

THE CITY OF TORONTO

Clerk's Department

Minutes of the Urban Environment and Development Committee

Monday, November 30, 1998 and Tuesday, December 1, 1998.

The Urban Environment and Development Committee met on Monday, November 30, 1998, and December 1, 1998, in Committee Room A, 2nd Floor, Metro Hall, Toronto, commencing at 9:40 a.m.

Members Present:

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

Regrets: Councillor Frank Faubert
Councillor Mike Tzekas

Also Present: Councillor B. Ashton
Councillor S. Bussin
Councillor R. Davis
Councillor B. DiSero
Councillor D. Holyday
Councillor T. Jakobek
Councillor C. Korwin-Kuczynski
Councillor J. Layton
Councillor D. Miller
Councillor M. Prue
Councillor B. Sinclair
Councillor M. Walker

Confirmation of Minutes.

On motion by Councillor R. Moeser, the Minutes of the meeting of the Urban Environment and Development Committee held on November 30, 1998, were confirmed.

349. A Rapid Transit Connection Between Pearson International Airport and Union Station.

The Committee had before it the following report and communication:

- (i) (November 27, 1998) from the Commissioner of Urban Planning and Development Services recommending that consideration of this matter be deferred until the Urban Environment and Development Committee meeting in January 1999 in order to allow additional time for responses from the Provincial and Federal Governments.
- (ii) (October 9, 1998) from the City Clerk addressed to the Minister of Transport enclosing a copy of Clause No. 1 of Report No. 10 of The Urban Environment and Development Committee, headed "A Rapid Transit Connection Between Pearson International Airport and Union Station", which was adopted, as amended, by the Council of the City of Toronto at its meeting held on October 1 and 2, 1998; and drawing the Minister's attention to the amendment by Council found at the beginning of the Clause, viz:

"It is further recommended that:

- (1) the federal Minister of Transportation be invited to make a presentation respecting this matter to the next meeting of the Urban Environment and Development Committee to be held on November 2, 1998; and
- (2) the Commissioner of Urban Planning and Development Services be requested to submit a report to Council in November 1998, if possible, or in December 1998, with an update on whether there has been any movement from the provincial or federal governments with respect to the foregoing matter, so that Council can be informed on the progress of this project."

On motion by Councillor R. Moeser, the Committee deferred consideration of the aforementioned report and communication to the January 11, 1999 meeting of the Urban Environment and Development Committee.

(Report No. 14 - Clause No. 11(c))

350. Proposed Conversion of Temporary Traffic Control Signals at Park Home Avenue and Beecroft Road, and Park Home Avenue and Senlac Road.

The Committee had before it a report (November 10, 1998) from the General Manager, Transportation Services recommending that:

- (1) the temporary traffic control signals at Park Home Avenue and Beecroft Road be converted to a permanent installation; and
- (2) the temporary traffic control signals at Park Home Avenue and Senlac Road be converted to a permanent installation;

advising that the estimated cost of the proposed upgrade at the Park Home Avenue and Beecroft Road intersection is \$61,000.00, and at the Park Home Avenue and Senlac Road intersection is \$62,000.00; that included in these amounts is \$67,000.00 to be refunded to the Toronto Transit Commission (TTC) for the value of equipment recovered from the temporary installations which the TTC funded; stating that the funds associated with new traffic control signal installations are contained in the Works and Emergency Services Capital Program under project No. C-TR031; that all funds allocated in 1998 for new traffic control signal installations have already been fully committed; therefore, unless additional funding is identified in 1998, new signal approvals for the balance of 1998 will be placed on a priority list for 1999 and await approval of the appropriate budget item in the 1999 Capital Budget; and further advising that both Ward Councillors agree with the recommendations of this report.

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

(Report No. 14 - Clause No. 7)

351. Proposed Installation of Traffic Control Signals Bloor Street West and Forestview Road/Mapledawn Road.

The Committee had before it a report (November 10, 1998) from the General Manager, Transportation Services recommending that:

- (1) traffic control signals be installed at the intersection of Bloor Street West and Forestview Road/Mapledawn Road;
- (2) coincident with the traffic control signal installation, the existing pedestrian crossover (PXO) be removed; and

- (3) the appropriate by-law(s) be amended accordingly;

advising that the estimated cost for the proposed installation of traffic control signals at the aforementioned location is \$82,000.00 including the removal of the existing PXO; that the funds associated with new traffic control signal installations are contained in the Works and Emergency Services Capital Program under project No. C-TR031; that all funds allocated in 1998 for new traffic control signal installations have already been fully committed; therefore, unless additional funding is identified in 1998, new signal approvals for the balance of 1998 will be placed on a priority list for 1999 and await approval of the appropriate budget item in the 1999 Capital Budget; and stating that both Ward Councillors agree with the recommendations of this report.

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

(Report No. 14 - Clause No. 8)

**352. Proposed Installation of Traffic Control Signals:
Brimley Road and Golden Gate Court/Omni Drive.**

The Committee had before it a report (November 4, 1998) from the General Manager, Transportation Services recommending that traffic control signals be approved on Brimley Road at Golden Gate Court/Omni Drive; advising that the estimated cost for the proposed installation of traffic control signals at the aforementioned location is \$67,500.00; that the funds associated with new traffic control signal installations are contained in the Works and Emergency Services Capital Program under project No. C-TR031; that all funds allocated in 1998 for new traffic control signal installations have already been fully committed; therefore, unless additional funding is identified in 1998, new signal approvals for the balance of 1998 will be placed on a priority list for 1999 and await approval of the appropriate budget item in the 1999 Capital Budget; and stating that both Ward Councillors have indicated support for the proposed installation of traffic control signals at this location.

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

(Report No. 14 - Clause No. 9)

353. Rescission of the Eastbound Left-Turn Prohibition at Eglinton Avenue West and Avenue Road, and Amendment to the Existing Parking Regulations on the East Side of a Avenue Road, Between Roselawn Avenue and Elwood Boulevard.

The Committee had before it a report (November 12, 1998) from the General Manager, Transportation Services recommending that:

- (1) the eastbound left-turn prohibition at the intersection of Eglinton Avenue West and Avenue Road, currently in effect from 7:00 a.m. and 9:00 a.m. except Saturdays, Sunday and Public Holidays be rescinded;
- (2) the existing No Parking Anytime regulation on the east side of Avenue Road, between Roselawn Avenue and Elwood Boulevard, be modified to be in effect from 7:00 a.m. to 7:00 p.m., Monday to Friday; and
- (3) the appropriate by-law(s) be amended accordingly;

advising that the estimated cost of this work is \$1,300.00; that the funds therefor are contained in the Transportation Services Division 1998 Current Budget; and that both Ward Councillors have been consulted and have expressed no concern with this proposal.

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

(Report No. 14 - Clause No. 10)

**354. Toronto Transit Commission:
Comstock Bus Garage Conceptual Layout Approval.**

The Committee had before it a communication (November 5, 1998) from the General Manager, Toronto Transit Commission, advising that the Toronto Transit Commission on November 4, 1998, considered Report No. (7), entitled "Comstock Bus Garage Conceptual Layout Approval"; that the Commission approved, in principle, the conceptual layout for the Comstock Bus Garage as detailed in the report, and requested staff to submit a further report on any alterations that may arise if a longer-sized bus is introduced to the fleet at some time in the future; and stating that the foregoing is forwarded to the Urban Environment and Development Committee for information.

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

(Report No. 14 - Clause No. 11(d))

355. Building Activity Report: January to September 1998.

The Committee had before it a report (November 16, 1998) from the Commissioner of Urban Planning and Development Services providing information on building permit activity within the first nine months of 1998; advising that due to steady growth and strong construction activity in the City of Toronto, it is expected that the year-end revenue targets will be exceeded; and recommending that this report be received as information.

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

(Report No. 14 - Clause No. 11(e))

356. Scarborough Group Home Zoning By-law No. 25225 and Appeals to the Ontario Municipal Board by the Former Municipality of Metropolitan Toronto, the Catholic Children's Aid Society, and the St. Leonard's Society of Metropolitan Toronto.

The Committee had before it the following reports and communication:

- (i) (November 19, 1998) from the City Solicitor recommending that the City Solicitor be instructed to request the Ontario Municipal Board to repeal Zoning By-law No. 25225 of the former City of Scarborough; pointing out that the foregoing recommendation replaces the recommendations embodied in the Commissioner's report dated October 15, 1998 (attached as Appendix A); and advising that the subject of harmonizing group home policies and regulations will have to be addressed in conjunction with the preparation of the new Official Plan and City-wide implementation policies as proposed in the aforementioned October 15, 1998 report.

- (ii) (November 16, 1998) from the City Clerk advising that the Scarborough Community Council, on November 12, 1998, adopted the following motion:

“BE IT RESOLVED THAT the Urban Environment and Development Committee be advised that the Scarborough Community Council confirms its support for the former City of Scarborough position with respect to separation distance for Group Homes, given that the former cities of Etobicoke and North York by-laws are very similar to the former City of Scarborough's, as are their demographics and neighbourhood characteristics.”

- (iii) (October 15, 1998) from the Commissioner of Community and Neighbourhood Services expressing the Department's support of the Community and Neighbourhood

Services Department for the repeal of the Scarborough Group Home Zoning By-law No. 25225, as recommended by the Commissioner of Urban Planning and Development Services in her report dated October 15, 1998, to the Urban Planning and Development Committee.

- (iv) (August 25, 1998) from the City Clerk advising that the Council of the City of Toronto at its meeting held on July 29, 30 and 31, 1998, struck out and referred Clause No. 15 of Report No. 7 of The Scarborough Community Council, headed "Ontario Municipal Board Appeal - Group Homes", to The Urban Environment and Development Committee for consideration.

A. Councillor R. Moeser moved:

- (i) that the separation distance between group homes of 800 metres be adopted across the City of Toronto; and
- (ii) that the former City of Scarborough keep its zoning by-law policy for the 800 metres.

B. Councillor H. Moscoe moved:

- (i) that report (November 19, 1998) from the Commissioner of Urban Planning and Development Services be adopted; and
- (ii) that the Commissioner of Urban Planning and Development Services be directed to review the Etobicoke Group Home By-Law with the objective to bring the said by-law into conformity with the rest of the City, as part of the Official Plan review.

Upon the question of the adoption of the foregoing motion A.(i) by Councillor Moeser, it lost.

Upon the question of the adoption of the foregoing motion A.(ii) by Councillor Moeser, it lost.

Upon the question of the adoption of the foregoing motion B.(i) by Councillor Moscoe, it was carried.

Upon the question of the adoption of the foregoing motion B.(ii) by Councillor Moscoe, it was carried.

(Report No. 14 - Clause No. 6)

**357. Proposed Amendments to By-law No. 60-1998
"The Carbon Monoxide Detector By-law".**

The Committee had before it the following report and communication:

- (i) (November 16, 1998) from the Fire Chief recommending that the following proposed amendments to the Carbon Monoxide Detector By-law (By-law No. 60-1998) be received by Council for consideration:
 - (1) multi-unit residential buildings should be exempted from the requirements for carbon monoxide (CO) alarms, with the following exceptions:
 - (a) multi-unit residential buildings with common fuel-fired forced air heating systems -- all dwelling units within such buildings that are heated by a common fuel-fired central system should be required to have CO alarms;
 - (b) multi-unit residential buildings with fuel-fired appliances in some or all of the suites -- all dwelling units within such buildings that have any fuel-fired fireplaces, ranges, heating equipment, etc., should be required to have CO alarms;
 - (c) multi-unit residential buildings where fuel-fired appliance rooms share common walls with dwelling units or are located directly above or below dwelling units, such dwelling units should be required to have CO alarms;
 - (d) multi-unit residential buildings with attached garages -- dwelling units sharing common walls with garages or that are located directly above garages should be required to have CO alarms; and
 - (e) multi-unit residential buildings with fuel-fired appliances in rooms that are part of the building should have carbon monoxide alarms located in the rooms containing the fuel-fired appliances. The alarm should be connected in such a way that building supervisory staff are notified when the alarm is actuated;
 - (2) maintenance requirements for all fuel-fired equipment (heating, cooking, etc.) should be made a part of the By-Law requirements. Appropriate maintenance standards, as recommended by the Technical Standards and Safety Authority, should be referenced in the By-Law;
 - (3) in the "Definitions" section, the term "Boarding or Lodging House" should be revised to read "Boarding, Lodging or Rooming House" to match the terminology used in both the Fire and Building Code;

- (4) in the definition of “Boarding or Lodging House”, the criteria that determines whether a particular building is affected should be changed. The phrase “for gain” should be changed to the Fire Code criteria “in return for remuneration or the provision of services or both”;
 - (5) the term “electrically powered” in the definition of “Carbon Monoxide Detector” should be changed. A phrase such as “connected to the primary electrical supply for the building” is more accurate; and
 - (6) the term “multiple occupancies” in Item (4) should be changed to “multiple dwelling units”.
- (ii) (October 19, 1998) from Mr. Gary Griesdorf, Executive Director, Greater Toronto Apartment Association, submitting an Engineering Report for City of Toronto By-law No. 60-1998, prepared by Nadine International Inc.; advising that the study clearly indicates that there is no evidence whatsoever that carbon monoxide is a danger to residents in multi-residential dwelling units in which there is no fuel-burning appliance in the particular suite; that the Greater Toronto Apartment Association (GTAA) concurs with the study’s recommendation that a carbon monoxide detector should be installed in any dwelling unit that contains such a fuel-burning appliance, and in other rooms where fuel-burning appliances are present (e.g., boiler rooms, and laundry rooms containing gas dryers; and requesting that the Urban Environment and Development Committee, and the appropriate officials, review the foregoing engineering report and with a view to reopening the original by-law for amendment.

Mr. Gary Griesdorf, Executive Director, Greater Toronto Apartment Association appeared before the Urban Environment and Development Committee in connection with the foregoing matter.

A. Moved by Councillor Moscoe:

the adoption of the aforementioned report (November 16, 1998) from the Fire Chief, subject to:

- (1) deleting all wording after the words “should be” and inserting in lieu thereof the words “monitored by some responsible agency” in Recommendation No. (1)(e), so that such recommendation shall now read:

“multi-unit residential buildings with fuel-fired appliance in rooms that are part of the building should have carbon monoxide alarms located in the room containing the fuel-fired

appliance. The alarm should be monitored by some responsible agency.”; and

- (2) the Commissioner of Works and Emergency Services, in consultation with the Fire Chief, being requested to submit a report directly to Council for its meeting on December 16, 1998, on the following:
 - (a) further information respecting Recommendation No. (1)(e); and
 - (b) appropriate wording for Recommendation No. (1)(d).

Upon the question of the adoption of the foregoing motion A. by Councillor Moscoe, it was carried.

(Report No. 14 - Clause No. 5)

358. Official Plan Policies and Related By-laws Regarding the Conversion to Condominium and Demolition of Rental Housing.

The Committee had before it the following reports and communications:

- (i) (November 23, 1998) from Commissioner of Urban Planning and Development Services recommending that the following consolidated list of revised recommendations be adopted:
 - (1) Council adopt new official plan policies to regulate the conversion to condominium and demolition of rental housing by:
 - (a) adding the following new sections to the Metropolitan Toronto Official Plan:

Section 3.2.3 Conversion and Demolition of Rental Housing

It is the policy of Council:

- 135.1 to preserve, maintain and replenish the supply of residential buildings, and particularly rental buildings, across the City of Toronto by restricting the demolition of residential property and the conversion of rental units to condominium, by

discouraging the conversion of rental units to equity co-operative, and by encouraging new rental housing production;

- 135.2 to restrict the conversion to condominium of any building, or any *related group of buildings*, including equity co-operatives, containing six or more rented residential units as it would be premature and not in the public interest, unless the vacancy rate in the City of Toronto, as reported by Canada Mortgage and Housing Corporation, for private rental apartments and townhouses, respectively, has been at or above 2.5 percent for the preceding two-year reporting period;
- 135.3 despite Policy 135.2, to consider allowing the conversion of buildings containing six or more rented residential units only where the rents that were charged for each unit in the building or *related group of buildings* one year prior to the application, were at or above the average high-end rent level by unit type as prescribed by Council from time to time, and based on Canada Mortgage and Housing Corporation reports;
- 135.4 to seek the retention of rented residential units, except where the whole or part of a building which contains such units is, in the opinion of the Chief Building Official, structurally unsound, and to consider, where appropriate, acquiring or leasing a property where such units are at risk of being demolished;
- 135.5 (a) when considering redevelopment applications involving the demolition of rented residential units, to seek the replacement of the demolished rental units with rental units of a similar number, type, size, and level of affordability in the new development, and/or alternative arrangements, which in the opinion of Council are consistent with the intent of this policy; and
- (b) when considering such applications in the context of an increase in height and/or density, to secure such replacement units and/or alternative arrangements through an appropriate legal agreement under Section 37 of the *Planning Act*;

- (b) adding the following definitions under the Glossary of Terms, Section 1.4.4 of the Metropolitan Toronto Official Plan:

“related group of buildings”

buildings that are under the same ownership and on the same parcel of land as defined in the Planning Act;

“rented residential units”

means premises used for rented residential purposes, and includes premises that have been used for rented residential purposes and are vacant;

- (c) deleting the following sections dealing with conversions:
- (i) sections 2.5.6, 4.5.3, 4.5.4 and 4.5.5 in the East York Official Plan;
 - (ii) sections 2.2.13 and 11.15.2 and the words “or conversion of existing rental accommodation” in sections 11.15.3 and 11.15.4 in the Etobicoke Official Plan;
 - (iii) sections 2.6.2 and 2.6.3 in Part C.4 of the North York Official Plan;
 - (iv) section 6.18 in the Toronto Official Plan; and
 - (v) section 9.7(b) and item 6. in Part (B) in Appendix I of the York Official Plan;
- (d) deleting the following sections dealing with demolitions:
- (i) section 2.6.3 in Part C.4 of the North York Official Plan;
 - (ii) section 2.2.15 in the Etobicoke Official Plan;
 - (iii) section 9.8 in the York Official Plan;
 - (iv) section 6.19 in the City of Toronto Official Plan; and
 - (v) sections 4.10 and 4.10.1 in the East York Official Plan;
- (e) deleting the following sections dealing with the replacement of housing:

- (i) section 2.6.4 in Part C.4 of the North York Official Plan; and
 - (ii) section 2.2.16 in the Etobicoke Official Plan; and
 - (f) making any related technical amendments to the Official Plans listed in Recommendations Nos. (1)(a), (b), (c), (d) and (e) above, to reflect the amendment and deletion of the sections;
- (2) upon adoption of the Official Plan policies outlined in Recommendation No. (1) above, Council delegate the responsibility for hearing deputations on condominium conversion applications to meetings of the respective Community Councils and authorize the amendment of the Procedural By-law as necessary, and repeal the interim policies and procedures that Council adopted in Clause No. 4 of Report No. 7 of the Urban Environment and Development Committee on June 3, 4 and 5, 1998;
 - (3) Council adopt the application, notice and meeting requirements for condominium conversion and demolition applications detailed in Appendix A;
 - (4) Council resolve that for the purposes of defining “high-end rental units” in accordance with Policy No. 135.3 (refer to Recommendation No. (1)(a) above) the factor of 1.5 times the City’s average rent (by bedroom size) as detailed in Appendix B, shall be used;
 - (5) Urban Planning and Development Services staff be requested to review the demolition control by-laws of the former municipalities with respect to, among other matters, the scope and coverage of the various by-laws, as well as the delegation procedures, conditions, penalties and enforcement issues, and report back to the Urban Environment and Development Committee on harmonizing the by-laws;
 - (6) as an interim measure, Council enact a by-law in the form of the attached draft Bill (Appendix C) which designates the former City of Scarborough as a demolition control area pursuant to section 33 of the *Planning Act*, requires Council to approve the issuance of demolition permits for residential properties containing six or more units, and delegates to the Chief Building Official the authority to issue demolition permits for residential properties containing five or fewer dwelling units;
 - (7) authority be granted to apply to the Province of Ontario for special legislation on demolition control substantially in the form of the draft Private Bill

contained in Schedule A of Appendix D which would extend the former City of Toronto's special legislation to all of the new City;

- (8) the appropriate City officials be authorized to undertake any necessary action to give effect thereto, including preparing and introducing any necessary bills and giving notice of the public meeting.
- (ii) (November 16, 1998) from the City Clerk advising that the Urban Environment and Development Committee on November 2, 1998, considered the attached report (October 15, 1998) from the Commissioner of Urban Planning and Development Services, entitled "Official Plan Policies and Related By-laws Regarding the Conversion to Condominium and Demolition of Rental Housing", wherein it is recommended, among other things, that:

"(2) Council adopt new official plan policies to regulate the conversion to condominium and demolition of rental housing by:

- (a) adding the following new section to the Metropolitan Toronto Official Plan:

Section 3.2.3 Conversion and Demolition of Rental Housing

It is the policy of Council:

135.1 to preserve, maintain and, where appropriate, replenish the supply of residential buildings, and particularly rental buildings, across the City of Toronto by restricting the demolition of residential property and the conversion of rental units to condominium, and by discouraging the conversion of rental units to equity co-operative;

135.2 to restrict the conversion to condominium of any building, or any *related group of buildings*, including equity co-operatives, containing six or more rented residential units as it would be premature and not in the public interest, unless the vacancy rate in the City of Toronto, as reported by Canada Mortgage and Housing Corporation, for private rental apartments and townhouses, respectively, has been at or above 2.5 percent for the preceding two-year reporting period;

135.3 despite Policy 135.2, to consider allowing the conversion of buildings containing six or more rented residential units where the rents that were charged for each unit in the building or *related group of buildings* one year prior to the application, were at or above the average high-end rent level by unit type

as prescribed by Council from time to time, and based on Canada Mortgage and Housing Corporation reports;

135.4 to seek, whenever possible, the retention of rented residential units, and to consider, where appropriate, acquiring or leasing the property where such units are at risk of being demolished;

135.5 (a) when considering redevelopment applications involving the demolition of rented residential units, to seek the replacement of the demolished rental units with rental units of a similar number, type, size, and level of affordability in the new development, and/or alternative arrangements, which in the opinion of Council are consistent with the intent of this policy; and

(b) when considering such applications in the context of an increase in height and/or density, to secure such replacement units and/or alternative arrangements through an appropriate legal agreement under Section 37 of the *Planning Act*;

(b) adding the following definition under the Glossary of Terms, Section 1.4.4 of the Metropolitan Toronto Official Plan:

“related group of buildings”

buildings that are under the same ownership and on the same parcel of land as defined in the *Planning Act*;

(c) deleting the following sections dealing with conversions:

(i) sections 2.5.6, 4.5.3, 4.5.4 and 4.5.5 in the East York Official Plan;

(ii) sections 2.2.13 and 11.15.2 and the words “or conversion of existing rental accommodation” in sections 11.15.3 and 11.15.4 in the Etobicoke Official Plan;

(iii) sections 2.6.2 and 2.6.3 in Part C.4 of the North York Official Plan;

(iv) section 6.18 in the Toronto Official Plan; and

- (v) section 9.7(b) and item 6. in Part (B) in Appendix I of the York Official Plan;
 - (d) deleting the following sections dealing with demolitions:
 - (i) section 2.6.3 in Part C.4 of the North York Official Plan;
 - (ii) section 2.2.15 in the Etobicoke Official Plan;
 - (iii) section 9.8 in the York Official Plan;
 - (iv) section 6.19 in the City of Toronto Official Plan; and
 - (v) sections 4.10 and 4.10.1 in the East York Official Plan;
 - (e) deleting the following sections dealing with the replacement of housing:
 - (i) section 2.6.4 in Part C.4 of the North York Official Plan; and
 - (ii) section 2.2.16 in the Etobicoke Official Plan; and
 - (f) making any related technical amendments to the Official Plans listed in Recommendations Nos. (2) (b), (c), (d) and (e) above, to reflect the amendment and deletion of the sections;
- (3) upon adoption of the Official Plan policies outlined in Recommendation No. (2) above, Council delegate the responsibility for hearing deputations on condominium conversion applications to meetings of the respective Community Councils and authorize the amendment of the Procedural By-law as necessary, and repeal the interim policies and procedures that Council adopted in Clause No. 4 of Report No. 7 of The Urban Environment and Development Committee on June 3, 4 and 5, 1998;
- (4) Council adopt the application, notice and meeting requirements for condominium conversion and demolition applications detailed in Appendix A;
- (5) Council resolve that for the purposes of defining “high-end rental units” in accordance with Policy No. 135.3 (refer to Recommendation No. (2)(a) above), the factor of 1.5 times the City’s average rent (by bedroom size), as detailed in Appendix B, shall be used.

- (6) Urban Planning and Development Services staff be requested to review the demolition control by-laws of the former municipalities with respect to, among other matters, the scope and coverage of the various by-laws, as well as the delegation procedures, conditions, penalties and enforcement issues, and report back to the Urban Environment and Development Committee on harmonizing the by-laws;
- (7) as an interim measure, Council enact a by-law in the form of the attached draft Bill (Appendix C) which designates the former City of Scarborough as a demolition control area pursuant to section 33 of the *Planning Act*, requires Council to approve the issuance of demolition permits for residential properties containing six or more units, and delegates to the Chief Building Official the authority to issue demolition permits for residential properties containing five or fewer dwelling units;
- (8) authority be granted to apply to the Province for special legislation on demolition control substantially in the form of the draft Private Bill contained in Schedule A of Appendix D which would extend the former City of Toronto's special legislation to all of the new City;"

and stating that the Urban Environment and Development Committee, among other things, took the following action:

- (A) endorsed Recommendations Nos. (1), (9), (10) and (11) embodied in the aforementioned report, viz:

"It is recommended that:

- (1) the Urban Environment and Development Committee schedule a statutory public meeting for November 30, 1998, to consider proposed official plan amendments with respect to the conversion of rental housing to condominium and the demolition of rental housing as detailed in Recommendation No. (2);
- (9) a copy of this report and the Committee's action be forwarded to the Community Councils for review at their meetings scheduled to be held on November 12, 1998, with a request that their comments be made available for the Urban Environment and Development Committee's consideration at its November 30, 1998 public meeting;
- (10) a copy of this report be forwarded to the Minister of Municipal Affairs and Housing to fulfill the consultation

requirement with respect to the Minister's recent announcement of exempting amendments to the City's Official Plan from provincial approval; and

(11) the appropriate City officials be authorized to undertake any necessary action to give effect thereto, including preparing and introducing any necessary bills and giving notice of the public meeting in the Toronto Star.;

(B) referred the following motion to the Community Councils and the Commissioner of Urban Planning and Development Services for review and comment thereon to the November 30, 1998 meeting of the Urban Environment and Development Committee:

Moved by Councillor Moscoe:

'That the Urban Environment and Development Committee recommend to Council that:

(1) Recommendation No. (2)(a), embodied in the report (October 15, 1998) from the Commissioner of Urban Planning and Development Services, be amended as follows:

- 135.1 - (i) delete the words "where appropriate"; and
(ii) strike out the word "discouraging" and insert in lieu thereof the word "prohibiting";
- 135.3 - add the word "only" after the words "rented residential units";
- 135.4 - delete the words "whenever possible" and "wherever appropriate";
- 135.5 - strike out (a) and insert in lieu thereof the following:
“(a) to prohibit redevelopment applications which involve the demolition of rental units without replacement of those rental units with an equivalent number of rental units of a similar

number, type, size, and level of affordability in the new development, or the equivalent number of such units which, in the opinion of City Council, is consistent with the intent of this policy; and”; and

- (2) the following new Recommendations Nos. (12) and (13) be added thereto:
- “(12) notification of applications involving the demolition of rental units be extended to all tenants, and the application fees be adjusted to cover the costs thereof; and
 - (13) the Commissioner of Urban Planning and Development Services be requested to submit a report to the Urban Environment and Development Committee on the feasibility of establishing a provision that no building permit be issued and no planning application be considered for properties which have outstanding City work orders against them;”;
- (C) requested the Commissioner of Urban Planning and Development Services to submit a report to the November 30, 1998 meeting of the Urban Environment and Development Committee on:
- (i) the feasibility of City Council requesting all political parties running in the next provincial election to commit to the introduction of controls regarding the conversion to condominium and demolition of rental housing; such report to include appropriate rationale and documentation in support of a request of this nature; and
 - (ii) the feasibility of amending Parts A.1(e) and A.2(e) of Appendix A to expand the notification period beyond fourteen (14) days for tenants of rental housing for which applications for conversion to condominium or demolition have been received;”.
- (iii) (November 16, 1998) from the City Clerk advising that the East York Community Council on November 12, 1998, advised the Urban Environment and Development Committee that the East York Community Council endorses the report (October 15, 1998) from the Commissioner of Urban Planning and Development Services, subject to amending Section 135.4 by deleting the words “and to consider acquiring or leasing the property where such units are at risk of being demolished” after the word “units”; so that such Section shall now read as follows:

“135.4 to seek the retention of rented residential units”

- (iv) (November 13, 1998) from the City Clerk advising that the Etobicoke Community Council on November 12, 1998, received the communication (November 3, 1998) from the City Clerk with respect to official plan policies and related by-laws regarding the conversion to condominium and demolition of rental housing.
- (v) (November 17, 1998) from the City Clerk advising that the North York Community Council on November 16, 1998, recommended to the Urban Environment and Development Committee, and Council, that:
 - (1) the motion moved by Councillor Moscoe at the meeting of the Urban Environment and Development Committee meeting held on November 2, 1998, be adopted subject to the deletion of the amendments to 135.1 and 135.5, and that the recommendations of the Commissioner of Urban Planning and Development Services with respect to these two sections be adopted; and
 - (2) any buildings with two or more major work orders on them be included in the restrictions;

and further advising that the Community Council referred the following motions to the Commissioner of Urban Planning and Development Services for a report to the November 30, 1998 meeting of the Urban Environment and Development Committee:

“A. Moved by Councillor Feldman:

That a further clause 135.6 be added as follows:

135.6 Council may consider exempting specific sites or areas from the restrictions imposed by policies 135.2 135.3, 135.4 and 135.5, if the following conditions exist:

- (i) the building is functionally obsolete;
- (ii) it is no longer economically feasible to retrofit the building for the purposes of preserving the stock;
- (iii) the existing building is a blight on the neighbourhood characteristic; and
- (iv) the in-situ tenants want to buy the building.”; and

B. Moved by Councillor Flint:

“That Council may exempt properties, generally, specifically, or in areas included in official plan amendments or detailed

secondary plans, from the provisions of this official plan amendment whenever desirable for the purposes of good planning.”.

- (vi) (November 16, 1998) from the City Clerk advising that the Scarborough Community Council, on November 12, 1998, referred the matter of official plan policies and related by-laws regarding the conversion to condominium and demolition of rental housing back to the Urban Environment and Development Committee without recommendation.
- (viii) (November 16, 1998) from the City Clerk advising that the York Community Council on November 12, 1998, having considered the motions moved by Councillor Moscoe at the Urban Environment and Development Committee on November 2, 1998, regarding the report (October 15, 1998) from the Commissioner of Urban Planning and Development Services, recommended to the Urban Environment and Development Committee that:
- (1) Recommendation No. 2(a), Section 3.2.3 Conversion and Demolition of Rental Housing, with its amendments to paragraphs 135.1, 135.3, 135.4 and 135.5, be endorsed;
 - (2) paragraph 135.2 be amended by:
 - deleting the words “including” and substituting the words “exclusive of” in lieu thereof; and
 - deleting the words “containing six or more rented residential units” and by substituting the words “where 33 percent or more of the units are tenanted” in lieu thereof;

so that Recommendation No. (2)(a), paragraph 135.2 shall now read as follows:

“135.2 to restrict the conversion to condominium of any building, or any *related group of buildings*, exclusive of equity co-operatives, where 33 percent or more of the units are tenanted, as it would be premature and not in the public interest, unless the vacancy rate in the City of Toronto, as reported by Canada Mortgage and Housing Corporation, for private rental apartments and townhouses,

Urban Environment and Development Committee Minutes
Monday, November 30, 1998 and Tuesday, December 1, 1998

respectively, has been at or above 2.5 percent
for the preceding two-year reporting period;”;

- (3) the addition of the new Recommendations Nos. (12) and (13), be endorsed.
- (ix) (November 23, 1998) from the City Clerk advising that the Toronto Community Council on November 12, 1998:
- (1) recommended to the Urban Environment and Development Committee that the Commissioner of Urban Planning and Development Services be requested to provide monthly reports to the Council Strategy Committee for People without Homes, and to all Members of Council on:
 - (a) units affected by condominium conversion applications, and the cumulative total of those units; and
 - (b) units affected by potential demolition applications, including units subject to rezoning applications and/or building permit applications, and the cumulative total of those units; and
 - (2) endorsed the actions taken by the Urban Environment and Development Committee on November 2, 1998, with respect to this matter.
- (x) (November 11, 1998) from Mr. Richard Kuczynski, Director of Planning and Development, Goldlist Properties Inc., recommending that the City of Toronto:
- (1) establish an administrative structure to actively encourage partnerships to combine affordable (often municipally owned) real estate with investment capital to produce private sector market units;
 - (2) pass resolutions and implement an action plan to press the Provincial and Federal Governments to acknowledge the rental housing problem and contribute to a solution by allowing PST and GST exemptions on building materials and other development expenses (especially services) that are dedicated to production of rental units;
 - (3) establish a task force to initiate dialogue with industry representatives about municipal assurances and incentives that will encourage them to build new units;
 - (4) provide exemptions in any relevant municipal policy respecting buildings that require structural repairs and improvements that are not economically feasible; and

- (5) take action that will capitalize on low interest rates and the development of a new regulatory climate that has returned Ontario's rental housing industry to the brink of viability.
- (xi) (November 11, 1998) from Mr. Robert L. Burton, Burton-Lesbury Holdings Limited, Burton-Lesbury Partners, advising that optimum conditions require that Toronto have flexibility to exempt specific sites or areas from rental housing protection; that there are far too many very old properties and deteriorating areas that need revitalization and redevelopment for a healthy community; and requesting the Committee to consider only the public interest and the future of Toronto, and support the flexibility that is necessary.
- (xii) (November 19, 1998) from Mr. Robert L. Burton, Burton-Lesbury Holdings Limited, Burton Lesbury Partners, submitting an additional argument for consideration by the Urban Environment and Development Committee: that the proposed Official Plan Amendment with respect to the conversion to condominium and demolition of rental housing is contrary to law, and should, therefore, be rejected in its entirety.
- (xiii) (November 20, 1998) from Ms. Peggy Moulder, Property Manager, Gloucester Gate Inc., urging the Urban Environment and Development Committee, and City Council, to be aware of the interests of all residents of the City of Toronto when reviewing the proposed changes to the Official Plan with respect to the conversion to condominium and demolition of rental housing, and to realize that perpetuating the provisions of the Rental Housing Protection Act as they relate to existing co-ownerships serves the interests of no-one.
- (xiv) (November 25, 1998) from Mr. Lawrence H. Zucker, Zagan Zucker Feldbloom Shastri, Barristers and Solicitors, advising that they are the solicitors for 1212763 Ontario Ltd., an owner of apartment buildings in the City of Toronto; expressing concerns with the proposed Official Plan policies and their impact on an owner's ability to convert rental residential units to condominium tenure which, in their view, is inconsistent and incompatible with the Provincial Government's repeal of the *Rental Housing Protection Act*.
- (xv) (November 26, 1998) from Ms. Phyllis Dutchak, Strathcona Mews Limited, advising that Strathcona Mews (Strathcona) is totally opposed to the proposal not to permit equity co-operatives, such as Strathcona, to convert to a condominium; and setting out the reasons therefor.

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

- Mr. Bill Solomon, Toronto;
- Mr. David F. Alexandor, Q.C., Alexandor and Associates;

- Ms. Kimberley L. Beckman, Davies Howe Partners;
- Ms. Peggy Moulder, Property Manager (or a representative), Gloucester Gate Residences Inc.
- Mr. Hugh Wilkins, Morris Rose Ledgett;
- Ms. Paulette Sander, Toronto;
- Ms. Phyllis Dutchak, Toronto;
- Ms. Jane Pepino, Aird and Berlis;
- Mr. Larry Chilton, Toronto;
- Mr. Kenneth Hale, Etobicoke;
- Mr. George Goldlist, Goldlist Properties Inc.;
- Mr. John Morielli, Mississauga;
- Mr. Arthur Birnbaum, Toronto;
- Mr. Howard Tessler, Metro Tenants Association;
- Ms. Elinor Mahoney, Parkdale Community Legal Services;
- Mr. Ken Johnston, Toronto;
- Mr. Steven Keyser, President, Urban Development Institute;
- Mr. Gary Griesdorf, Executive Director, Grater Toronto Apartment Association; and
- Councillor J. Layton, Don River.

A. Councillor H. Moscoe moved:

- (i) that the report (November 23, 1998) from the Commissioner of Urban Planning and Development Services be adopted, subject to:

Section 3.2.3 Conversion and Demolition of Rental:

Section 135.1- striking out the word “discouraging” and insert in lieu thereof the word “prohibiting” so that such section shall now read as follows:

“135.1 to preserve, maintain and replenish the supply of residential buildings, and particularly rental buildings, across the City of Toronto by restricting the demolition of residential property and the conversion of rental units to condominium, by prohibiting the conversion of rental units to equity co-operative, and by encouraging new rental housing production.”

Section 135.4 - deleting the words “where appropriate” so that such section shall now read as follows:

“135.4 to seek the retention of rented residential units, except where the whole or part of a building which contains

such units is in the opinion of the Chief Building Official structurally unsound, and to consider, acquiring or leasing a property where such units are at risk of being demolished.”;

- (ii) any further amendments that City Council may adopt following the consideration by the Urban Environment and Development Committee at its meeting scheduled to be held on February 8, 1998, of the various reports requested of the Commissioner of Urban Planning and Development Services and the Commissioner of Community and Neighbourhood Services with respect to the foregoing proposed new official plan policies to regulate the conversion to condominium and demolition of rental housing;
- (iii) the Commissioner of Urban Planning and Development Services being requested to report back to the Urban Environment and Development Committee for its meeting scheduled for February 8, 1999, on the following:
 - (1) extended protection to all rental unit in multiple residential zones;
 - (2) all rental units, regardless of the market rent, being given protection of the Official Plan provision;
 - (3) planning notification being extended to all tenants;
 - (4) all reports submitted to City Council to include complete details on outstanding work orders and the condition of the building at the preliminary application stage;
 - (5) addressing the problem of shareholders trapped in co-ownership or equity co-operatives, as it relates to co-ownership and equity co-operative buildings established prior to The Rental Act, without deterioration of the protection intended for existing rental units;
 - (6) amending Recommendation No. 2 of the York Community Council report be deleting from paragraph 135.2 the words “or more” and inserting in

lieu the words “or less” so that the revised policy shall now read as follows:

“135.2 to restrict the conversion to condominium of any building, or any *related group of buildings*, exclusive of equity co-operatives where 33 per cent or less of the units are tenanted, as it would be premature and not in the public interest, unless the vacancy rate in the City of Toronto, as reported by Canada Mortgage and Housing Corporation, for private rental apartments and townhouses, respectively, has been at or above 2.5 percent for the preceding two year reporting period.”

B. Councillor P. Li Preti moved:

That the Commissioner of Urban Planning and Development Services be requested to report back to the Urban Environment and Development Committee for its meeting scheduled for February 8, 1999, on the North York Community Council’s recommendations A. & B., embodied in the report (November 17, 1998) from the City Clerk, for clarification purposes, viz:

“A. Moved by Councillor Feldman:

That a further clause 135.6 be added as follows:

135.6 Council may consider exempting specific sites or areas from the restrictions imposed by policies 135.2, 135.3, 135.4 and 135.5, if the following conditions exist:

- (i) the building is functionally obsolete;
- (ii) it is no longer economically feasible to retrofit the building for the purposes of preserving the stock;
- (iii) the existing building is a blight on the neighbourhood characteristic; and
- (iv) the in-situ tenants want to buy the building; and

B. Moved by Councillor Flint:

That Council may exempt properties, generally, specifically, or in areas included in official plan amendments or detailed secondary plans, from the provisions of this official plan amendment whenever desirable for the purposes of good planning.”

C. Moved by Councillor P. McConnell:

That the Commissioner of Community and Neighbourhood Services, in consultation with the Commissioner of Urban Planning and Development Services, be requested to report to the Urban Environment and Development Committee meeting scheduled for February 8, 1999, on the following matters:

- (i) the status of the ‘High Rise Maintenance Inventory’ report, co-funded the CMHC and the City; and
- (ii) the potential for developing a maintenance protection enforcement strategy to preserve and enhance the rental housing stock and protect tenants from neglectful maintenance.

Upon the question of the adoption of the foregoing motion A.(i) by Councillor Moscoe, it was carried.

Upon the question of the adoption of the foregoing motion A.(ii) by Councillor Moscoe, it was carried.

Upon the question of the adoption of the foregoing motion A.(iii) by Councillor Moscoe, it was carried.

Upon the question of the adoption of the foregoing motion B. by Councillor Li Preti, it was carried.

Upon the question of the adoption of the foregoing motion C.(i) by Councillor McConnell, it was carried.

Upon the question of the adoption of the foregoing motion C.(ii) by Councillor McConnell, it was carried.

(The Urban Environment and Development Committee further reports, for the information of Council, having held a statutory public meeting on November 30, 1998, in accordance with Section 17 of The Planning Act and

that appropriate notice of this meeting was given in accordance with The Planning Act and the regulations thereunder.)

(Report No. 14 - Clause No. 2)

359. Options for Ward Boundary Changes.

The Committee had before it the following reports and communications:

- (i) (November 24, 1998) from the City Clerk recommending that:
 - (1) the Urban Environment and Development Committee review the Community Council recommended wards in sequence, starting with East York (Ward 1), and recommend to City Council ward boundary line changes and divisions;
 - (2) the City Solicitor commence a court application under Rule 14 of the Rules of Civil Procedure (R.R.O. 1990, Reg. 194, as amended) seeking a favourable determination of City Council's right to enact a by-law changing the size and composition of Council;
 - (3) the City Solicitor be requested to prepare the necessary implementing by-law giving effect to the recommended changes to the existing ward boundary lines; and
 - (4) subject to the judicial determination, as set out in Recommendation No. (2):
 - (a) if the court determines that the City Council has the right to enact a by-law changing the size and composition of Council, then the City Solicitor be requested to prepare the necessary implementing by-law giving effect thereto; and
 - (b) if the court determines that the City Council does not have the right to enact a by-law changing the size and composition of Council without legislative change, then the City Solicitor be requested to report to City Council forthwith, including in any such report recommended draft legislation for Council's consideration.
- (ii) (October 26, 1998) from the City Clerk and the Commissioner of Urban Planning and Development Services recommending that:
 - (1) if the Legislature does not enact the necessary amendments to the *City of Toronto Act, 1997* before the end of the current legislative session, the City

Solicitor be authorized to commence a court application under Rule 14 of the Rules of Civil Procedure (R.R.O. 1990, Reg. 194, as amended) seeking a determination of City Council's right to enact a by-law changing the size and composition of Council under the *Municipal Act* and the *City of Toronto Act, 1997*;

- (2) Community Councils recommend to the November 30, 1998 meeting of the Urban Environment and Development Committee a preferred option, within its Community Council jurisdiction, for divisions within City wards, based on minor refinements, to permit single member ward representation;
 - (3) the Urban Environment and Development Committee, at its November 30, 1998 meeting, consider this staff report, and the public input provided to and the recommendations submitted by each Community Council, and forward overall recommendations on ward boundary changes to City Council;
 - (4) City Council adopt a preferred option for ward boundary minor refinements and ward divisions as the basis for ward revisions for the municipal elections to be held in 2000;
 - (5) subject to City Council's decision to divide the wards to permit single member representation, the staff work team be requested to propose to City Council, through the Community Councils and with public input, recommendations for ward names that reflect the communities which make-up the new single member wards; and
 - (6) the appropriate City officials be authorized and directed to take the necessary actions to give effect thereto.
- (iii) (November 11, 1998) from the City Clerk advising that the East York Community Council on November 14, 1998, advised the Urban Environment and Development Committee to consider the following position put forth by the Community Council:
- (1) requested the Urban Environment and Development Committee to submit a consolidated report to City Council which shall incorporate recommendations from all Community Councils, including the following:
 - (a) by striking out Recommendation No. (1) contained in the joint report (October 26, 1998) from the City Clerk and the Commissioner of Urban Planning and Development Services, and replacing it with the following Recommendation No. (1):
 - “(1) that the City Solicitor be requested to clarify whether the Province of Ontario accepts or concurs with the

position of single member wards and report further to City Council on the legal ramifications;”;

- (b) that the City Council be requested to re-open the issue of single member wards for further public consultation;
 - (c) that the East York Community Council defer any recommendations to the Urban Environment and Development Committee until legal advice has been received regarding recommendation (1) (a) (1) and staff have investigated other ward division options such that the Todmorden Community is maintained in one ward and that this issue should be delayed until the first meeting of the East York Community Council to be held in January, 1998;
 - (d) that the East York Community Council has no objections to moving the southern boundary line to Danforth Avenue;
 - (e) that notwithstanding the railway lines, the neighbourhoods of Governors Bridge and 701 Don Mills Road remain as part of the East York Community;
 - (f) that a preferred option for ward boundary minor refinements and ward divisions as the basis for ward revisions for the municipal elections to be held in the year 2000 be deferred until advice has been received from the City Solicitor;
 - (g) that if the division of the ward boundaries to permit single member ward representation requires provincial legislation, the Members of Provincial Parliament for the ridings of York East, Don Mills, Beaches-Woodbine and Riverdale be advised that the East York Community Council is opposed to these changes and requests their assistance; and
 - (h) that the Urban Environment and Development Committee be advised that further public meetings must be held in the community of East York before any divisions or changes are made to the boundaries in the East York area.
- (iv) (November 19, 1998) from the City Clerk advising that the Etobicoke Community Council on November 18, 1998, recommended the following preferred options within its Community Council jurisdiction for divisions within City wards, based on minor refinements, to permit single member ward representation:
- (1) Ward 2 - Lakeshore-Queensway - Option 2-1a;

- (2) Ward 3 - Kingsway-Humber - Option 3-1a;
- (3) Ward 4 - Markland-Centennial - Option 4-1b; and
- (4) Ward 5 - Rexdale-Thistletown - a revised Option using Finch Avenue, from Highway 427 east to Albion Road, east on Albion Road to Kipling Avenue, south to the West Branch of the Humber River, and then east to the Humber River, as the boundary;

and further advising that the Etobicoke Community Council requested the City Clerk to submit a further report to the Urban Environment and Development Committee on November 30, 1998, with respect to:

- (i) the division of the industrial lands in Ward 2 - Lakeshore-Queensway, on a more equitable basis within the existing ward boundaries; and adjustment of the boundary from Royal York Road to Dwight Avenue; and
 - (ii) the proposed revised Option for Ward 5 - Rexdale-Thistletown.
- (v) (November 17, 1998) from the City Clerk advising that the North York Community Council on November 16, 1998, recommended to the Urban Environment and Development Committee, and Council, that if a decision is made by City Council to revert back to the single ward system, that the old ward boundaries of the former City of North York be maintained.
- (vi) (November 16, 1998) from the City Clerk advising that the Scarborough Community Council recommends:
- (1) the adoption of the following Options for Ward Boundary Changes:

Ward 13 - Scarborough Bluffs:	Option 2b;
Ward 15 - Scarborough City Centre	Option 1a;
Ward 16 - Scarborough Highland Creek	Option 1a;

subject to the boundary going straight down Morningside Avenue and the area thus affected of Ward 13 being taken into Ward 13, in accordance with Maps 13-2a and 2b;

Ward 17 - Scarborough Agincourt	Option 2a;
Ward 18 - Scarborough Malvern	Option 1a; and
 - (2) that an office be established by the City to review the Ward Boundary changes prior to the Municipal Elections in the Year 2003 and that regular reviews be undertaken in every subsequent third election year.

- (vii) (November 9, 1998) from the City Clerk advising that the Toronto Community Council:
- (1) recommends to the Urban Environment and Development Committee that:
- (a) with respect to High Park (Ward 19):
- (i) Bloor Street West, west of Jane Street to the Humber River, and the area north of Bloor Street West up to and including the southern edge of the TTC right-of-way, be added to the proposed west ward of High Park;
- (ii) the Option set out in Map 19-1a, attached to the joint report (October 26, 1998) from the City Clerk and the Commissioner of Urban Planning and Development Services, as amended by Recommendation No. (1)(a)(i), be adopted;
- (b) with respect to Davenport (Ward 21):
- the Option set out in Map 21-1a, attached to the joint report (October 26, 1998) from the City Clerk and the Commissioner of Urban Planning and Development Services, as amended by Recommendation No. (1)(a)(i), be adopted;
- (c) with respect to Trinity-Niagara (Ward 20):
- the Option set out in Map 20-1a, attached to the joint report (October 26, 1998) from the City Clerk and the Commissioner of Urban Planning and Development Services, be adopted;
- (d) with respect to Midtown (Ward 23):
- (i) the Option set out in Map 23-1a, attached to the joint report (October 26, 1998) from the City Clerk and the Commissioner of Urban Planning and Development Services, be amended to provide that:
- (a) the CN Rail Line be the dividing line between the ward and the area bounded by the East York Community Council, excluding the Governor's Road Bridge neighbourhood;
- (b) the present status quo remain in place with respect to Heath Street West;

- (c) the south side of Eglinton Avenue West, between Bathurst Street and the Belt Line remain in North Toronto (Ward 22);
 - (d) both sides of Spadina Road, from St. Clair Avenue West to Heath Street West, remain in Midtown;
 - (e) the present status quo remain in place with respect to Lonsdale Road, Lonsmount Drive and Montclair Avenue;
- (ii) the Option set out in Map 23-1a, attached to the joint report (October 26, 1998) from the City Clerk and the Commissioner of Urban Planning and Development Services, as amended by Recommendation No. (1)(d)(i), be adopted;
- (e) with respect to North Toronto (Ward 22):
- the Option set out in Map 22-1a, attached to the joint report (October 26, 1998) from the City Clerk and the Commissioner of Urban Planning and Development Services, as amended by Recommendation No. (1)(d)(i)(c), be adopted;
- (f) with respect to Downtown (Ward 24):
- the Option set out in Map 24-1a, attached to the joint report (October 26, 1998) from the City Clerk and the Commissioner of Urban Planning and Development Services be adopted;
- (g) with respect to Don River (Ward 25):
- (i) the Option set out in Map 25-1a, attached to the joint report (October 26, 1998) from the City Clerk and Commissioner of Urban Planning and Development Services, be amended to provide that:
 - (a) Cherry Beach remain in the same new ward as the Leslie Street Spit;
 - (b) the north side of Fulton Avenue be included in the proposed east ward; and
 - (ii) the Option set out in Map 25-1a, attached to the joint report (October 26, 1998) from the City Clerk and the

Urban Environment and Development Committee Minutes
Monday, November 30, 1998 and Tuesday, December 1, 1998

Commissioner of Urban Planning and Development Services,
as amended by Recommendation No. (1)(g)(i), be adopted;

- (h) with respect to East Toronto (Ward 26):
 - (i) the Option set out in Map 26-1a, attached to the joint report (October 26, 1998) from the City Clerk and the Commissioner of Urban Planning and Development Services, be amended to provide that:
 - (a) Coleman Avenue to Sibley Avenue be included in the proposed east ward;
 - (b) Maryland Boulevard and Avonlea Boulevard be included in their totality in the proposed east ward;
 - (c) the Shoppers' World Site be included in its totality in the proposed east ward;
 - (d) all of Eastwood Road, between Woodbine Avenue and Bellhaven Road, be included in the proposed west ward;
 - (e) Victoria Park Avenue, south of Bracken Avenue, be located in the proposed west ward for Scarborough Bluffs (Ward 13);
 - (ii) the Option set out in Map 26-1a, attached to the joint report (October 26, 1998) from the City Clerk and the Commissioner of Urban Planning and Development Services, as amended by Recommendation No. (1)(h)(i), be adopted;
- (i) the proposed boundaries for the areas covered by the East York, York and Scarborough Community Councils be amended in accordance with Recommendations Nos. (1)(a) to 1(h);
- (j) if the Legislature does not enact the necessary amendments to the *City of Toronto Act, 1997* before the end of the current legislative session, the City Solicitor be authorized to commence a court application under Rule 14 of the Rules of Civil Procedure (R.R.O. 1990, Reg. 194, as amended) seeking a determination of City Council's right to enact a by-law changing the size and composition of Council under the *Municipal Act* and the *City of Toronto Act, 1997*; and

- (2) requests the Urban Environment and Development Committee to set aside a specific time at its meeting to be held on November 30, 1998 to consider this matter.
- (viii) (November 5, 1998) from the City Clerk advising that the York Community Council on November 4, 1998, recommended to the Urban Environment and Development Committee that:
- (1) the proposed ward boundary changes as indicated on Map 27-1a, Ward 27, York Humber, be approved;
 - (2) the proposed ward boundary changes as indicated on Map 28-1a, Ward 28, York Eglinton, be approved; and
 - (3) after its consideration of the staff report on November 30, 1998, the Committee's recommendations be forwarded to the York Community Council for further consultation with the public at its December 9, 1998 meeting, prior to Council's adoption on December 16, 1998;

and further advising that the York Community Council requested the North York Community Council to consider allowing the area located south of Highway 401 (Ward 6, North York Humber) to the proposed north boundary (Woodward Avenue/CN Rail) as noted on Map 27-1a, to be included as part of a continuing community of Ward 27, York Humber.

- (ix) (November 16, 1998) from Mr. Albert Pietersma, Weston Community Improvement Committee (WCIC), in support of Option 1a for the division of City of Toronto Ward 27 (Map 27-1a, York Humber), with one amendment: that the northern boundary of the new west ward be extended to Highway 401; and setting out the reasons therefor.
- (x) (November 18, 1998) from Ms. May Uusberg a facsimile addressed to Councillor Betty Disero, Davenport, in support of the section of Ward 21, Davenport, being moved to Ward 19, High Park; and setting out the reasons therefor.
- (xi) (November 23, 1998) from Ms. Sheila White, Past President, C. D. Farquharson Community Association, expressing the Association's objections to the boundary changes proposed for Ward 18, Scarborough-Malvern; and setting out the reasons therefor.
- (xii) (November 25, 1998) from Ms. Sylvia Giovanella, President, Etobicoke Federation of Ratepayers' and Residents' Associations, submitting, as requested, comments from the various Ratepayers' Associations located within Ward 4; pointing out that

the aforementioned comments are from persons who were not at the special meeting of the Etobicoke Community Council on November 18, 1998; and requesting that consideration be given to holding a meeting at the Etobicoke Civic Centre in early December 1998, at which time Councillors Holyday and O'Brien would state the reasons for their option preference, and then the public would be permitted to vote.

- (xiii) (November 26, 1998) from Mr. Ross Vaughan, President, Islington Ratepayers and Residents Association, expressing support for the position taken by Councillor Doug Holyday, Markland Centennial; pointing out that Option 4-1a has the lowest number of factors to be considered and is, therefore, the simplest solution; and urging that the traditional communities in this area of the city not be divided.
- (xiv) (November 25, 1998) from Ms. Diana Fancher, President, West Toronto Junction Historical Society, expressing support for changing the area from Bloor Street north to the CP Rail tracks, and from Keele Street to the CP Rail tracks on the west, from Sard 21 to Ward 19; and setting out the reasons therefor.
- (xv) (November 27, 1998) from Ms. Dianne Burnett, Project Co-ordinator, West Toronto Junction Team, advising that the Team's vision and commitment to the area is to strengthen, unite and rebuild the section known as the Junction; that the West Toronto Junction is currently part of Ward 21 and is an integral part of that vision; and expressing support for the Dundas West Residents' Association's efforts to become part of Ward 19.
- (xvi) (November 27, 1998) from Ms. Maureen Lynett, President, Malta Village Business Association, expressing support of the Ward 21 residents' request for a section of Ward 21 (Dundas/Keele to Dundas/Bloor) to rejoin Ward 19.
- (xvii) (November 27, 1998) from Mr. Victor Latchman, Chairman, and Mr. Paul Komarnicky, Director, Junction Gardens BIA, expressing the Board of Management's strong desire to see the West Toronto Junction Triangle become properly situated during the proposed ward boundary change activity; and requesting that the boundary between Wards 19 and 21 be redrawn along the tracks all the way from Bloor Street north, rather than along Keele Street to the tracks.
- (xviii) (November 27, 1998) from Mr. Bill Roberts, Director, Swansea Area Ratepayers Association, expressing support for the recommendation of the Toronto Community Council to run the Ward 19 north-western boundary between Jane Street and the Humber River along the southern edge of the TTC right-of-way; further expressing support for one Councillor per ward, and for the division of the existing City wards into two parts; and recommending that:

Urban Environment and Development Committee Minutes
Monday, November 30, 1998 and Tuesday, December 1, 1998

- (1) the former village of Swansea and the Bloor West Village BIA not be separated; and
- (2) if it is the City's intent to change the boundary between Wards 19 and 21, then a boundary should be selected north of the existing properties fronting on the Bloor Street West diversion using the southern edge of the subway cut.
- (xix) (November 27, 1998) from Mr. Mr. Sam Singh, President, The Association of Concerned Citizens of Etobicoke North, expressing strong support of Option Map 5-1b for Ward 5 (Rexdale-Thistletown); and setting out the reasons therefor.
- (xx) (November 29, 1998) from Kean Bhattacharya concern to protect against the changes of boundary of Ward 18.
- (xxi) (November 30, 1998) from Councillor Mike Tzekas, Scarborough Wexford, expressing concern to simply add that Highway 401 should be used as a natural divide for refining the new ward boundary into two separate wards.
- (xxii) (undated) communication from residents of Ward 21 expressing to remain part of boundaries.

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

- Mr. Justin Van Dette (regarding East York boundaries);
- Mr. Phil Egginton, President, Bridlewood Community Association;
- Mr. Ben Loughlin, Scarborough;
- Ms. Margaret Simpson, Toronto;
- Mr. William Gallos, Toronto;
- Mr. William Roberts, Swansea Ratepayers Association;
- Ms. Helen Ness, Toronto;
- Ms. Carolyn Reimer, Dundas West Residents Association; and filed a written submission;
- Mr. Zak Khan, Toronto;
- Mr. Abdul Alakhatib; Toronto;
- Mr. Colin McLeod, East York;
- Ms. Louise Bridge Toronto;
- Mr. Alex Grenzebbach, Toronto;
- Mr. Ross Vaughan, Etobicoke;
- Councillor S. Bussin, East Toronto (Ward 26);
- Councillor B. Disero, Davenport (Ward 21);
- Councillor D. Fotinos, Davenport (Ward 21);
- Councillor D. Holyday, Markland Centennial (Ward 4);

- Councillor C. Korwin-Kuczynski, High Park (Ward 19);
- Councillor D. Miller, High Park (Ward 19);
- Councillor M. Prue, East York (Ward 1);
- Councillor B. Sinclair, Rexdale-Thistletown (Ward 5); and
- Councillor M. Walker, North Toronto (Ward 22).

A. Councillor Pantalone moved:

- (i) ward boundary line changes and divisions for the following 10 Wards where no disagreement exists between the recommendations of the Community Councils:
 - (a) Kingsway-Humber (Ward 3), as shown on Map 3;
 - (b) Markland-Centennial (Ward 4), as shown on Map 4;
 - (c) Black Creek (Ward 7), as shown on Map 7;
 - (d) North York Centre (Ward 10), as shown on Map 10;
 - (e) Scarborough City Centre (Ward 15), as shown on Map 15;
 - (f) Scarborough Highland Creek (Ward 16), as shown on Map 16;
 - (g) Scarborough Agincourt (Ward 17), as shown on Map 17;
 - (h) Scarborough Malvern (Ward 18), as shown on Map 18;
 - (i) Trinity-Niagara (Ward 20), as shown on Map 20; and
 - (j) Downtown (Ward 24), as shown on Map 24;
- (ii) where a boundary conflict exists and the existing boundary line splits a property, the existing ward boundary be followed and the entire property be moved into the ward in which it fronts, unless the existing boundary line already splits the property front yard, the property should be moved into the ward with the largest percentage of the front yard;
- (iii) ward boundary line changes and divisions resolving boundary conflicts that resulted from Community Council recommendations, such that:
 - (a) East York (Ward 1), as shown on Map 1, follow the existing ward boundary lines as amended to:
 - (i) exclude the Shoppers World site south of Danforth Avenue;

- (ii) move those properties split by the existing ward boundary into this ward or the adjoining ward as per Recommendation No. (2); and
 - (iii) divide East York (Ward 1) into three single member wards as shown on Map 1;
- (b) North York Humber (Ward 6), as shown on Map 6, follow the existing ward boundary line for this ward and ward division, as amended only to move those properties, split by the existing ward boundary, into this ward or the adjoining ward as per Recommendation No. (2);
- (c) North York Spadina (Ward 8), as shown on Map 8, follow the existing ward boundary line for this ward and the ward division, as amended only to move those properties split by the existing ward boundary into this ward or the adjoining ward as per Recommendation No (2);
- (d) North York Centre South (Ward 9), as shown on Map 9, follow the existing ward boundary lines for this ward and the ward division, as amended only to move those properties split by the existing ward boundary into this ward or the adjoining ward as per Recommendation No. (2);
- (e) Scarborough Bluffs (Ward 13), as shown on Map 13, as amended only to follow the existing west ward boundary line for this ward south of Bracken Avenue;
- (f) High Park (Ward 19), as shown on Map 19, as amended to follow the centre line of Jane Street between Annette Street and Bloor Street West and follow the south limit of the Toronto Transit Commission right-of-way, north of Bloor Street West between Jane Street and the Humber River;
- (g) North Toronto (Ward 22), as shown on Map 22, as amended by Recommendation No. (3)(c) for North York Spadina (Ward 8) and Recommendation No. (3)(d) for North York Centre South (Ward 9), and as amended to move those properties split by the

existing ward boundary into this ward or the adjoining ward as per Recommendation No. (2);

- (h) Midtown (Ward 23), as shown on Map 23, as amended by Recommendation No. (3)(a) for East York (Ward 1) and as amended to follow the existing ward boundary along the centre line of Bathurst Street, the north side of Heath Street West, and the property lines west and parallel to Spadina Avenue;
- (i) Don River (Ward 25), as shown on Map 25, as amended by Recommendation No. (3)(a) for East York (Ward 1), and as amended to move those properties split by the existing ward boundary into this ward or the adjoining ward as per Recommendation No. (2);
- (j) East Toronto (Ward 26), as shown on Map 26, as amended by Recommendation No. (3)(a) for East York (Ward 1) and Recommendation No. (3)(e) for Scarborough Bluffs (Ward 13), and as amended to move those properties split by the existing ward boundary into this ward or the adjoining ward as per Recommendation No. (2);
- (k) York Humber (Ward 27), as shown on Map 27, as amended by Recommendation No. (3)(f) for High Park (Ward 19) and Recommendation No. (3)(b) for North York Humber (Ward 6), and as amended to move those properties split by the existing ward boundary into this ward or the adjoining ward as per Recommendation No. (2); and
- (l) York Eglinton (Ward 28), as shown on Map 28, as amended by Recommendation No. (3)(c) for North York Spadina (Ward 8) and Recommendation No. (3)(h) for Midtown (Ward 23), as amended to move those properties split by the existing ward boundary into this ward or the adjoining ward as per Recommendation No. (2);
- (iv) ward boundary division for Lakeshore-Queensway (Ward 2), as shown on Map 2;
- (v) ward boundary line changes and divisions for REXDALE-THISTLETOWN (Ward 5), as shown on Map 5;

- (vi) ward boundary line changes and division for Don Parkway (Ward 11), as shown on Map 11, as amended to move those properties split by the existing ward boundary into this ward or the adjoining ward as per Recommendation No. (2), and as amended to move the area north of Highway 401 into Seneca Heights (Ward 12) to allow the proposed west ward division of Seneca Heights to meet Council's population criteria;
- (vii) ward boundary line changes and division for Seneca Heights (Ward 12), as shown on Map 12, as the new ward boundaries for single member wards within, as amended by Recommendation No. (6);
- (viii) ward boundary line changes and divisions for Scarborough Wexford (Ward 14), as shown on Map 14, as amended to divide the ward along Highway 401;
- (ix) ward boundary line changes and ward division for Davenport (Ward 21), as shown on Map 21, such that the division runs eastward along the Canadian Pacific Railway tracks, north on Lansdowne Avenue to Davenport Avenue, along Davenport Avenue to Christie Street;
- (x) Recommendation Nos. (2), (3) and (4) of report (November 24, 1998) from the City Clerk, viz:
 - “(2) the City Solicitor commence a court application under Rule 14 of the Rules of Civil Procedure (R.R.O. 1990, Reg. 194, as amended) seeking a favourable determination of City Council's right to enact a by-law changing the size and composition of Council;
 - (3) the City Solicitor be requested to prepare the necessary implementing by-law giving effect to the recommended changes to the existing ward boundary lines; and,
 - (4) subject to the judicial determination, as set out in Recommendation No. (2):
 - (a) if the court determines that the City Council has the right to enact a by-law changing the size and composition of Council, then the City Solicitor be requested to prepare the necessary

implementing by-law giving effect thereto; and

- (b) if the court determines that the City Council does not have the right to enact a by-law changing the size and composition of Council without legislative change, then the City Solicitor be requested to report to City Council forthwith, including in any such report recommended draft legislation for Council's consideration.”;
- (xi) subject to City Council's decision to divide the wards to permit single member representation, the staff work team be requested to propose to City Council, through the Community Councils and with public input, recommendations for ward names that reflect the communities which make-up the new single member wards, directing the City Clerk to prepare recommendations, based on community consultations, for ward names for the revised ward system as adopted by City Council; and
- (xii) the City Solicitor report directly to City Council for its meeting on December 16, 1998, as to whether he can strongly represent the City of Toronto respecting single member wards in all legal proceedings and, if not, recommend a legal firm that the City could hire to strongly pursue the City's position in this regard, for consideration with this matter.

B. Moved by Councillor Silva:

that the interior division of Ward 21 run eastward along Canadian Pacific Railway tracks, north on Lansdowne on Davenport and along Davenport to Christie Street.

C. Moved by Councillor Moeser:

that the Community Council recommendations with respect to this matter be received.

D. Moved by Councillor Jones:

- (i) that Councillor D. Holyday and Councillor D. O'Brien (Markland-Centennial -Ward 4) submit, directly to City Council for its meeting on December 16, 1998, a report

pertaining to preferred options respecting the Ward 4 boundary, for consideration with this matter; and

- (ii) that Councillor B. Sinclair and Councillor E. Brown (Rexdale-Thistletown, Ward 5) submit, directly to City Council for its meeting on December 16, 1998, a report pertaining to preferred options respecting the Ward 5 boundary, for consideration with this matter.

E. Moved by Councillor Li Preti:

- (i) that the City Solicitor consult with the Province to gain its support with regard to the legal action being taken by the City of Toronto; and
- (ii) in cases of disagreement that the City conduct a referendum in those communities using natural barriers, main arterial roads, demographics or other distinguishable characteristics as boundaries for the polling area.

F. Moved by Councillor Moscoe:

that the City Solicitor be requested to submit a report directly to Council, for consideration with this matter, on whether or not an appeal of the decision of a Court is possible, and what effect such appeal would have on the City's ability to advance the proposed changes.

Upon the question of the adoption of the foregoing motion A.(i) by Councillor Pantalone, it was carried.

Upon the question of the adoption of the foregoing motion A.(ii) by Councillor Pantalone, it was carried.

Upon the question of the adoption of the foregoing motion A.(iii) by Councillor Pantalone, it was carried.

Upon the question of the adoption of the foregoing motion A.(iv) by Councillor Pantalone, it was carried.

Upon the question of the adoption of the foregoing motion A.(v) by Councillor Pantalone, it was carried.

Upon the question of the adoption of the foregoing motion A.(vi) by Councillor Pantalone, it was carried.

Upon the question of the adoption of the foregoing motion A.(vii) by Councillor Pantalone, it was carried.

Upon the question of the adoption of the foregoing motion A.(viii) by Councillor Pantalone, it was carried.

Upon the question of the adoption of the foregoing motion A.(ix) by Councillor Pantalone, it was carried.

Upon the question of the adoption of the foregoing motion A.(x) by Councillor Pantalone, it was carried.

Upon the question of the adoption of the foregoing motion A.(xi) by Councillor Pantalone, it was carried.

Upon the question of the adoption of the foregoing motion A.(xii) by Councillor Pantalone, it was carried.

Upon the question of the adoption of the foregoing motion B. by Councillor Silva, it was carried.

Upon the question of the adoption of the foregoing motion C. by Councillor Moeser, it was carried.

Upon the question of the adoption of the foregoing motion D. by Councillor Jones, it was carried.

Upon the question of the adoption of the foregoing motion E.(i) by Councillor Li Preti, it was carried.

Upon the question of the adoption of the foregoing motion E.(ii) by Councillor Li Preti, it lost.

Upon the question of the adoption of the foregoing motion F. by Councillor Moscoe, it lost.

(Report No. 14 - Clause No. 1)

360. 1999-2003 Capital Budget Review.

The Committee had before it the following reports and communications:

- (i) (November 9, 1998) from the Chief Administrative Officer respecting the 1999-2003 Capital Budget;
- (ii) (November 11, 1998) from the Chief Financial Officer respecting the 1999-2003 preliminary Capital Budget for consideration with the 1999 Operating Budget;
- (iii) (October 8, 1998) from the General Secretary, Toronto Transit Commission, forwarding the action taken by the Toronto Transit Commission on October 7, 1998, respecting the 1999-2003 Capital Program;
- (iv) (November 13, 1998) from the General Manager, Transportation Services, respecting Audible Pedestrian Signals (APS);
- (v) (November 6, 1998) from the City Clerk submitting the action taken by the Seniors' Task Force on November 4, 1998; and
- (vi) (November 23, 1998) from the City Clerk submitting the action taken by the the Toronto Pedestrian Committee on November 19, 1998.

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

- Mr. Garnett Martin, Chairman, Advisory Group on Audible Pedestrian Signals regarding the Audible Pedestrian Signals Program;
- Ms. Edna Beange, East York, regarding the Installation of Oversized Street Name Signs, as a project for the International Year of Older Persons in 1999;
- Ms. Rhona Swarbrick, Co-Chair, Toronto Pedestrian Committee, regarding the Missing Sidewalk on Dundas Street West, between Old Oak Road and Donnybrook Lane, as a project for the International Year of Older Persons in 1999;
- Mr. Ron Hart, North York Cycling and Pedestrian Committee, regarding the budgetary cuts to the traffic-calming program;
- Mr. Allan Burk, representing the Toronto City Cycling Committee; and
- Mr. Hamish Wilson, regarding the City's capital budget.

A. Moved by Councillor Pantalone:

- (i) that the 1999-2003 Capital Budgets for the Toronto Transit Commission; Toronto Parking Authority; Toronto

Conservation Authority; Transportation; and Urban Planning and Development be adopted, as presented;

- (ii) that the approximately \$10.3 million savings from the delay of the F.G. Gardiner Expressway dismantling project be reallocated as follows:

\$4 million	-	previously cut programs such as bicycle lanes and traffic calming
\$3.9 million	-	Dufferin Street Jog Elimination Program
\$600,000.00	-	Bicycle Lane Improvements (to be identified by staff)
\$500,000.00	-	Infiltration Barriers within the Gardiner dismantling program
\$500,000.00	-	Long Branch Main Station
\$450,000.00	-	Enhanced SCOOT program
\$350,000.00	-	Urban Design throughout the City; and

- (iii) the various comments raised by the deputants at the Urban Environment and Development Committee meeting on November 30, 1998.

B. Moved by Councillor Jones:

That the Budget Committee and City Council be requested to approve the allocation of \$700,000.00 to allow the appropriate process of the City's Official Plan;

C. Moved by Councillor Moeser:

- (i) that the Commissioner of Works and Emergency Services be requested to report to the Budget Committee for its meeting on December 11, 1998, on road reconstruction throughout the City, taking into consideration the Commissioner of Works and Emergency Services comments at the Urban Environment and Development Committee meeting on November 30, 1998; and
- (ii) that the Chief Financial Officer report to Budget Committee at its meeting of December 11, 1998, on the impact of the \$10.3 million deferral of the F. Gardiner Expressway Project on the 1999 Capital Budget.

Upon the question of the adoption of the foregoing motion A.(i) by Councillor Pantalone, it was carried.

Upon the question of the adoption of the foregoing motion A.(ii) by Councillor Pantalone, it was carried.

Upon the question of the adoption of the foregoing motion A.(iii) by Councillor Pantalone, it was carried.

Upon the question of the adoption of the foregoing motion B. by Councillor Jones, it was carried.

Upon the question of the adoption of the foregoing motion C.(i) by Councillor Moeser, it was carried.

Upon the question of the adoption of the foregoing motion C.(ii) by Councillor Moeser, it lost.

(Report No. 14 - Clause No. 11(a))

The Committee recessed at 8:54 p.m. on November 30, 1998.

The Committee reconvened at 9:40 a.m. on December 1, 1998 with the following persons in attendance:

Members Present:

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

Regrets:

Councillor Frank Faubert
Councillor Mike Tzekas

361. Access to the City Centre Airport.

The Committee had before it the following reports and communications:

- (i) (November 17, 1998) from the Commissioner of Urban Planning and Development Services recommending that:
 - (1) the Commissioner of Urban Planning and Development Services, in consultation with appropriate staff, be directed to continue discussion and consultation on the appropriate role of the City Centre Airport and its relationship to other uses and activities in the waterfront, and the impacts that these matters might have on the terms of both the Tripartite and the Subsidy Agreements to which the City is a party;
 - (2) the Commissioner of Urban Planning and Development Services and the Commissioner of Works and Emergency Services be requested to report on an assessment of the emergency response capability of the bridge, tunnel and ferry including suggested improvements to the operation of each option; and
 - (3) the Commissioner of Urban Planning and Development Services, in consultation with appropriate staff, continue to compile technical information on the bridge and tunnel options, but the decision on the type of fixed link required be deferred until the matters raised in Recommendations Nos. (1) and (2) above have been further resolved.
- (ii) (May 6, 1998) from the Commissioner of Urban Planning and Development Services recommending that:
 - (1) City Council authorize amendments to the Tripartite Agreement, including those set out in Recommendation No. (2), to permit a bridge to the airport, subject to the approval of the Environmental Assessment and subject to The Toronto Harbour Commissioners completing the following to ensure that they are included in the design and construction program of the bridge:
 - (a) the bridge contain only two lanes of vehicular traffic each having a width of no more than 3.5 metres;
 - (b) sidewalks, having a width of 2.0 metres, be provided on both sides of the bridge structure and on the approaches to the bridge;

- (c) the design of the bridge permit free and clear continuity of the water's edge promenade below the bridge in a safe and accessible manner, having a minimum width of seven metres and a clearance of not less than 2.5 metres;
 - (d) the slope of the grade of the Bathurst Street approach to the bridge structure be designed to minimize its overall length and height above the existing grade of Bathurst Quay at the water's edge and to ensure that it does not exceed an eight percent grade in order to accommodate emergency vehicles;
 - (e) the change in grade associated with the approach to the bridge on the east side be designed to permit access to the Canada Malting site at both current driveway locations, and on the west side be designed to accommodate contemplated park space design and improvements;
 - (f) the filling-in of the ferry slips on either side of the Western Channel and the construction of the concrete dockwalls be completed in connection with the construction of the bridge;
 - (g) consultation with the Commissioner of Works and Emergency Services to ensure that fireboat access requirements through the Western Gap are maintained during construction of the bridge and after the bridge is operational;
 - (h) public input into the design of the bridge by holding public meetings and/or workshops; and
 - (i) the final design of the bridge be submitted to City Council for review for consistency with established urban design objectives along the waterfront;
- (2) that the amendments to the Tripartite Agreement include the following as new terms and conditions:
- (a) that The Toronto Harbour Commissioners develop a strategy for encouraging the use of public transit to access the City Centre Airport including:
 - (i) the operation of a shuttle bus service operating between Union Station and the major hotels in the downtown area and

- the airport until such time as the off-site terminal is operational; and
- (ii) discouraging passenger pick-ups by private automobile and taxis;
- (b) that the total number of parking spaces on the airport lands be limited to 400 spaces and that building and landscaping plans associated with the construction of a parking facility, at grade or in a structure, be submitted to the City for review and approval prior to any construction;
- (c) that the Toronto Harbour Commissioners agree to construct and operate an off-site (remote) terminal building:
- (i) once a sustained annual passenger volume of 600,000 passengers per annum, or less if the City determines it is necessary before this level of passenger traffic, is reached; and
 - (ii) when airport-bound vehicular traffic reaches a peak volume of 100 vehicles per hour as measured along Bathurst Street south of Queen's Quay;
- (d) that The Toronto Harbour Commissioners be required to monitor the effects of the bridge operation, as requested by the City, on:
- traffic volumes inbound and outbound on the bridge;
 - use of the parking facility;
 - extent of the queues on Bathurst Street;
 - traffic operations at the Bathurst Street/Queen's Quay intersection;
 - access to the abutting properties;
 - the effectiveness of any traffic-calming measures implemented; and
 - conflicts between airport-related traffic and other vehicular and pedestrian activity on Bathurst; and
- (e) that, as a result of the monitoring exercise, The Toronto Harbour Commissioners, after advising the City, make appropriate changes to the bridge operations or access control to mitigate the impact of this facility on traffic operations;

- (3) that City Council authorize the alteration of Bathurst Street in connection with the construction of a bridge to the airport, subject to The Toronto Harbour Commissioners completing the following:
 - (a) seeking the input of the community and staff on the various design options to the Bathurst Street alterations;
 - (b) consideration of traffic-calming measures in the detailed design of Bathurst Street;
 - (c) provision of landscaping and streetscaping within the Bathurst Street road allowance and along the perimeter of the parking facility at the airport satisfactory to the Commissioner of Urban Planning and Development Services;
 - (d) ensuring that the final design includes public art;
 - (e) submission of the detailed design of the altered Bathurst Street, including road pavement design, sidewalks, traffic-calming measures, and landscaping, to the City for approval by the Commissioner of Works and Emergency Services prior to any construction;
 - (f) conveyance, at no cost to the City, of the land south of the existing Bathurst Street road allowance, required for the bridge to the City, to be dedicated as a public highway;
- (4) that the City be released and discharged from any obligations to The Toronto Harbour Commissioners to provide parking facilities in relation to airport parking on Bathurst Quay, as required by the agreements entered into between the City and The Toronto Harbour Commissioners and any license agreement arising out of same, including the interim parking arrangements on the Bathurst Quay 5 site;
- (5) that all rights to land held by the Federal Government, and currently used for public parking at the end of Bathurst Street and the ferry slip and access road leading to it, be conveyed to the City at nominal cost for public park and public highway purposes;
- (6) that the 100 foot wide access easement located immediately adjacent to the Bathurst Street road allowance, granted in favour of the Federal Government for the purposes of ensuring future access to the airport, be released from title at the time the Tripartite Agreement is amended to permit the use of the bridge; and

- (7) that the Commissioner of Urban Planning and Development Services, together with other appropriate City officials, report on other measures which should be included as conditions in the Tripartite Agreement that address the cumulative impacts resulting from the introduction of a bridge and all Stage 3 turbo-prop aircraft at the airport, when appropriate.

(November 16, 1998) from the City Clerk advising that the Urban Environment and Development Committee on May 19, 1998, during consideration of various reports and communications regarding the Environmental Assessment for the proposed fixed link to the City Centre Airport, among other things, deferred consideration of the following motions:

‘Moved by Councillor McConnell:

“That no amendments to the Tripartite Agreement be considered until the design phase is completed, all the environmental concerns are addressed, and the cost implications are known.”;

Moved by Councillor Moscoe, on behalf of Councillor Chow:

“(a) That Recommendation No. (1)(i) be struck out and the following inserted in lieu thereof:

‘(1)(i) the final design of the bridge be submitted to City Council for review and approval for consistency with established urban design objectives along the waterfront; and, further, in accordance with the former Metro policy, an artist be included in the design team at the beginning stage;’

(b) that Recommendation No. (2) (c)(i) be amended by striking out the word "and" and inserting in lieu thereof the word "or"; so that such recommendation shall now read as follows:

‘(2)(c)(i) once a sustained annual passenger volume of 600,000 passengers per annum, or less if the City determines it is necessary before this level of passenger traffic, is reached; or;’

(c) that Recommendation No. (2)(d) be amended by adding the words "and report annually to the Urban Environment and Development Committee on" after the words "to monitor"; so that such recommendation shall now read as follows:

- '(2)(d) that the Toronto Harbour Commissioners be required to monitor, and report annually to the Urban Environment and Development Committee on, the effects of the bridge operation, as requested by the City on';
- (d) that Recommendation No. (3) be amended to provide that prior to the authorization of the alteration of Bathurst Street, the Commissioner of Urban Planning and Development Services be requested to report on the cost of such alteration and the source of the funding;
- (e) that Recommendation No. (5) be amended by adding the words "prior to the amendments to the Tripartite Agreement," after the word "that"; so that such recommendation shall now read as follows:
- '(5) that, prior to the amendments to the Tripartite Agreement, all rights to land held by the Federal Government, and currently used for public parking at the end of Bathurst Street and the ferry slip and access road leading to it, be conveyed to the City at nominal cost for public park and public highway purposes;';
- (f) that no amendment to the Tripartite Agreement be made until:
- (i) the role of the Greater Toronto Airports Authority (GTAA) and the Toronto Harbour Commissioners (THC) regarding the management and operation of the Toronto City Centre Airport (TCCA) is clarified. In the event that the *Canada Marine Act*, Bill C-9, becomes law, no amendments to the Tripartite Agreement should occur before the new Port Authority issues its letters patent; and
- (ii) a private sector proponent provides a comprehensive business plan to operate the Fixed Link without public subsidy;
- (g) that City Council request the Federal Minister of the Environment to require that a full panel Environmental Review of the Fixed Link (especially as relates to safety of

boaters) be undertaken prior to the proposed amendments to the Tripartite Agreements;

- (h) that, as part of the new Official Plan, City Council form a Work Group to develop a comprehensive Waterfront Policy; such Work Group to be composed of representatives of all the stakeholders on the Waterfront including area residents, the Federal and Provincial Governments, The Toronto Harbour Commissioners, the Greater Toronto Airports Authority; and, further, that the Commissioner of Urban Planning and Development be requested to submit a report to the Urban Environment and Development Committee on the terms of reference and composition of such Work Group;
- (i) that any agreement by the new Port Authority, the Federal Government or the Greater Toronto Airports Authority (GTAA) be structured in such a way that the City of Toronto would be refunded for subsidies (if any) provided, directly or indirectly, by the City to the Port Authority for the functioning and the programming (both operating and capital cost) associated with the Toronto City Centre Airport; and
- (j) that the City Solicitor be requested to ensure that all conditions placed on The Toronto Harbour Commissioners regarding the Fixed Link and the Tripartite Agreement are applied to the new Port Authority, the Federal Government or the Greater Toronto Airports Authority.”; and

Moved by Councillor Moscoe:

“That the Urban Environment and Development Committee recommend that Council not support the construction of a bridge to the Toronto Islands and, further, agree that the existing ferry service adequately serves the present and future needs of the Toronto Island Airport.”;

further advising that the Urban Environment and Development Committee and the Economic Development Committee, at their joint meeting on September 29, 1998, deferred consideration of the following motions by Councillor Kelly to the November 30, 1998 meeting of the Urban Environment and Development Committee:

- “(2) that the concept of a fixed link be forwarded to Council for approval at its meeting scheduled to be held on October 28, 1998; and

- (3) that the concept of a “signature” bridge be referred to the Commissioner of Urban Planning and Development Services with a request that she consult with relevant stakeholders and submit a report thereon to a joint meeting of the Urban Environment and Development Committee and the Economic Development Committee to be convened in November, 1998.”.
- (iii) (September 25, 1998) from the City Solicitor submitting a confidential report regarding liability concerns with respect to the City Centre Airport.
- (iii) (September 21, 1998) from Ms. Charlotte Sam, Child Care Manager, Harbourfront and St. Stephen’s Waterfront Child Care Centres, advising that they have some concerns regarding the proposed fixed link to the Island Airport, particularly with respect to the amount of traffic that will be brought into the area; that there is a pressing need for more effective transit service to the area of Bathurst and Queen’s Quay; and stating that if a bridge is built, then there should be an offsite passenger terminal with a shuttle bus for all passengers in order to prevent idling vehicular traffic along Bathurst Street, south of Lake Shore Boulevard.
- (iv) (September 29, 1998) from Mr. Peter Murphy, Marine Operations Manager, Waterways Transportation Services Corporation, expressing concern that the proposed fixed link to the City Centre Airport will affect his firm by deny it the fast access to the open lake which is currently available for its high speed ferry service between Toronto and the Niagara region.
- (v) (October 5, 1998) from Mr. Marc Willoughby, Toronto, expressing concern regarding the proposed increase in the facilities and use of the City Centre Airport.
- (vi) (November 20, 1998) from Mr. B. R. Holmes, President, City Centre Aviation Ltd. (CCAL), advising that CCAL is fully supportive of the Dillon Environmental Impact Study for the proposed fixed Link to the Toronto City Centre Airport; and stating that, specifically, CCAL is in full agreement with the report’s conclusion that a bridge should be built, and that the location of that bridge should be at the foot of Bathurst Street.
- (vii) (November 25, 1998) from Mr. Wayne Canning, Chair, South East Area Industrial Advisory Committee (SEAIAC), advising that SEAIAC is a strong supporter of the City Centre Airport and believes that it should be supported with a fixed link in order to allow more convenient, speedier and safer access for travellers.
- (viii) (November 27, 1998) from Mr. Barry MacKinnon, Director, Airline Analysis - Americas, Bombardier Aerospace, submitting printed material for consideration by the Urban Environment and Development Committee regarding the Toronto City Centre Airport (TCCA); such material stating that the Dash 8 aeroplane is key to the

present and future of the TCCA; and that Dash 8 operations at the TCCA create significant spin-off benefits for the Toronto economy.

- (ix) (November 19, 1998) from Mr. David Lane, President, Local 1869, International Longshoremen's Association (ILA), registering the support of ILA 1869 for a fixed link from the Island Airport to the mainland.
- (x) (November 24, 1998) from Councillor Norm Kelly, Scarborough-Wexford, submitting a brief entitled "Decision Points the Toronto City Centre Airport".
- (xi) (September 28, 1998) from Mr. Steve Koslewski, Executive Board Member, Toronto Civic Employees Union, Local 416, expressing concern that Local 416 is pleased to advise that they support the proposal for a fixed link to the Toronto City Centre Airport.
- (xii) (undated) Mr. William Brogan, Airport Manager, Merrill C. Meigs Field, submitting the history of Merrill C. Meigs Field, an airfield operation Chicago, Illinois.
- (xiii) (November 30, 1998) from the Toronto Harbour Commissioners submitting the response to City of Toronto Reports and Directions to City Centre Airport.

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

- Mr. Gary Reid, General Manager, Toronto Harbour Commission; and also filed a written submission;
- Mr. Manfred Humphries, City Centre Airport Association;
- Mr. Fareed Khan, Toronto Real Estate Board;
- Mr. Andrew Pascoe, Vice-Chair, Air Services Committee, Toronto Board of Trade;
- Mr. Randy J. Butcher, President, D & R Aviation Inc.;
- Ms. Debra Williams, Air Ontario;
- Mr. Brian Holmes, Shell Aerocentre;
- Mr. D. Sinclair, Legal Counsel, Vaughan;
- Mr. Lonnie Sweet, Commutair;
- Mr. Eric McConachie, Air Capital;
- Ms. May Hay, Toronto Waterfront Coalition; and also filed a written submission;
- Ms. Elizabeth Quance, Niagara Neighbourhood Association;
- Mr. Roger D. Wilson, Toronto;
- Mr. John Bessai, Bathurst Quay Neighbourhood Association;
- Mr. Brent Rutherford, Professor, Environmental Studies, York University;
- Mr. Bill Freeman, Toronto;
- Mr. Peter Leiss, Executive Vice-President, CUPE Local 416;
- Ms. Adriana Collins, Airline Training Resources;
- Mr. Wilfred Walker, Transport 2000 Ontario;
- Councillor N. Kelly, Scarborough Wexford; and
- Councillor S. Bussin, East Toronto.

- A. Moved by Councillor Silva:
- (i) the adoption, in principle, of a fixed link to the City Centre Airport being built in the form of a bridge;
 - (ii) the adoption of report (November 17, 1998) from the Commissioner of Urban Planning and Development Services, wherein it is recommended that:
 - (a) the Commissioner of Urban Planning and Development Services, in consultation with appropriate staff, be directed to continue discussion and consultation on the appropriate role of the City Centre Airport and its relationship to other uses and activities in the waterfront, and the impacts that these matters might have on the terms of both the Tripartite and the Subsidy Agreements to which the City is a party;
 - (b) the Commissioner of Urban Planning and Development Services and the Commissioner of Works and Emergency Services be requested to report on an assessment of the emergency response capability of the bridge, tunnel and ferry including suggested improvements to the operation of each option; and
 - (c) the Commissioner of Urban Planning and Development Services, in consultation appropriate staff, continue to compile technical information on the bridge and tunnel options but the decision on the type of fixed link required be deferred until the matters raised in Recommendations Nos. (1) and (2) have been further resolved; and
 - (iii) that the Commissioner of Urban Planning and Development Services, in consultation with the appropriate City officials, be requested to submit a further report to the Urban Environment and Development Committee on the amendments to the Tripartite Agreement to give effect thereto, as well as any further amendments in the form of restrictions to the airport operation.

- B. Moved by Councillor McConnell:
- (i) that the design of the bridge be approved by the Fire Chief and the General Manager, Ambulance Services;
 - (ii) the completion of a financial analysis, including the economic impact on the shipping businesses;
 - (iii) that the matter of the financial analysis be referred to the Budget Committee for consideration;
 - (iv) that no amendments to the Tripartite Agreement be made until a private sector proponent provides a comprehensive business plan to operate the Fixed Link without public subsidy;
 - (v) that the Commissioner of Urban Planning and Development Services be requested to submit a report to the Urban Environment and Development Committee, prior to authorization of the alteration of Bathurst Street, on the cost of such alteration and the source of funding;
 - (vi) that the Toronto Harbour Commission and the Port Authority be required to monitor and report annually to the Urban Environment and Development Committee on the effects of the bridge operation, as requested by the City; and
 - (vii) that the final design of the bridge being submitted to Urban Environment and Development Committee for review and approval for consistency with established urban design objectives along the waterfront;
 - (viii) that the Chief Financial Officer and Treasurer be requested to submit a report to the Urban Environment and Development Committee that gives approval to the bridge's business plan;
 - (ix) the Commissioner of Works and Emergency Services being requested to submit a report to the Urban Environment and Development Committee on the impact of the Fixed Link on traffic patterns along the waterfront and what concrete traffic calming options exist, such report to seek the input of local residents and be the subject of a public meeting; and
 - (x) that the City Clerk to notify interested parties in advance of the meeting of Council scheduled to be held on December 16,

1998, that the foregoing matter will be considered at such meeting of Council;

C. Moved by Councillor Sgro:

- (i) that the Commissioner of Urban Planning and Development Services, in consultation with appropriate staff, to meet with the Greater Toronto Airports Authority (G.T.A.A.) and the Toronto Harbour Commission to discuss opportunities for the involvement of the G.T.A.A. in the operation of the City Centre Airport and provide the Urban Environment and Development Committee with a progress report on the said discussions no later than the meeting of the Urban Environment and Development Committee scheduled to be held in March, 1999; and
- (ii) the Chief Financial Officer and Treasurer to report directly to City Council on any additional financial information City Council should be aware of prior to final approval.

D. Moved by Councillor Moscoe:

- (i) that the Commissioner of Urban Planning and Development Services to report on the future role of the City Centre Airport and how it can be balanced with the other activities and uses in the waterfront area and report back to the Urban Environment and Development Committee in that regard;
- (ii) that the Commissioner of Urban Planning and Development Services report on the feasibility of freezing residential development within 3 km. of the Island Airport until such time as the issue of the airport development is determined;
- (iii) that the subject matter be deferred until such time as the Federal successor to the Harbour Commission position is known.

E. Moved by Councillor Li Preti:

That the Commissioner of Urban Planning and Development Services explore the possibility of a street car link between the airport and Union Street and report back to Urban Environment and Development Committee in that regard.

Upon the question of the adoption of the foregoing motion A.(i) by Councillor Silva, it was carried.

Upon the question of the adoption of the foregoing motion A.(ii) by Councillor Silva, it was carried.

Upon the question of the adoption of the foregoing motion A.(iii) by Councillor Silva, it was carried.

Upon the question of the adoption of the foregoing motion B.(i) by Councillor McConnell, it was carried.

Upon the question of the adoption of the foregoing motion B.(ii) by Councillor McConnell, it lost.

Upon the question of the adoption of the foregoing motion B.(iii) by Councillor McConnell, it lost.

Upon the question of the adoption of the foregoing motion B.(iv) by Councillor McConnell, it lost.

Upon the question of the adoption of the foregoing motion B.(v) by Councillor McConnell, it was carried.

Upon the question of the adoption of the foregoing motion B.(vi) by Councillor McConnell, it was carried.

Upon the question of the adoption of the foregoing motion B.(vii) by Councillor McConnell, it was carried.

Upon the question of the adoption of the foregoing motion B.(viii) by Councillor McConnell, it was carried.

Upon the question of the adoption of the foregoing motion B.(ix) by Councillor McConnell, it was carried.

Upon the question of the adoption of the foregoing motion B.(x) by Councillor McConnell, it was carried.

Upon the question of the adoption of the foregoing motion C.(i) by Councillor Sgro, it was carried.

Upon the question of the adoption of the foregoing motion C.(ii) by Councillor Sgro, it was carried.

Upon the question of the adoption of the foregoing motion D.(i) by Councillor Moscoe, it was carried.

Upon the question of the adoption of the foregoing motion D.(ii) by Councillor Moscoe, it lost.

Upon the question of the adoption of the foregoing motion D.(iii) by Councillor Moscoe, it lost.

Upon the question of the adoption of the foregoing motion E. by Councillor Li Preti, it lost.

(Report No. 14 - Clause No. 3)

362. F.G. Gardiner Expressway East Dismantling Project.

The Committee had before it the following reports and communications:

- (i) (November 23, 1998) from the General Manager, Transportation Services, the Executive Director and Chief Planner, City Planning, and the Medical Officer of Health proposing the deferral of the F. G. Gardiner Expressway East Dismantling Project until mid-1999; and outlining recommendations in regard thereto;
- (ii) (July 7, 1998) from the General Manager, Transportation Services recommending that the F.G. Gardiner Expressway East Dismantling Project proceed as originally approved by the former Metropolitan Toronto and City of Toronto Councils; providing additional information related to the Dismantling Project as requested by the Urban Environment and Development Committee and City Council; advising that many of the concerns raised about the Gardiner East Dismantling Project have already been addressed through previous planning and design work or can be addressed with appropriate mitigating measures; that those concerns which cannot be addressed relate to a desire to maintain the existing Expressway structure; expressing the opinion that the approved plan for the dismantling of the F.G. Gardiner Expressway East continues to provide the best combination of transportation service, urban character improvements and cost savings over the long term;
- (iii) (July 9, 1998) from the General Manager, Transportation Services providing a summary of the differences between the F. G. Gardiner Expressway East Dismantling Project (the Current Plan) and an alternative plan developed to by-pass the Lake Shore Boulevard East and Carlaw Avenue intersection (the Alternative Plan); and recommending that this report be received for information;
- (iv) (July 13, 1998) from Councillors Sandra Bussin and Tom Jakobek, East Toronto, requesting that the Urban Environment and Development Committee support and recommend to City Council the "Alternative Plan" for the dismantling of the F.G. Gardiner Expressway East and the renovation of Lake Shore Boulevard East; expressing the belief that the "Alternative Plan" will better accommodate the

transportation needs of their constituents while, at the same time, improving accessibility to the harbour lands; that the "Alternative Plan" will also achieve the very desirable objective of refurbishing the streetscape and the environment along the Lake Shore corridor in this area; and further recommending that staff be requested to meet with the area studio and other business property owners to seek their input on the "Alternative Plan";

- (v) (June 18, 1998) from the City Clerk advising that the Task Force on the Gardiner/Lakeshore Corridor, inter alia, reaffirmed that it prefers the option selected as part of the environmental assessment process with the ramps coming down at Bouchette Street;
- (vi) (November 24, 1998) from the City Clerk advising that the Task Force on the Gardiner/Lake Shore Corridor on November 16, 1998, requested Urban Planning and Development Services staff to continue investigating and resolving problems related to the Gardiner Expressway East Dismantling Project, and suggested that ancillary improvements such as bicycle lanes and pedestrian improvement projects be proceeded with where possible to enhance the Lake Shore Corridor;
- (vii) (June 8, 1998) from the Chair, South East Toronto Industrial Advisory Committee, advising that the City of Toronto's South East Toronto Industrial Advisory Committee on May 26, 1998, discussed issues respecting the Gardiner East Dismantling Project, had before it in regard thereto;
- (viii) (October 27, 1998) from Mr. James Alcock, Chair, Citizens for the Retention of the East Gardiner Expressway (CREGE), advising that the CREGE remains committed to its opposition to the demolition of the eastern portion of the Gardiner Expressway; however, the group has had an opportunity to review the existing plans and has decided that although it prefers the ramps east of Leslie Street, it is willing to compromise in order to bring this issue to an end; stating that the CREGE would like to see an end to this issue with some type of recommendation made to City Council in December 1998; and urging the Urban Environment and Development Committee to recommend that the Alternative Plan, with the ramps east of Carlaw Avenue, be adopted;
- (ix) (November 25, 1998) from Mr. James Alcock, Chairman, Citizens for the Retention of the East Gardiner Expressway (CREGE), advising that CREGE remains adamantly opposed to the demolition of the eastern portion of the Gardiner Expressway; that there is now enough evidence to cancel this project; urging the Urban Environment and Development Committee to recommend to City Council that no further deferrals or delays be imposed; that the Expressway structure be completely rehabilitated and that new double ramps be placed over the Leslie Street intersection, that the urban design improvements be carried out alongside the cleaned-up Gardiner Expressway;

- (x) (November 24, 1998) from the Chief Financial Officer and Treasurer recommending that should Council decide to proceed with the extension of the F.G. Gardiner Expressway over Leslie Street, the additional funding will need to be included in the Transportation Division's 2000-2004 Capital Works Program;
- (xi) (November 29, 1998) from Mr. Eric Cages, Toronto, in opposition to the dismantling of the eastern portion of the Gardiner Expressway, and noting the high volumes of traffic in this area;
- (xii) (November 29, 1998) from Mr. D. Clouthier, Toronto, advising that any decision with respect to the Gardiner Expressway should be made carefully, once more information is available on the impacts which would result from the dismantling;
- (xiii) (November 27, 1998) from Ms. D. Paradis, Toronto, in opposition to the dismantling of any portion of the Gardiner Expressway as it will result in increased traffic congestion in this area, and expressing concern for the safety of the many children who walk to the schools in this area;
- (xiv) (December 1, 1998) from Mr. D. Z. Yazici, President, D.Z.Y. Drafting & Design Services, Toronto, stating that any demolition and reconfiguration of the eastern portion of the Gardiner Expressway will result in devastating consequences to area business and will cause traffic problems; and expressing support for a one month trial closure of the east expressway;
- (xv) (December 1, 1998) from Mr. W. Walker, Transport 2000 Ontario, recommending that a larger overview of the future land uses in the area presently transversed by the easterly extension of the Gardiner Expressway be undertaken prior to any conclusions leading to more detailed design of future transportation facilities, and supporting the community improvement plan and air quality monitoring program which are proposed in current staff reports;
- (xvi) (December 1, 1998) from Ms. Karen Buck, Toronto, expressing opposition to the complete dismantling of the Gardiner Expressway extension into Toronto's east-end, and in support of experiments with closures and re-routings in order to determine possible solutions;
- (xvii) (undated) from Mr. R. Chandler, Toronto, expressing opposition to the dismantling of the eastern portion of the Gardiner Expressway, and outlining concerns with respect to the increased air and noise pollution which would result;
- (xviii) (undated) from Mrs. K. Chandler, Toronto, expressing concern with respect to the negative impact on air quality which would result from the dismantling of the eastern portion of the Gardiner Expressway; and
- (xix) (December 1, 1998) from Mr. Bruce H. Bryer, Secretary, Citizens for the Retention and Extension of the East Gardiner Expressway (CREGE), advising unanimously

Urban Environment and Development Committee Minutes
Monday, November 30, 1998 and Tuesday, December 1, 1998

oppose the demolition of the Eastern F.G. Gardiner Expressway; and outlining concerns with respect to the increased air and noise pollution which would result.

- (xx) (December 1, 1998) from Mr. David Crombie, Chair, Waterfront Regeneration Trust, expressing support based on their position that the Gardiner East Dismantling Project offers the potential for the City to achieve several important objectives.

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

- Ms. Elizabeth Borek, Lakeside Area Neighbourhoods Association; and also filed a written submission;
- Mr. Jim Egan, Toronto;
- Mr. Peter Lukas, Showline Limited; and also filed a written submission;
- Mr. Ken Ferguson, Vice-President, Toronto Film Studios; and also filed a written submission;
- Mr. Michael Hough, Toronto; and also filed a written submission;
- Mr. Robert Wright, Associate Dean, University of Toronto;
- Mr. James Alcock, Chairman, Citizens for the Retention of the Gardiner Expressway;
- Mr. Kevin Walters, Toronto;
- Ms. Linda Lynch, Environment Watch Inc.; and also filed a written submission;
- Mr. Peter Smith, Toronto; and also filed a written submission;
- Mr. David Hanna, Toronto; and
- Mr. David Leonhardt, C.A.A., Ontario;
- Councillor S. Bussin, East Toronto; and
- Councillor T. Jakobek, East Toronto.

A. Moved by Councillor Pantalone:

- (i) that the F.G. Gardiner Expressway Dismantling Project be deferred until mid-1999;

- (ii) that the joint report (November 23, 1998) from the General Manager, Transportation Services, the Executive Director, City Planning and the Medical Officer of Health be adopted, subject to:

- (a) Recommendation No. (4) being amended to read as follows:

“(4) the Commissioner of Works and Emergency Services, in consultation with the Medical Officer of Health and the Commissioner of Urban Planning and Development Services, develop and conduct an ambient air quality monitoring program, to include any mitigation

strategies, for the area bounded by Queen Street West, the Don Roadway, Commissioners Street and Leslie Street, and report thereon to the Urban Environment and Development Committee no later than May 1999";

- (b) Recommendation No. (5) being amended to read as follows:

“(5) the 1999 Transportation Capital Works Program submission for the F.G. Gardiner Expressway (Don Valley Parkway to Leslie Street), (C-TR-026), be revised from \$13.32 million to \$3.0 million; and that of the approximate \$10.3 million deferred, \$4 million be for previously cut programs such as bicycle lanes, traffic calming; \$3.9 million for Dufferin Street Jog Elimination Program; \$600,000.00 for bicycle lane improvements (to be identified by staff); \$500,000.00 for Infiltration Barriers within the Gardiner dismantling program; \$500,000.00 for Long Branch Main Station; \$450,000.00 for the Enhanced SCOOT program; and \$350,000.00 for Urban Design throughout the City”.

- (iii) provide a consolidated report to the Urban Environment and Development Committee addressing all relevant issues, i.e., traffic studies, impact on neighbourhoods, including the communities from Leslie Street to Coxwell Avenue, the feasibility of a light rail system or street car route along the Lakeshore; and further that the Chair of Committee ensure that Toronto Transit Commission staff are involved in discussions respecting the design and right-of-ways in this regard

B. Moved by Councillor McConnell:

- (i) that the Commissioner of Works and Emergency Services report to City Council through the Urban Environment and Development Committee, before May 1999, with a detailed plan for the prevention of traffic infiltration in residential neighbourhoods during construction as a result of either

dismantling or rehabilitation of the Gardiner Expressway East, and a second detailed plan for the prevention of traffic infiltration in residential neighbourhoods as a result of closures of Lakeshore Boulevard for whatever reason after dismantling of the Gardiner Expressway East, should City Council decide to proceed;

- (ii) that a noise mitigation and monitoring protocol be developed in partnership with the Film Industry representatives, and report thereon to the Urban Environment and Development Committee; and further that the Film Office consult with the film industry to develop and implement a public relations plan;
- (iii) the Toronto Transit Commission to participate in the planning process relating to the F.G. Gardiner Expressway dismantling project to ensure appropriate measures are taken to facilitate the future introduction of mass transit on the Lakeshore, and the rerouting of express buses off Eastern Avenue and onto Lakeshore Boulevard; and
- (iv) Mayor Mel Lastman to meet with the Film Studio representatives to tour the facilities

Upon the question of the adoption of the foregoing motion A.(i) by Councillor Pantalone, it was carried.

Upon the question of the adoption of the foregoing motion A.(ii) by Councillor Pantalone, it was carried.

Upon the question of the adoption of the foregoing motion A.(iii) by Councillor Pantalone, it was carried.

Upon the question of the adoption of the foregoing motion B.(i) by Councillor McConnell, it was carried.

Upon the question of the adoption of the foregoing motion B.(ii) by Councillor McConnell, it was carried.

Upon the question of the adoption of the foregoing motion B.(iii) by Councillor McConnell, it was carried.

Upon the question of the adoption of the foregoing motion B.(iv) by Councillor McConnell, it was carried.

(Report No. 14 - Clause No. 11(b))**363. F.G. Gardiner Expressway East Dismantling Project,
Railway Relocation Along Lake Shore Boulevard
from Don Roadway to Leslie Street,
Contract No. T-54-98, Tender No. 62-1998.**

The Committee had before it the following reports:

- (i) (November 17, 1998) from the Executive Director, Technical Services recommending that Contract No. T-54-98, Tender No. 62-1998, for the F.G. Gardiner Expressway East Dismantling Project railway relocation along Lake Shore Boulevard from Don Roadway to Leslie Street, not be awarded, and that Recommendation No. (1) of the joint report (July 8, 1998) from the Chief Financial Officer and City Treasurer and the Commissioner of Works and Emergency Services, entitled "F.G. Gardiner Expressway East Dismantling Project - Railway Relocation along Lake Shore Boulevard from Don Roadway to Leslie Street - Contract No. T-54-98, Tender No. 62-1998", be amended accordingly.
- (ii) (July 8, 1998) from Chief Financial Officer and City Treasurer, and Commissioner of Works and Emergency Services recommending that, subject to Council approving the dismantling option which requires rail relocation:
 - (1) Contract No. T-54-98, Tender No. 62-1998, for the F. G. Gardiner Expressway East Dismantling Project, railway relocation along Lake Shore Boulevard from the Don Roadway to Leslie Street, be awarded to Dufferin Construction Co., a Division of St. Lawrence Cement Inc., in the total amount of \$3,990,759.74 including all taxes and charges, being the lowest tender; and
 - (2) this report be forwarded to the next meeting of Council for approval.

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

(Report No. 14 - Clause No. 4)

The Committee adjourned its meeting at 5:40 p.m.

Urban Environment and Development Committee Minutes
Monday, November 30, 1998 and Tuesday, December 1, 1998

Chair.