

Ministry of the Environment

Environmental Assessment and
Approvals Branch

2 St. Clair Avenue West
Floor 12A
Toronto ON M4V 1L5
Tel.: 416 314-8001
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Ministère de l'Environnement

Direction des évaluations et des
autorisations environnementales

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REGION OF YORK
CLERK'S OFFICE

FILE No. - 906



ENV1283MC-2009-474

February 17, 2009

Ms. Debi A. Wilcox
City Clerk
City of Pickering
Corporate Services Department
Clerk's Division
Pickering Civic Centre
One The Esplanade
Pickering ON L1V 6K7

Dear Ms. Wilcox:

Thank you for your letter dated January 23, 2009 to the Minister of the Environment about the York Durham Sewer System (YDSS) Southeast Collector Trunk Sewer Final Environmental Assessment (EA). I am pleased to reply on behalf of the Minister.

I appreciate receiving notice of the City of Pickering Council's resolution concerning the proposed location of the Odour Control Facility in the City of Pickering and the request for a three month extension of the public comment period. Based on commitments made by the Regions of York and Durham to continue to work with the City of Pickering, the Ministry will not be extending the public comment period.

A five week public inspection period will be provided following the publishing of the Ministry Review. The City of Pickering will receive a copy of the Ministry Review and is encouraged to review and provide comments during that time. Comments on the Ministry Review and the EA will be considered by the Minister prior to a decision being made on whether or not to approve the proposed undertaking as described in the EA.

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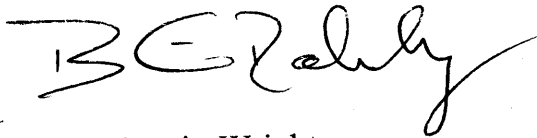
Ms. Debi A. Wilcox

Page 2.

I encourage the City to continue working closely with York and Durham Regions regarding the proposed Odour Control Facility.

Should you have any questions on the Environmental Assessment process please contact Charlene Cressman, Special Project Officer of the Environmental Assessment and Approvals Branch, at 416-314-8221 or by email at charlene.cressman@ontario.ca.

Yours sincerely,



for Agatha Garcia-Wright

Director

Environmental Assessment and Approvals Branch

c: Wayne Arthurs, MPP, Pickering-Scarborough East
John O'Toole, MPP, Durham
Jerry Ouellette, MPP, Oshawa
Christine Elliott, MPP, Whitby-Ajax
Denis Kelly, Regional Clerk, Region of York
P.M. Madill, Regional Clerk, Region of Durham
Chief Administrative Officer, Director, Operations & Emergency Services

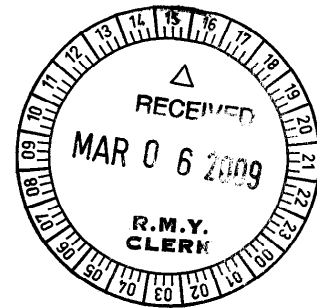


February 28, 2009

REGION OF YORK
CLERK'S OFFICE

FILE No. 906

Mr. Denis Kelly
Regional Clerk
The Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1



**RE: YONGE STREET CORRIDOR - STREETSCAPING
(FILE MI 526) (10.0)**

Dear Mr. Kelly:

This will confirm that at a meeting held on February 24, 2009, Town of Markham Council adopted the following resolution:

- "1) That the Development Services Commission Report entitled "Yonge Street Corridor – Streetscaping", dated February 17, 2009, be received; and,
- 2) That Council approve the following resolution addressing streetscaping on Yonge Street:
 - "a) Whereas the Region of York has identified the Yonge Street corridor as a high priority for investment in high-order transit; and,
 - b) Whereas the cost-effectiveness of public transit depends on high levels of transit ridership, and ridership levels depend on an urban environment which is attractive, pedestrian-friendly and complementary to the transit service in terms of densities, built form, roadway design and streetscaping; and,
 - c) Whereas the detailed design of Yonge Street transit facilities is expected to begin early in 2009; and,
 - d) Whereas reconstruction of a significant part of the Yonge Street right of way will provide an opportunity to incorporate streetscape improvements during construction of the transit facilities; and,

.....2/

- e) Whereas a comprehensive and detailed streetscape study for the Yonge Street Corridor is required to present the desired vision for the corridor and to coordinate and direct streetscape improvement projects; and,
 - f) Whereas the Region of York has the authority to coordinate and implement a comprehensive streetscape improvement program for the Yonge Street corridor; and therefore be it resolved,
 - g) That the Council of the Town of Markham requests that the Region of York commit funding in 2009 to a comprehensive and detailed streetscape study (including an implementation and funding strategy) for the Yonge Street corridor north of Steeles Avenue, and expedite initiation of the study to ensure its completion and implementation in coordination with the construction of subway-related works, in consultation with the Town of Markham, City of Vaughan and Town of Richmond Hill."; and,
- 3) That the resolution be forwarded to York Region, the City of Vaughan, and the Town of Richmond Hill; and further,
 - 4) That Staff be authorized and directed to do all things necessary to give effect to this resolution." (Item 1 of Report No. 11)

If you have any questions, please contact Ron Blake, Development Manager, West District at 905-477-7000 ext. 2600.

Yours sincerely,



Kimberley Kitteringham
Town Clerk

SUBJECT: Yonge Street Corridor – Streetscaping
File MI 526

PREPARED BY: Ron Blake, Development Manager, West District

RECOMMENDATION:

That the Development Services Commission Report entitled “Yonge Street Corridor – Streetscaping”, dated February 17, 2009, be received;

That Council approve the following resolution addressing streetscaping on Yonge Street:

WHEREAS the Region of York has identified the Yonge Street corridor as a high priority for investment in high-order transit; and

AND WHEREAS the cost-effectiveness of public transit depends on high levels of transit ridership, and ridership levels depend on an urban environment which is attractive, pedestrian-friendly and complementary to the transit service in terms of densities, built form, roadway design and streetscaping; and

AND WHEREAS the detailed design of Yonge Street transit facilities is expected to begin early in 2009; and

AND WHEREAS reconstruction of a significant part of the Yonge Street right of way will provide an opportunity to incorporate streetscape improvements during construction of the transit facilities; and

AND WHEREAS a comprehensive and detailed streetscape study for the Yonge Street Corridor is required to present the desired vision for the corridor and to coordinate and direct streetscape improvement projects; and

AND WHEREAS the Region of York has the authority to coordinate and implement a comprehensive streetscape improvement program for the Yonge Street corridor;

THEREFORE BE IT RESOLVED that the Council of the Town of Markham requests that the Region of York commit funding in its 2009 budget to a comprehensive and detailed streetscape study (including an implementation and funding strategy) for the Yonge Street corridor north of Steeles Avenue, and expedite initiation of the study to ensure its completion and implementation in coordination with the construction of subway-related works, in consultation with the Town of Markham, City of Vaughan and Town of Richmond Hill.

That the resolution be forwarded to York Region, the City of Vaughan, and the Town of Richmond Hill;

And That Staff be authorized and directed to do all things necessary to give effect to this resolution.

EXECUTIVE SUMMARY:

Not applicable

PURPOSE:

The purpose of this report is to identify the need for a major streetscaping initiative on the Yonge Street Corridor, in conjunction with the subway extension and other transit infrastructure planned for the corridor, in conjunction with redevelopment initiatives, and to support the recent initiative by the City of Vaughan to adopt a similar resolution.

BACKGROUND AND DISCUSSION:

Area municipalities are undertaking intensification and urban design studies for the Yonge Street Corridor

The Town of Markham and adjacent municipalities have undertaken, or are undertaking, planning and urban design studies for various sections of the Yonge Street corridor in response to planned transit improvements. These include:

- *Thornhill Yonge Street Study:* A joint study initiated by the Town of Markham and including the City of Vaughan, resulting in an Official Plan Amendment approved in 2006 (further amended in 2007), setting out new development policies for properties fronting Yonge Street within the Thornhill Heritage Conservation District. The study was undertaken in response to York Region's plan to develop dedicated bus rapid transit along Yonge Street. The study and implementing OPA proposed a moderate amount of mixed use redevelopment for properties fronting this section of the Yonge Street corridor, respecting the heritage context.
- *The Yonge Steeles Corridor Study (Town of Markham):* completed in October 2008, proposes significant intensification along the southern portion of the Yonge Street corridor between Steeles Avenue, Dudley Avenue (the next block east of Yonge) and the Farmer's Market south of Elgin Street. During the early stages of this study, the Province announced funding and a fast-tracked Environmental Assessment process for an extension of the Yonge Street subway line to Langstaff. The study was prepared within the context of a Yonge Subway extension, and proposes mixed use redevelopment at an average density of 2.5 FSI, with a maximum density of 3.5 FSI in certain key locations within the study area; a gradation of building heights and densities from low rise development adjacent to Dudley Avenue to point towers up to 100 metres in height along the Yonge Street frontage; and building heights within the study area governed by a 2:1 slope angular plane, measured from the existing residential properties on the east side of Dudley Avenue.

- *The Yonge Steeles Corridor Study (City of Vaughan)*: an ongoing study of properties fronting Yonge Street north of Steeles and Steeles Avenue west of Yonge, as well as the adjacent neighbourhood.
- *The Langstaff Master Plan Study*, an ongoing study by the Town of Markham of redevelopment potential of the Langstaff Community as an urban growth centre;
- *The Richmond Hill Urban Growth Centre Study*, an ongoing study by the Town of Richmond Hill, examining redevelopment of the Richmond Hill Urban Growth Centre north of Highway 7, east of Yonge Street;
- *The Yonge North Corridor Study*, proposed by the Town of Markham, which will address redevelopment opportunities on the east side of Yonge Street north of Royal Orchard;
- The City of Toronto intends to undertake a similar study for both sides of the Yonge Street corridor south of Steeles Avenue.

York Region undertaking planning and engineering studies for the Yonge Subway extension

Since the spring of 2008, York Region has undertaken design and engineering studies for the proposed subway extension, and is now completing a fast-tracked environmental assessment for the extension of the Yonge Subway. The City of Toronto and the TTC are also participating in the environmental assessment.

Prior to the 2007 Provincial announcement for funding of the Yonge Subway extension, York Region Transit had been working on detail design for the proposed bus rapid transit system on Yonge Street. As part of this process, the Region, in consultation with the Town of Markham, City of Vaughan and Town of Richmond Hill, was preparing streetscape improvement plans for the Yonge Street corridor in the vicinity of proposed busway stops. These plans included enhanced paving material, lighting fixtures as well as landscaping within the Yonge Street right of way.

Streetscape improvements facilitate redevelopment and support transit initiatives

Similarly, the introduction of a subway extension represents a significant opportunity to enhance the streetscape of the Yonge Corridor and upgrade the quality of the urban context within this area. Since transit users are also pedestrians, the quality of the streetscapes and the general pedestrian environment in the vicinity of a transit system will play a key role in the attractiveness and use of transit facilities. Opportunities to promote redevelopment and urban intensification in the vicinity of transit facilities depend directly on the streetscape quality of major thoroughfares such as Yonge Street. Furthermore, a coordinated approach to streetscape improvements on both the Markham and Vaughan sides of Yonge Street is key to the future quality of the urban and pedestrian environment in this area.

City of Vaughan passed a resolution requesting the Region of York to undertake streetscaping on Yonge Street

On January 13, 2009, the City of Vaughan passed a resolution requesting York Region to undertake a streetscaping study of Yonge Street in 2009, concurrent with the design and engineering studies for the Yonge Subway extension to Highway 7.

FINANCIAL CONSIDERATIONS

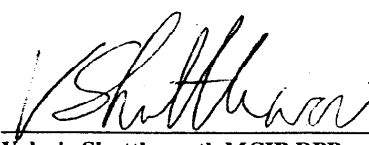
Yonge Street is under the jurisdiction of the Region of York, and the Region is undertaking planning and engineering studies for the Yonge Subway extension. The Region of York is being requested to fund, coordinate and undertake the streetscape study, with 'services in kind' participation from area municipal staff including staff from the Town of Markham. The study should also address a strategy for implementation of the streetscape study recommendations, concurrent with the construction of the subway-related works, in consultation with the Town of Markham, City of Vaughan and Town of Richmond Hill. Funding and implementation options to be reviewed should include (but are not limited to) direct capital funding investment by the Region and Senior Levels of Government in the context of the Yonge Subway infrastructure project, site specific improvements as a condition of site plan approval for infill and re-development projects, Planning Act Section 37 rezoning and bonussing provisions, and possible use of community improvement plans or regional development charges.

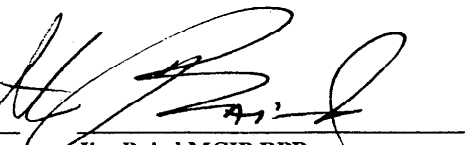
CONCLUSION

The Town of Markham and the City of Vaughan have completed or are undertaking planning and urban design studies intended to identify a new vision for the Yonge Street Corridor within the context of the intensification and redevelopment opportunities afforded by the proposed transit infrastructure improvements. At the same time, a comprehensive and coordinated streetscape plan for the Yonge Street corridor will play a key role in realizing the full potential of the proposed transit improvements and the enhancements to the quality of the urban context that will result. York Region, which has jurisdiction over the Yonge Street corridor north of Steeles Avenue, will play a key role in coordinating, directing and implementing a future vision for the Yonge Street streetscape.

Therefore, the recommendation of this report request York Region to provide funding for, and to undertake a comprehensive and detailed streetscape study of the Yonge Street corridor, in consultation with affected local municipalities,. This study should be undertaken as soon as possible, to coincide with the ongoing Environmental Assessment study for the subway extension, and the anticipated announcement of the Yonge Subway extension decision in the Spring of 2009.

RECOMMENDED
BY:


Valerie Shuttleworth MCIP RPP
Director of Planning and Urban Design


Jim Baird MCIP RPP
Commissioner of Development Services



TOWN OF GEORGINA

26557 Civic Centre Rd., R.R. #2, Keswick, Ontario L4P 3G1

March 6, 2009

File: C.3.20

VIA REGULAR MAIL AND FACSIMILE TRANSMITTAL

Regional Municipality of York
Roads and Transportation Branch
90 Bales Drive East
Sharon, Ontario
L0G 1V0

Attention: Paul Jankowski, General Manager

NO. (905) 895-7223
REGION
TRANSPORTATION SERVICE
FILE / ROUTE

Dear Sir:

RE: Request for Signalization
The Queensway South and Riveredge Drive/Cameron Crescent, Keswick
Crates Landing Condominium Development

At a Special Council meeting held on October 30, 2008, Council considered Report PB-2008-0118 of the Planning and Building Department respecting the condominium development known as Crates Landing in Keswick. Resolution No. C-2008-0479 was passed and a copy is attached. Item J of the resolution specifically reads:

THE TOWN OF GEORGINA SUPPORTS THE SIGNALIZATION OF THE INTERSECTION OF THE QUEENSWAY SOUTH AND THE SOUTH LEG OF CAMERON CRESCENT AND REQUEST THE REGION OF YORK APPROVE THE INSTALLATION OF TRAFFIC SIGNALS AT THE EXPENSE OF THE PROPONENT, CRATES LANDING (ONTARIO) GENERAL PARTNER INC. AND BROOKFIELD MILLHOUSE INC.

This residential/commercial development will access The Queensway South (Y.R. 12*) at the intersection with Cameron Crescent/Riveredge Drive. The proponent's traffic consultant has recommended that this intersection be fully signalized and the Town supports this recommendation all at the proponent's expense.

The Town respectfully requests consideration and approval of the foregoing, and looks forward to your response.

Yours truly,

FOR THE TOWN OF GEORGINA

Michael E. Baskerville, C.E.T., CMM
Engineering Manager

MEB:df

Att.

(905) 476-4301

(905) 722-6516

(705) 437-2210

Fax: (905) 476-8100

6. PUBLIC MEETINGS cont'd:

The Town staff will deal with the site plan and the building permits, while the developer should focus on working groups. Staff would be willing to attend working groups, but will not be coordinating them.

Mrs. Stone stated that another recommendation could be added to ensure that any future meetings with regard to site plan related matters include an invitation to all interested parties.

Mr. Lenters suggested that the developer take heed of the concerns raised which are legitimate issues and concerns regarding noise and impact. He stated that there are ways to design buildings in order to reduce some of the concerns raised.

Mr. Smith stated that it is important to receive an approval in principle from the site plan committee at this time.

Mr. Lenters stated that the site plan committee could approve in principle the rendering of the plan contained in the staff report, noting that the committee will still need to approve the details of design, plans, specifications, position of building, etc. He advised that the Fire Department needs to be consulted with regard to the proposed name change and he suggested that the name change should be a distinct change, rather than a 'west' or 'east' being added to the name, in order to easily differentiate between the roads in an emergency situation.

Mr. Hougham inquired what impact the site plan agreement has on the overall development of the site. He stated that regarding the parking garage concerns, there are buildings of similar size and mass that could be swapped with the garage, or locations altered, thereby eliminating the concerns related to the parking garage. He inquired if approval in principle is given at a site plan meeting tonight, would that approval lock the buildings into their proposed locations and eliminate the chance of altering their locations at a later date.

Moved by Councillor Jamieson

Seconded by Regional Councillor Wheeler

RESOLUTION NO. SC-2008-0479

- A. THAT REPORT PB-2008-0118 BE RECEIVED AS INFORMATION.
- B. THAT THE APPLICATION SUBMITTED BY CRATES LANDING (ONTARIO) GENERAL PARTNER INC. AND BROOKFIELD MILLHOUSE INC. BE APPROVED SUBJECT TO THE ZONING PROVISIONS CONTAINED IN SECTION 'D' BELOW.

6. PUBLIC MEETINGS cont'd:

- C. THAT 210 PERSONS EQUIVALENT OF WATER AND SEWER ALLOCATION BE ASSIGNED FROM THE INDUSTRIAL / COMMERCIAL / INSTITUTIONAL CATEGORY TO THE SUBJECT PROPERTY TO SERVICE THE DEVELOPMENT OF 140 HOTEL UNITS.
- D. THAT THE AMENDING BY-LAW CONTAIN THE FOLLOWING SITE SPECIFIC ZONING PROVISIONS:
- I) A HOLDING PROVISION WHICH PERMITS A MAXIMUM OF 99 RESIDENTIAL APARTMENT UNITS UNTIL SUCH TIME AS THE REGIONAL MUNICIPALITY OF YORK HAS CONFIRMED THAT THE APPLICANT HAS SUCCESSFULLY DEMONSTRATED THROUGH THE REGION'S 'SUSTAINABLE DEVELOPMENT THROUGH LEED PROGRAM' THAT A GOLD LEVEL CERTIFICATION CAN BE ACHIEVED, IN ORDER TO OBTAIN THE SERVICING CREDITS REQUIRED TO SERVICE THE REMAINING 61 APARTMENT UNITS.
 - II) THAT AN OUTDOOR PATIO AREA TO BE UTILIZED IN ASSOCIATION WITH A PROPOSED RESTAURANT USE BE PROVIDED AT BOTH GRADE AND PODIUM LEVEL WITH EACH PATIO HAVING A MINIMUM FLOOR AREA OF 100 SQUARE METRES.
 - III) THAT A MINIMUM FLOOR AREA OF 1,400 SQUARE METRES BE PROVIDED AT GRADE LEVEL AND AT THE PODIUM LEVEL FOR THE PROVISION OF RETAIL AND SERVICE COMMERCIAL USES.
 - IV) THAT THE MAXIMUM HEIGHT OF THE PARKING GARAGE WHICH EXTENDS BEYOND THE WALL OF THE HOTEL AND CONFERENCE CENTRE SHALL BE 18 METRES.
 - V) THAT THE MINIMUM FRONT YARD SETBACK SHALL BE 3 METRES FOR A PARKING GARAGE HAVING A MAXIMUM HEIGHT OF 18 METRES.
 - VI) THAT THE MAXIMUM HEIGHT OF THE PARKING GARAGE WITH A ROOF TOP TERRACE SHALL BE 18 METRES.
 - VII) THAT A HOLDING PROVISION BE INCLUDED IN THE ZONING BY-LAW, TO BE REMOVED ONCE FAVOURABLE COMMENTS HAVE BEEN RECEIVED FROM THE REGION OF YORK RESPECTING THE SIGNALIZATION OF CAMERON CRESCENT AND THE QUEENSWAY SOUTH.

6. PUBLIC MEETINGS cont'd:

- E) THAT COUNCIL SUPPORT THE SUBMISSION OF AN APPLICATION FOR THE REGION'S "SUSTAINABLE DEVELOPMENT THROUGH LEED BONUSING PROGRAM" AND THAT THE REGION OF YORK BE REQUESTED TO EXPEDITE THEIR REVIEW OF THIS APPLICATION.
- F) THAT THE APPLICANT PROVIDE AN UPDATED SURVEY OF SURROUNDING PROPERTIES INCLUDING THE KESWICK MARINA PROPERTY WITH RESPECT TO THE POTENTIAL IMPACTS OF THE PILE DRIVING ASPECT OF THE PROPOSAL.
- G) THAT ALL INTERESTED PARTIES BE INVITED TO ATTEND ANY FUTURE SITE PLAN MEETINGS THAT MAY BE HELD.
- H) THAT THE PROPOSED DESIGN OF THE PARKING GARAGE BE SUBJECT TO FURTHER REVIEW AND APPROVAL BY THE SITE PLAN REVIEW COMMITTEE AND THAT ALL INTERESTED PARTIES BE INVITED TO ATTEND THE SITE PLAN REVIEW COMMITTEE MEETING.
- I) THAT PURSUANT TO SECTION 34(17) OF THE PLANNING ACT, R.S.O. 1990, COUNCIL DEEMS THAT FURTHER NOTICE IS NOT REQUIRED TO BE GIVEN IN RESPECT OF ANY MINOR REVISIONS TO THE PROPOSED AMENDING ZONING BY-LAW.
- J) THE TOWN OF GEORGINA SUPPORTS THE SIGNALIZATION OF THE INTERSECTION OF THE QUEENSWAY SOUTH AND THE SOUTH LEG OF CAMERON CRESCENT AND REQUEST THE REGION OF YORK APPROVE THE INSTALLATION OF TRAFFIC SIGNALS AT THE EXPENSE OF THE PROPONENT, CRATES LANDING (ONTARIO) GENERAL PARTNER INC. AND BROOKFIELD MILLHOUSE INC.
- K) THAT THE TOWN CLERK FORWARD A COPY OF REPORT PB-2008-0118 AND COUNCIL'S RESOLUTION THEREON TO THE COMMISSIONER OF PLANNING AND DEVELOPMENT SERVICES FOR THE REGIONAL MUNICIPALITY OF YORK.

Carried.....



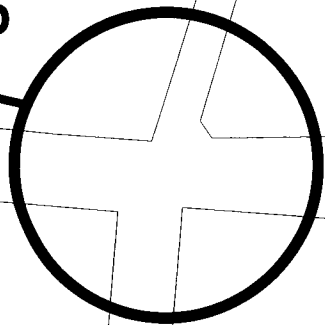
**LAKE
SIMCOE**

CRESCENT

RICHMOND PARK DRIVE

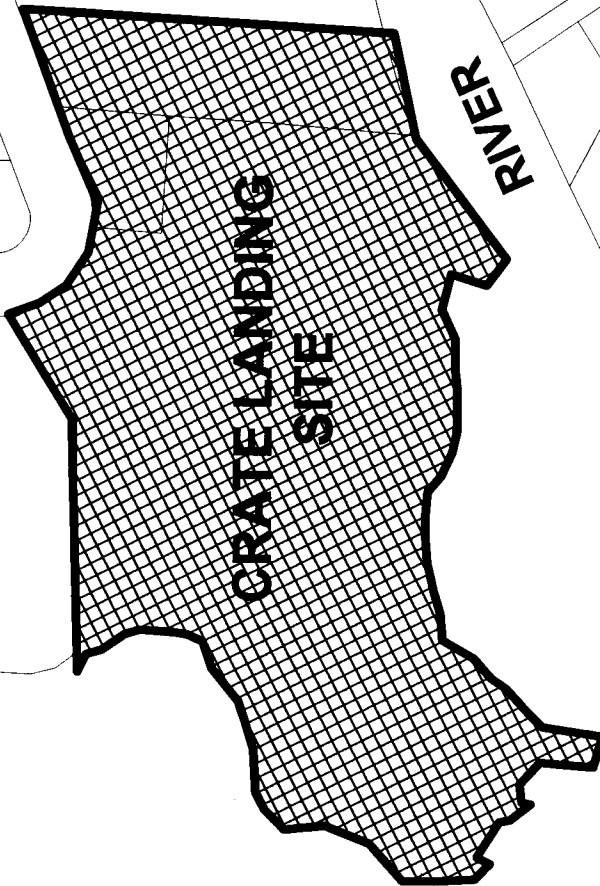
CAMERON

**TO BE
SIGNALIZED**



RIVEREDGE DRIVE

THE QUEENSWAY SOUTH



**CRATE LANDING
SITE**

RIVER

MASKINONGE

**REGION OF YORK
CLERK'S OFFICE****FILE No. -** *906*

2009Y23.32let

March 6, 2009

**York Region - Bayview Avenue Class EA from John Street to Major Mackenzie Drive
(Ward 15 - Eglinton-Lawrence)****Item NY23.32 - Adopted by City Council
on February 23, 24 and 25, 2009**

City Council, at its meeting on the above date, adopted the following:

1. City Council not support the Regional Municipality of York's proposal to widen Bayview Avenue from John Street to Major Mackenzie Drive.

You can view this item and any background information in the City Council Decision Document posted on the City's Web site at:

<http://www.toronto.ca/legdocs/mmis/2008/cc/decisions/2009-02-23-cc31-dd.pdf>

Yours truly,


City Clerk

Francine Adamo



cc.: Richard Butts, Deputy City Manager, City of Toronto
Gary Welsh, General Manager, Transportation Services, City of Toronto
Myles Currie, Director, Transportation Services, North York District, City of Toronto
~~Denis Kelly~~, Regional Clerk, York Region
Bryan Tuckey, Commissioner, Planning and Development Services, York Region
Kathleen Llewellyn-Thomas, Commissioner, Transportation, York Region

NOTICE OF MOTION

Moved by: Councillor David Shiner

RE: York Region – Bayview Avenue Class EA from
John Street to Major Mackenzie Drive

SUMMARY:

At the last Toronto City Council meeting of January 27 and 28, 2009 Council endorsed the extension of the Yonge subway line to Hwy. 407 with the intention of providing better access via public transit.

The Regional Municipality of York is currently conducting additional analyses and consultation work with respect to the Bayview Avenue Class EA from Major Mackenzie Drive to John Street. The EA is a proposal to widen Bayview Avenue to provide better access for the 905 region.

Bayview Avenue is an extremely busy four lane street in the City of Toronto south of Steeles Avenue East.

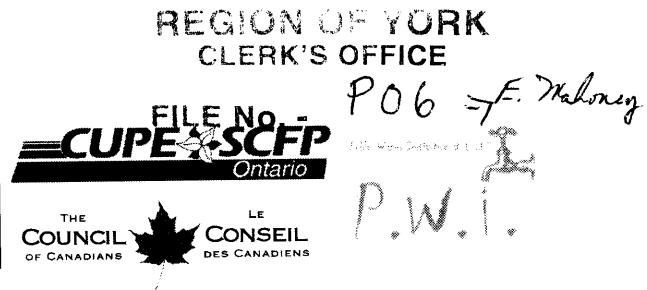
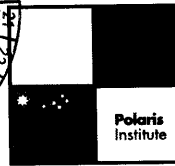
Currently a very high volume of transient traffic from the 905 by-passes the daily Bayview Avenue traffic chaos by travelling along John Street to Henderson Avenue and crossing Steeles Avenue at the Henderson Avenue/Maxome Avenue intersection. This has created a very unacceptable situation in the stable Willowdale residential community.

City staff from Infrastructure Planning, Transportation Services Division have advised that they have only requested information on the status of this study and have not provided any formal comments to York Region. As indicated in their October 2007 report to the North York Community Council, the limits of York Region's Bayview Avenue project are approximately John Street to Major Mackenzie Drive. Staff have considered this project to have no impact on cross boundary travel capacity. They have not focused discussions between the City of Toronto and York Regions staff on managing cross-boundary travel. At this point City staff do not know what York Region might bring forward.

Any widening of Bayview Avenue from Major Mackenzie Drive to John Street will further exacerbate the traffic problems in Willowdale and increase the volumes of transient traffic using the Henderson Avenue/Maxome Avenue intersection.

RECOMMENDATION:

That the City of Toronto not support the Regional Municipality of York's proposal to widen Bayview Avenue from John Street to Major Mackenzie Drive.



Dear Mayor and Council:

As you consider measures to promote the right to water, decrease waste and protect the environment, we encourage you to consider supporting public water by actively encouraging the consumption of tap water over bottled water.

In the past year Canadians have made a commitment to public water services. Across the country municipalities, schools and universities, faith-based organizations, restaurants and unions have stood up for Canada's public water services by phasing out the provision and sale of bottled water.

Just recently the Association of Municipalities of Ontario (AMO) distributed a communiqué to all its members endorsing municipal initiatives to promote public water and phase out the provision and sale of bottled water in municipal facilities.

In Ontario alone 13 municipalities have passed legislation to phase out the provision and sale of bottled water on city/town property and promote public municipal water, with many more currently exploring options for how to "turn on the tap" and phase out the bottle.

The fact is that in Ontario municipal water systems are among the safest and strongest in the world. Meanwhile bottled water costs consumers thousands of times more and is far less regulated than tap water. The production of bottled water also consumes vast amounts of energy and releases harmful toxics into the environment.

Of the many different services that municipalities provide, it is often said that no service is as critical to the health of citizens as the supply of clean water. Phasing out the provision and sale of bottled water on municipal property and committing to promoting clean and accessible public water will demonstrate a commitment to public water.

The enclosed documents briefly outline how municipalities can take action on public water services and bottled water.

As a network of organizations from across Ontario we would be pleased to discuss these issues and options in more detail and look forward to hearing from you soon.

With Regards,

Joe Cressy
Polaris Institute
joecressy@polarisinstitute.org
(613) 668-5542

On behalf of: Polaris Institute, The Council of Canadians, CUPE Ontario, OPSEU, KAIROS, Development and Peace, Sierra Youth Coalition, Development and Peace, Canadian Federation of Students, Public Water Initiative at U of T



Take the Plunge: Bottled Water Municipal Examples

Across Canada municipalities have taken action on bottled water. Here are a just a few examples of municipal actions that limit or end the use of bottled water and promote the consumption of tap water.

- ***Region of Waterloo, Ontario:*** Regional Municipality passed a resolution restricting the provision and sale of bottled water on regional property, except in locations where potable tap water is not available.
- ***London, Ontario:*** City Council passed a bottled water motion that prohibited the sale and distribution of bottled water on city owned and operated property and provided alternatives for the provision of accessible tap water.
- ***St. John's, Newfoundland:*** City Council banned the use of city money for the purpose of providing bottled water on city property, including during city-hosted events.
- ***Charlottetown, Prince Edward Island:*** City Council made the decision to stop purchasing bottled water.
- ***Altona, Manitoba:*** Municipality phased out the provision of water coolers and bottled water in its offices
- ***Region of Metro Vancouver, British Columbia:*** Council voted to launch a public campaign to support tap water and to encourage local municipalities to phase out the availability of bottled water in civic centres and install more water fountains.

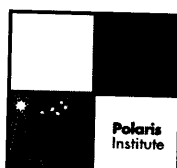
Canadian Statistics:

- 24 Municipalities from six provinces in Canada have implemented restrictions on bottled water
- 16 Municipalities in Ontario have implemented restrictions on bottled water
- 15 Municipalities in Ontario are currently exploring restrictions on bottled water

CASE STUDY: CITY OF TORONTO

In December 2008 the City of Toronto passed a comprehensive bottled water motion that banned the sale or distribution of bottled water and provided alternatives for the provision of accessible tap water. Here are the details of the City of Toronto's approach to bottled water:

- Ban the sale or distribution of bottled water at Civic Centres immediately.
- Direct staff from all City Departments to work together to develop and implement a program that bans the sale and distribution of bottled water at all remaining City facilities, including in vending machines.
- Direct staff from all City Departments to improve accessibility to tap water at all City facilities.
- Launch a public awareness campaign that promotes the consumption of tap water
- Ensure that portable outdoor water trucks/trailers are available for outdoor city hosted and sponsored events.



Take the Plunge: Bottled Water Action Options for Ontario Municipalities

Phase out the sale and distribution of bottled water in City/Town facilities

- Prohibit the use of municipal government funds to purchase or distribute bottled water. Why not start with City/Town Hall (Council meetings, bottled water available in department offices) and develop a strategy to phase out bottled water in city facilities and sponsored events
- Begin dialogue with vendors in City/Town owned and leased space towards ending the sale of bottled water
- Remove bottled water sold in vending machines in City/Town owned and leased space (develop a provision regarding bottled water for upcoming agreement renewals)

Providing and promoting alternatives to bottled water

- Establish a municipal policy that mandates a cross-departmental team to audit the viability of switching to bottle-less water dispensers in City/Town owned and leased spaces.
- Provide access to municipal water in City/Town owned and leased spaces by maintaining, and installing new municipal water infrastructure, such as water fountains and well water systems.
- Commit to providing water-dispensing units (stationary or removable, such as water trucks that connect to fire hydrants) at City/Town organized and sponsored special events.
- Start a municipal water awareness campaign that encourages municipal water consumption in City/Town buildings. Work towards extending this awareness campaign to the broader public of the community.

'Right-to-know' policies

- Ensure that residents can access information about companies using municipal tap water or groundwater in the area (where jurisdictions apply) including the number of water bottlers in the municipality, company names, amount of water extracted and rates charged on a daily basis.

Foster accountability

- Develop and implement policies that enhance accountability including transparency and public consultation around the approval of the use of water for water bottling.



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FYI

MEMBER COMMUNICATION

FYI N°: 09-002

To the attention of the Clerk and Council
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Municipal Action on Bottled Water

Issue: Municipalities across Canada and in Ontario have recently taken action to encourage use of municipal tap water at municipal events and facilities.

Municipal councils across Canada, including 13 Ontario municipalities have taken action in recent months to limit the use of bottled water in municipal facilities, where appropriate, and to support the use of municipal tap water by residents and visitors. AMO understands that a number of other Ontario municipalities are also considering such initiatives.

Ontario councils taking action in this area include the cities of Sault Ste. Marie, London, Windsor, the Regional Municipality of Waterloo and the Town of Blue Mountains, amongst others. Across Canada, other municipalities such as St. John's, Newfoundland, Charlottetown, PEI, Altona, Manitoba, Toronto and the Region of Metro Vancouver have also taken action.

In some cases these actions have been supported through public education to increase awareness of the safety of municipal tap water, actions to increase the supply of municipal tap water at events through mobile water trucks and increase of supply of municipal tap water where necessary.

These measures complement long-standing positions taken by AMO and other municipal associations by increasing awareness of the affordability, health and safety of municipal tap water and the need for continuing public investments in infrastructure to provide affordable clean water to municipal residents. They also encourage stewardship of water as a valuable resource and help to reduce the amount of plastics in municipal waste streams.

Action:

Councils interested in investigating this issue are encouraged to contact those municipalities that have taken action.

This information is available in the Policy Issues section of the AMO website at www.amo.on.ca.

