2000</b>	<b>9:30a.m.– 11:25a.m.</b>	<b>12:00 p.m. - 12:25 p.m.</b>	<b>2:00 p.m. – 2:35 p.m.</b>	<b>3:00 p.m. – 5:20 p.m.</b>	<b>Quorum Call 4:04 p.m.</b>
<b>McConnell (Chair)</b>					
<b>Adams</b>	<b>X</b>	<b>X</b>		<b>X</b>	
<b>Bossons</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
<b>Bussin</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
<b>Chow</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
<b>Disero</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
<b>Jakobek</b>					
<b>Johnston</b>					
<b>Korwin-Kuczynski</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	
<b>Layton</b>					
<b>Miller</b>					
<b>Palacio</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
<b>Pantalone</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
<b>Rae</b>	<b>X</b>		<b>X</b>	<b>X</b>	<b>X</b>
<b>Silva</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	
<b>Walker</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
<b>Mayor Lastman</b>					

\* Members were present for some or all of the time indicated.