

THE CITY OF TORONTO

Clerk's Department

Minutes of the Urban Environment and Development Committee

Meeting No. 5

Monday, May 17, 1999.

The Urban Environment and Development Committee met on Monday, May 17, 1999, in Committee Room 1, 2nd Floor, City Hall, Toronto, commencing at 9:30 a.m.

Members Present:

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

Confirmation of Minutes.

On motion by Councillor Moeser, the Minutes of the meeting of the Urban Environment and Development Committee held on April 19, 1999 were confirmed.

5.1. Alteration of Queens Quay West and Bathurst Street (Trinity-Niagara and Downtown - Wards 20 & 24)

The Committee had before it the Draft By-law to amend former City of Toronto by-law No. 602-89, being "A By-law to authorize the construction, widening, narrowing, alteration and repair of sidewalks, pavements and curbs at various locations", respecting the alteration of Queens Quay West by the widening and realignment of the pavement from Lower Portland Street to Bathurst Street and the alteration of Bathurst Street by the widening and realignment of the pavement between Queens Quay West and approximately 120 metres north of Lake Shore Boulevard West as part of the Waterfront West Light Rail Transit Extension.

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The Committee also had before it the following:

- Clause 3 of Report No. 5 of the Urban Environment and Development Committee, titled "Realignment and Widening of the Pavements on Bathurst Street and Queens Quay West in connection with the Waterfront West Light Rail Transit Extension (Trinity-Niagara and Downtown - Wards 20 & 24)", which was adopted by City Council at its meeting on April 13, 14 and 15, 1999;
- communication (May 14, 1999) from Charles D. Parmelee, President, obo Board of Directors, MTCC No. 781 requesting that the Committee defer consideration of the proposed by-law and refer this matter back for fruitful community discussion.

The Committee reports that pursuant to Clause 3 of Report No. 5 of the Urban Environment and Development Committee, titled "Realignment and Widening of the Pavements on Bathurst Street and Queens Quay in connection with the Waterfront West Light Rail Transit Extension (Trinity-Niagara and Downtown - Wards 20 & 24) which was adopted by City Council at its meeting held on April 13, 14 and 15, 1999, notice with respect to the proposed enactment of the draft by-law was advertised in a daily newspaper on April 29, May 3, 10 and 16, 1999, and the following persons addressed the Committee in connection with this matter:

- Charles D. Parmelee, Metro Toronto Condominium Corporation No. 781; and
- Claudio Covelli, Dillon Consulting Limited.

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

- (1) a by-law in the form of the following draft by-law be enacted, and that authority be granted for the introduction of the necessary bill in Council to give effect thereto; and
- (2) the Commissioner of Works and Emergency Services be requested to work with the deputants who appeared before the Urban Environment and Development Committee to resolve any outstanding issues.

The above recommendations were carried unanimously on the following division of votes:

Yeas: Councillors Pantalone, Moeser, Li Preti, McConnell, Moscoe, Sgro, Silva and Tzekas - 8

(Clause No. 1, Report No. 8)

5.2. Results of Condition Survey of Toronto's High-Rise Apartment Buildings

The Committee had before it the report (April 30, 1999) from the Commissioner of Community and Neighbourhood Services and the Commissioner of Urban Planning and Development Services reviewing the findings of research, recently completed for the City and for Canada Mortgage and Housing, that surveyed the condition of high-rise apartment buildings in the former Cities of Toronto and York and recommending that:

- (1) Council urge the federal government to fund the Residential Rehabilitation Assistance Program at levels sufficient to preserve affordability in the small minority of high-rise buildings where needed repair work cannot be done without significant rent increases;
- (2) the Municipal Licensing and Standards Division report back this year on options for proactive inspections and use of technical consultants to ensure that needed capital repairs are done in apartment buildings in poor condition; and
- (3) staff collaborate with Canada Mortgage and Housing Corporation to distribute the Condition Survey of High-rise Rental Stock to landlord and tenant organizations and other interested parties, and to identify further research needed.

Gerald R. Genge, Building Consultant Inc., appeared before the Urban Environment and Development Committee in connection with the foregoing matter.

On motion by Councillor McConnell, the Committee recommended to Council the adoption of the report (April 30, 1999) from the Commissioner of Community and Neighbourhood Services and the Commissioner of Urban Planning and Development Services subject to:

- (1) amending Recommendation (2) by inserting the words "and enhanced enforcement mechanisms and penalties", so as to read:

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“(2) the Municipal Licensing and Standards Division report back this year on options for proactive inspections, use of technical consultants and enhanced enforcement mechanisms and penalties to ensure that needed capital repairs are done in apartment buildings in poor condition; and”

On motion by Councillor Jones, the Committee further amended the report (April 30, 1999) from the Commissioner of Community and Neighbourhood Services and the Commissioner of Urban Planning and Development Services by:

(2) adding the additional Recommendation (4):

“(4) the Provincial Government be requested to enact legislation to require rental buildings to establish a capital reserve fund, similar to that required for condominiums.”

(Clause No. 2, Report No. 8)

5.3. Reinvesting in Toronto: What the Competition is Doing

The Committee had before it the report (March 1999) from Urban Strategies Inc. Submitting the report, titled “Urban Futures: The First in an Occasional Series”

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

- (May 10, 1999) from the Commissioner of Urban Planning and Development Services recommending that the City Clerk distribute copies of Mr. Berridge’s report to all Federal and Provincial Members of Parliament for ridings in the Greater Toronto Area, and to the Councils for York, Halton, Peel, Durham and Hamilton-Wentworth Regions;
- (Undated) from Elizabeth Borek, Lakeside Area Neighbourhoods Associations commenting on the impact of the film industry in Toronto;
- (Undated) from Linda Lynch for Peter Lucas, President, Showline Limited stating that by dismantling the eastern portion of the Gardiner Expressway, the City is not re-investing in Toronto but is mortgaging Toronto’s future.

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

- Joe Berridge, Urban Strategies Inc
- Susan Deryk, CAA Central Ontario;
- Kevin Walters, CREGE;
- Linda Lynch, obo Peter Lucas, Shoreline Limited;
- Elizabeth Borek, LANA; and
- Karen Buck.

On motion by Councillor Sgro, the Committee recommended to Council the adoption of the report (May 10, 1999) from the Commissioner, Urban Planning and Development Services.

(Clause No. 3, Report No. 8)

5.4. F.G. Gardiner Expressway East Dismantling Project (Don River and East Toronto - Wards 25 and 26)

The Committee had before it the report (May 5, 1999) from the General Manager, Transportation Services and Executive Director and Chief Planner, City Planning requesting the Urban Environment and Development Committee to make a final decision on whether or not the City should proceed with the F.G. Gardiner Expressway East Dismantling Project as endorsed by the former City of Toronto and Metro Toronto Councils in December, 1996. An assessment carried out in April, 1999 indicates that the structural condition of the Expressway has reached a point where it is essential that either dismantling take place or the full rehabilitation program be initiated. We cannot predict a time or date at which a structural failure could occur. However, the risk to public safety increases every day that work is deferred. This report also presents the results of four studies authorized at the December 1, 1998 meeting of the Urban Environment and Development Committee: the Alternative Rail Service Delivery Study, the Community Improvement Plan, the Air Quality Study - Phase III, and the Area Traffic Management Study; and responds to various requests made at the same meeting, and recommending that the Committee:

- (1) endorse the Gardiner Expressway East Dismantling Project, as originally approved by the former City of Toronto and Metro Toronto Councils, and direct staff to reinstate the project immediately;
- (2) (a) instruct the City Solicitor to take the necessary actions to complete City Council's consideration of the Community Improvement Plan contained in Appendix 3 of this report;

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- (b) allocate \$1.25 million, from the Gardiner East Dismantling Project budget, to the implementation of the Community Improvement Projects, listed in Sections 3.1 and 3.4 of the Community Improvement Plan contained in Appendix 3 of this report, whose completion is to coincide with the overall project;
 - (c) allocate \$250,000 from the Gardiner East Dismantling Project as a contribution towards completing additional Community Improvement Projects listed in the Community Improvement Plan contained in Appendix 3 of this report;
 - (d) request the Commissioner of Economic Development, Culture and Tourism to investigate and report back on the potential for improvements, to Leslie Grove Park as outlined in Section 4.1 of Appendix 3 of this report;
 - (e) request the Commissioner of Works and Emergency Services:
 - (i) to review street lighting conditions on Queen Street East, Eastern Avenue, and on public lanes within the Community Improvement Plan area and report back;
 - (ii) to install, monitor, and report back on the effectiveness of traffic management measures on Logan Avenue described in Section 5.1 of Appendix 3 of this report; and
 - (iii) coincident with the removal of the existing pedestrian crossover on Eastern Avenue at Caroline Avenue, to install a pedestrian activated traffic control signal on Eastern Avenue at Larchmount Avenue described in Section 5.2 of Appendix 3 of this report; and
 - (f) the Parking Authority of Toronto be requested to investigate and report on the feasibility of creating a commercial lot to service businesses on Queen Street East between Carlaw Avenue and Leslie Street; and
- (3) request the Commissioner of Works and Emergency Services to hold \$100,000.00 in reserve for a Film Industry awareness campaign to address the concerns raised by the Film Industry.

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

- (May 5, 1999) from the Medical Officer of Health reporting on Phase III of the air quality impact assessment that included ambient air pollutant

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monitoring, and dispersion modelling which predicts the potential air quality impacts under the two options for the F.G. Gardiner Expressway East, and recommending that:

- (1) the General Manager of Transportation Services and the Chief Planner ensure that the greening plan proposed in the F.G. Gardiner Expressway East Dismantling Project proceed including the examination of alternate bicycle routes, irrespective of the option chosen, in order to minimize the potential impact on cyclists due to poor air quality along the Lakeshore Blvd./Gardiner Expressway corridor;
- (2) the Executive Director/Chief Planner of City Planning ensure that the process for developing the new Official Plan for the City of Toronto considers air quality impacts from transportation corridors as a priority in longterm landuse and transportation planning; and
- (3) the Medical Officer of Health monitor the work of the federal government under the Canadian Environmental Protection Act (CEPA) review process regarding the examination of cyanide in road salt and its impact on air quality.

- (July 7, 1998) from the General Manager, Transportation Services providing additional information related to the F.G. Gardiner Expressway East Committee and City Council, and recommending that the F.G. Gardiner Expressway East Dismantling Project proceed as originally approved by the former Metropolitan Toronto and City of Toronto Councils.
- (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.
- Reports/Communications that the Committee had before it at its meeting on November 30 & December 1, 1998:
 - (1) (July 13, 1998) from Councillors Sandra Bussin and Tom Jakobek, East Toronto, recommending to Council the adoption of the "Alternative Plan" for the dismantling of the F.G. Gardiner Expressway East and the renovation of Lake Shore Boulevard East, 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";

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- (2) (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;
- (3) (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;
- (4) (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;
- (5) (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 and urging the adoption of the Alternative Plan, with the ramps east of Carlaw Avenue;
- (6) (November 25, 1998) from Mr. James Alcock, Chairman, Citizens for the Retention of the East Gardiner Expressway (CREGE) urging the UEDC to recommend to Council on December 1, 1998 that no further deferrals or delay be imposed and that the expressway structure be completely rehabilitated with new double ramps placed over the Leslie Street intersection;
- (7) (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;
- (8) (November 29, 1998) from Mr. Eric Cages, Toronto opposing the dismantling of the eastern portion of the Gardiner Expressway, and noting the high volumes of traffic in this area;
- (9) (November 29, 1998) from Mr. D. Clouthier, Toronto, advising that any decision with respect to the Gardiner Expressway should made

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carefully, once more information is available on the impacts which would result from the dismantling;

- (10) (November 27, 1998) from Ms. D. Paradis, Toronto, opposing 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;
- (11) (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 supporting a one month trial closure of the east expressway;
- (12) (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;
- (13) (December 1, 1998) from Ms. Karen Buck, Toronto, opposing 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;
- (14) (undated) from Mr. R. Chandler, Toronto, opposing 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;
- (15) (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;
- (16) (December 1, 1998) from Mr. Bruce H. Bryer, Secretary, Citizens for the Retention and Extension of the East Gardiner Expressway (CREGE), unanimously opposing the demolition of the Eastern F.G. Gardiner Expressway; and outlining concerns with respect to the increased air and noise pollution which would result; and

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- (17) (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.
- communication (April 13, 1999) from James Alcock, Citizens for the Retention of the East Gardiner Expressway opposing the dismantling of the Gardiner and explaining why this eastern stretch of the expressway must remain and be rehabilitated with a new on-ramp at Leslie Street;
 - communication (April 4, 1999) from Keith and Dianne Roberts opposing any plan to demolish the East extension to the Gardiner Expressway;
 - communication (April 21, 1999) from Victoria Dinnick expressing the view that the Gardiner Expressway is a key factor in the turn-around that the district has experienced;
 - Petition signed by 385 persons filed by Phil Vriend at Urban Environment and Development Committee supporting improvising access to the Gardiner Expressway at Leslie and retaining this valuable existing cross-city route;
 - (May 11, 1999) from John Winter, John Winter Associates Limited requesting that the elevated Gardiner Expressway be maintained as it is;
 - (May 12, 1999) from Ken Lim opposing the demolition of the elevated eastern Gardiner Expressway;
 - (May 11, 1999) from the City Clerk, Toronto Pedestrian Committee forwarding the action of The Toronto Pedestrian Committee, at its meeting on May 10, 1999, and recommending:
 - (1) that the Toronto Pedestrian Committee supports the dismantling of the F.G. Gardiner Expressway; and
 - (2) that the Toronto Pedestrian Committee be consulted during the detail design stage to achieve the following three principles:
 - (i) adequate and safe pedestrian crossings;
 - (ii) separate cycling and pedestrian trails; and
 - (iii) provision for the safety and enhancement of pedestrian use.
 - (May 12, 1999) from Charles-Antoine Rouyer supporting the project of dismantling the East Gardiner;

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- (May 12, 1999) from Chuck Cunningham supporting the dismantling of the East Gardiner;
- (May 13, 1999) from Clive D. Roy supporting the removal of the Gardiner Expressway east of the DVP and Don Valley;
- (May 17, 1999) from Boris Mather, Citizens for a Lakeshore Greenway supporting the dismantling for the following three main reasons:
 - (1) Cost Effectiveness: Dismantling is the most economical, cheapest solution to this problem of a decaying, dangerous structure. Thorough continuous heavy maintenance and rehabilitation would be more expensive, and just as noisy and dusty;
 - (2) Obsolescence: This extension was originally planned to extend the expressway through the Beach into Scarborough . . That Scarborough Expressway plan is defunct now. The absurd and very expensive “fly-over” option favoured by some would open the door to extending the expressway. The “fly-over” would avoid hitting a red-light, 50% of the time when heading west only; and
 - (3) Obstruction: We said last February, “This forbidding eyesore is a barrier to enjoyment of the Lake and the lakeshore. It is time we let the sunshine in.”.
- (May 13, 1999) from Christopher Macgowan supporting the idea of converting the east section of the Gardiner to a recreational corridor;
- (May 11, 1999) from the City Clerk forwarding the action of the Toronto Cycling Committee at its Special Meeting on May 10, 1999, in which the Toronto Cycling Committee, endorsed:
 - (1) the dismantling of the F.G. Gardiner Expressway from the Don River to Leslie Street; and
 - (2) the Community Improvement Plan, as recommended by City Planning and Transportation Services staff and, in particular, the construction of a pedestrian/cycling bridge over the Don River, north of Lake Shore Boulevard East, and a commuter bicycle path between Leslie Street and Coxwell Avenue;

and recommended that:

- (1) a new commuter bicycle path be extended north to Queen Street from Lake Shore Boulevard East and Coxwell Avenue;

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- (2) modifications that would improve the safety of cyclists, pedestrians and in-line skaters be made at the intersection of Lake Shore Boulevard East and Cherry Street;
 - (3) the Toronto Cycling Committee be consulted in the detailed design of the Project; and
 - (4) the Ward Councillors representing Don River, East Toronto and Scarborough Bluffs be consulted in the final design of cycling and pedestrian facilities and that those Councillors be requested to seek public input through community meetings.
- (May 12, 1999) from Helen Melrose opposing the demolishing of the Gardiner;
 - (May 12, 1999) from Sidney C. Rozycki opposing the Gardiner demolition;
 - (May 12, 1999) from Helen Cocking opposing the Gardiner Plan to demolish;
 - (May 12, 1999) from Linda Winter, Ed.D., C.Psych. Opposed to any action to dismantle the Gardiner Expressway;
 - (May 12, 1999) from John Bernardi, Linmar Investment Corporation Limited opposing any action to dismantle the Gardiner Expressway;
 - (May 12, 1999) from Frank Hutchings supporting the complete removal of the Gardiner Expressway, especially the eastern section;
 - (Undated)from Bruce Reid supporting the Toronto Cycling Committee's motion for the dismantling of the Gardiner Expressway East Section and the 5 motions from its meeting of May 10, 1999;
 - (May 13, 1999) from Jenny Mulkins requesting that the Committee endorse this project and allow work to begin on it as soon as possible;
 - (May 13, 1999) from Laura & Adam Smith requesting that the Committee endorse the Gardiner East project, as originally approved by the former Councils;
 - (April 6, 1999) from Manny Danelon, Industry Co-Chair, Film Liaison Industry Committee opposing the demolition of the Gardiner Expressway;
 - (May 13, 1999) from Jennifer Clark supporting the Gardiner dismantling and resulting cycling facilities;

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- (May 14, 1999) from Helen and Robert Hansen supporting demolition of the Gardiner Expressway East, and the greening plan;
- (May 14, 1999) from Anne Hansen supporting the dismantling of the East Gardiner;
- (May 14, 1999) from Heather Smith and Martin Koob supporting the plan to demolish the east Gardiner and replace it with cycling and recreational paths and facilities;
- (May 14, 1999) from Ronald L. Hart, Co-Chair, North York Cycling & Pedestrian Committee supporting the demolition of the eastbound spur of the Gardiner Expressway;
- (May 14, 1999) from Martin Collier supporting the dismantling of the Gardiner East section;
- (Undated) from Wilfred Walker obo Transport 2000 Ontario recommending that if studies and plans of the option are put in motion by the Committee or by Council, significant effort should be directed toward designing a more community friendly Lakeshore Boulevard, with specific attention to the inclusion of a right of way for a future light rapid transit or high capacity street railway line within this corridor;
- (May 14, 1999) from Citizens for the Retention of the East Gardiner Expressway (CREGE), Lakeside Area Neighbourhoods Association (LANA) and Portlands Citizen Action Committee (PCAC) forwarding a complete East Gardiner Fact Sheet set;
- (May 14, 1999) from Marc Kramer supporting the proposed dismantling of the east portion of the Gardiner Expressway and the associated implementation of the bicycle commuter route;
- (May 14, 1999) from Donna Tozzi in support of the current dismantling plan of the Gardiner Expressway east of the DVP and the Don Valley;
- (May 14, 1999) from Marlyn Allicock supporting the removal of the Gardiner's eastern section;
- (May 14, 1999) from Bruce H. Bryer opposing the demolition of The East Gardiner Expressway;
- (May 16, 1999) from Paul V. Connelly endorsing the Approved Plan for the dismantling of the Gardiner Expressway East;

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- (May 12, 1999) from Caryn Thompson supporting the proposal that is being considered to remove the East portion of the Gardiner Expressway;
- (May 11, 1999) from Simeon Stairs and Maya Telek supporting the long-standing proposal to dismantle the eastern portion of the Gardiner Expressway;
- (May 17, 1999) from Helen Riley urging the Committee to approve the dismantling of the east end of the Gardiner Expressway and replace it with an urban boulevard as approved by the former City of Toronto and Metro Toronto;
- sketch submitted by Elizabeth Boreh, Lakeside Area Neighbourhoods Association;
- (May 17, 1999) from Barry Munro, P.Eng. submitting notes on the 4 studies requested by the Urban Environment and Development Committee in December, 1998;
- (Undated) from Councillor Sandra Bussin, East Toronto, Councillor Tom Jakobek, East Toronto and Councillor Gerry Altobello, Scarborough Bluffs recommending that:
 - (1) the Gardiner East not be demolished; and
 - (2) the elevated expressway be restored and the Leslie Street end be demolished and redesigned in consultation with and the approval of the film studios.
- (May 17, 1999) from Abel Van Wyk supporting the Causeway Concept;
- (Undated) from Allan Reeve supporting the dismantling project;
- (May 17, 1999) from William E. Brown, South Riverdale Community Health Centre supporting the "current plan" to dismantle the east end of the Gardiner and relocate the on-off ramps west of Carlaw Avenue;
- (Undated) from Kevin Walters submitting statistics regarding demolition;
- (Undated) from Donna Hinde, Landscape Architect obo Ontario Association of Landscape Architects endorsing the Gardiner Expressway East Dismantling Project;
- (Undated) from Sarah Climenhaga, Research Director obo Transportation Options recommending that the Committee make a decision on the Gardiner

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East that will be in keeping with Toronto's status as a world leader in urban planning and design, and that will move us into the 21st century in the right direction;

- (Undated) from Karen Buck submitting a schedule of various timed car trips from her home to Yonge street using the Gardiner Expressway, Lakeshore and Eastern Avenue;
- (Undated) from Michael McClelland, Toronto Society of Architects supporting the removal of this section of the Gardiner;
- (May 17, 1999) from Jim Egan noting that the addition of a ramp to the east of Leslie Street would eliminate the bottleneck and permit the Gardiner East to serve its full potential as a cross city route;
- (May 17, 1999) from Catherine Naismith, Co-Chair, Gardiner Lakeshore Task Force supporting the dismantling of the extension of the Gardiner;
- (May 17, 1999) from Joan Doiron, Co-Chair, Toronto Pedestrian Committee supporting the dismantling of the Gardiner Expressway;
- (Undated) from Linda Lynch obo Peter Lucas, President, Showline Ltd. Opposing the proposed demolition of the Gardiner Expressway;
- (May 17, 1999) from Jacob Allderdice, M.Arch. supporting the demolition of the Gardiner Expressway east of the Don;
- (May 17, 1999) from Babak Abbaszadeh, President, Corktown Residents and Business Association, Inc. supporting the dismantling project;
- (May 16, 1999) from Martin Collier supporting the dismantling of the east section of the Gardiner Expressway;
- (Undated) from James Alcock submitting a sketch and map.

The Urban Environment and Development Committee received a presentation from Paul Bedford and David Kaufman in connection with the foregoing matter.

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

- Sarah Climenhaga, Transportation Options;
- Donna Hinde, Ontario Association of Landscape Architects;

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- James Alcock, Chairman, Citizens for the Retention of the East Gardiner Expressway;
- Dalton Shipway;
- Susan Deryk, Canadian Automobile Association;
- William Brown, obo South Riverdale Community Health Centre;
- Michael McClelland;
- Peter Smith;
- Tanny Wells, Chair, Task Force to Bring Back the Don;
- Abel Van Wyk;
- Ken Greenberg;
- Kathy Chandler;
- Michael Kirkland;
- Kevin Walters;
- John DeMarco;
- Elizabeth Borek, Lakeside Area Neighbourhoods Association;
- Brian Smith, Woodgreen Community Centre;
- Gloria Martin;
- Joey Schooley obo Jim Egan
- Boris Mather;
- Ed Clark;
- Barry Munro, P.Eng.
- Catherine Nasmith, Co-Chair, Gardiner Lakeshore Task Force;
- Alex Burke, East Beach;
- Carl Strygg;
- Hamish Wilson;
- Stanley Makuch, obo Toronto Film Studios;
- Wilfred Walter, Transport 2000;
- Crawford Murphy;
- Jeff March, Tango Palace;
- Joan Doiron;
- Rhona Swarbrick, Protect Established Neighbourhoods (PEN);
- Joe Lobko;
- Gail Thompson, Ontario Film Development Corporation;
- Nina Koskenoja;
- Linda Lynch, obo Peter Lucas, Shoreline Ltd.;
- Wayne Olson;
- Jacob Allderdie;
- Jim Neff;
- Andrew Pask;
- David Glassey;
- David Hanna;
- Fred Avery;
- Babak Abbaszadeh;
- Karen Buck;
- Jose F. Reisinger;

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- Paula Fletcher; and
- Martin Collier.

On motion by Councillor Moscoe, the Committee extended its adjournment time past 6:00 p.m. to complete the item before the Committee.

On motion by Councillor McConnell, the Committee:

(1) recommended to Council the adoption of the joint report (May 5, 1999) from the General Manager, Transportation Services and the Executive Director and Chief Planner, City Planning subject inclusion of the following amendments proposed by Stanley M. Makuch, Cassels Brock and Blackwell in his communication (May 17, 1999):

(a) that Recommendation (3) be amended by adding the words "such expenditure to be made upon the direction of the Toronto Film and Television Office in consultation with representatives of the Toronto Film Industry who include a Toronto Film Studios representative and the Commissioner of Works and Emergency Services", so as to read:

"(3) request the Commissioner of Works and Emergency Services to hold \$100,000 in reserve for a Film Industry awareness campaign to address the concerns raised by the Film Industry, such expenditure to be made upon the direction of the Toronto Film and Television Office in consultation with representatives of the Toronto Film Industry who include a Toronto Film Studios representative and the Commissioner of Works and Emergency Services;"

(b) adding the following additional Recommendations (4), (5) and (6)

"(4) direct the City Solicitor, in co-operation with appropriate City officials, representatives of the Toronto film industry who include a Toronto Film Studios representative, and

appropriate officials from companies that provide bonding for film studios, to prepare performance based noise and vibration specifications for inclusion in all contracts for all phases of the demolition of the Expressway and the reconstruction of Lakeshore Blvd. in addition to a working protocol. Such specifications and protocol to be to the satisfaction of Toronto Film Studios prior to awarding the contract.

The specifications are to include:

- (a) requirements that contractors limit all noise related to the construction or demolition of the Expressway to levels no greater than the existing peak period ambient noise levels as specified by Toronto Film Studios acoustical consultants;
 - (b) a provision that all contractors cease work within 15 minutes of a designated City official being notified by a designated Toronto Film Studio official that the work significantly interferes with filming at the Toronto Film Studios and that the parties will meet immediately to resolve the complaint;
 - (c) demolition in the vicinity (within 200 metres) of Toronto Film Studios will occur only in the months from December to March inclusive; and
 - (d) reasonable contract specifications to ensure that Toronto Film Industry will be able to continue to obtain bonding for production deadlines in spite of the demolition and reconstruction.
- “(5) No railway line be relocated to the north side of Lakeshore Boulevard east of Carlaw Street, and all crossings be controlled by signals bells

and not by train whistles. Further, that if there is any significant increase in rail traffic to the Port Lands, that the requirement for a new rail line to the Port will be studied further.

- (6) (a) direct that reconstruction of Lakeshore Boulevard include a sufficient sound barrier on the north side to prevent additional traffic noise from affecting film productions;
- (b) directs subject to any relevant provisions of the *Municipal Act*, that any surplus lands on the north side of the Lakeshore Boulevard be offered to adjacent property owners for purchase after taking into account planting, pedestrian/bicycle routes and sound barrier requirements;
- (c) direct that all contracts specify that no construction staging can occur on the north side of Lakeshore Boulevard for demolition or reconstruction purposes within 200 metres of a film studios;
- (d) direct that all contracts for demolition and construction specify dust control requirements to the satisfaction of Toronto Film Studios consultants;

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- (e) direct that all contracts for demolition and construction specify that truck access from Lakeshore Boulevard to the Toronto Film Studios property will not be obstructed except at times approved by a designated Toronto Film Studios representative; and
 - (f) direct the Commissioner of Works and Emergency Services and all other City officials to make reasonable efforts to co-operate with the film industry in general and Toronto Film Studios in particular and to protect the film industry in general, and Toronto Film Studios in particular from any and all adverse affects resulting from the demolition and reconstruction.
- (2) requested the City Solicitor to review the proposed amendments and wording submitted by Cassels Brock & Blackwell and report directly to City Council for its meeting on June 9, 1999 on the implications of Council adopting these amendments.

The above motions carried on the following division of votes:

Yeas: Councillors Pantalone, Jones, Kinahan, Li Preti, McConnell, Moscoe and Sgro - 7

Nays: Councillor Moeser

The following motion was placed by Councillor Moeser but deemed redundant:

- “(a) That the Gardiner Expressway East not be demolished;
- (b) that a design to provide for a flyover at Carlaw Street be examined;
- (c) that the final design of the compromise proposal be accepted and supported by the Film Studios;
- (d) that Council request staff to provide for an updated budget to provide for immediate repairs this year to needed portions of the Gardiner East Expressway;

- (e) that \$6.2 million be provided in the 2000-2004 Capital Budget to provide for a link over Leslie Street.

(City Solicitor; cc: General Manager, Transportation Services; Executive Director and Chief Planner, City Planning - May 21, 1999)

(Clause No. 4, Report No. 8)

5.5. Review of Urban Environment and Development Committee's Accomplishments

The Committee had before it the report (May 5, 1999) from Councillor Pantalone enumerating some of the more complex issues that the Committee dealt with and that have been adopted by Toronto Council and congratulating both the Committee members and the staff for the many accomplishments over the past year and a half.

On motion by Councillor Kinahan, the Committee received the report (May 5, 1999) from Councillor Pantalone and submitted it to City Council for its information.

(Clause No. 5, Report No. 8)

5.6. Amendment to By-law 28-1998, "A By-law Respecting the Toronto Parking Authority"

The Committee had before it the report (May 3, 1999) from the President, Toronto Parking Authority to amend By-law No 28-1998, "a By-law Respecting the Toronto Parking Authority" in response to the change to the structure of the Standing Committees of Council and recommending that Council adopt the following amended wording for Clause (1)(a) of By-law 28-1998, "a By-law respecting the Toronto Parking Authority".

"1. (a) The Parking Authority shall consist of 7 members appointed by Council, each of whom shall be a person qualified to be elected as a member of Council. Two members shall be members of Council, one of whom shall be a member of the Planning and Transportation Committee."

and directing the City Solicitor to undertake the necessary action to give effect to the amendment.

On motion by Councillor Moscoe, the Committee recommended to Council that the recommendations from Maurice J. Anderson,

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President, Toronto Parking Authority, as contained in his report (May 3, 1999) be amended by:

- (1) adding the words “and be a resident of the City of Toronto” after the words “member of Council”, so as to read:

“That Clause (1)(a) of By-law 28-1998, “a By-law respecting the Toronto Parking Authority”, be amended to read:

- “(1) (a) The Parking Authority shall consist of 7 members appointed by Council, each of whom shall be a person qualified to be elected as a member of Council and a resident of the City of Toronto. Two members shall be members of Council, one of whom shall be a member of the Planning and Transportation Committee.”

Councillor Moeser assumed the chair.

On motion by Councillor Pantalone, the Committee added the following additional Recommendation (2):

- “(2) that this by-law amendment be enacted commencing the next term of Council, ie December 1, 2000 and that authority be granted for the introduction of the necessary bill in Council to give effect thereto.”

Councillor Pantalone resumed the chair.

(Clause No. 6, Report No. 8)

5.7. Various Amendments to Former Metropolitan Traffic By-laws

The Committee had before it the report (April 26, 1999) from the Commissioner of Works and Emergency Services to effect amendments to the Metropolitan Uniform Traffic By-law and other traffic-related Metropolitan by-laws with respect to entries which are incorrect or no longer applicable and recommending that:

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- (1) the changes, additions and deletions to the Metropolitan Uniform Traffic By-law and other traffic-related Metropolitan by-laws outlined in the attached Appendices be adopted; and
- (2) the appropriate by-law(s) be amended accordingly.

On motion by Councillor Moeser, the Committee recommended to Council the adoption of the report (April 26, 1999) from the Commissioner of Works and Emergency Services and that authority be granted for the introduction of the necessary bill in Council to give effect thereto.

(Clause No. 7, Report No. 8)

5.8. Road Modifications Required for Private Sector - Various Locations (Black Creek, North York Spadina, Seneca Heights and Scarborough Agincourt (Wards 7, 8, 12 & 17))

The Committee had before it the report (April 28, 1999) from the Commissioner of Works and Emergency Services to obtain Council authority to construct various development related road modifications on City of Toronto arterial roads; and to advertise the required construction by-laws and recommending that:

- (1) to facilitate development of Seneca College at the York University campus, approval be given to proceed with the construction of centre median modifications on Keele Street at Pond Road to provide for an exclusive northbound left-turn lane on Keele Street and widening of south side of Pond Road at Keele Street to provide for an eastbound right turn lane;
- (2) to facilitate development of the headquarters for Call-Net/Sprint Canada, approval be given to proceed with
 - (a) the widening of north and south sides of Steeles Avenue East from Woodbine Avenue to Victoria Park Avenue to provide for one additional eastbound and one additional westbound through lanes, a westbound left-turn lane to a development access named Call-Net Drive and centre lane for left-turns traffic to accesses of the premises on Steeles Avenue East;
 - (b) the construction of a development access named Call-Net Drive; a new road connection to the south side of Steeles Avenue East and the installation of new traffic control signals approximately 220 m west of Victoria Park Avenue;

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- (c) the widening of east and west sides of Victoria Park Avenue from Steeles Avenue East to approximately 430 m south to provide for a northbound left-turn and a southbound right-turn lanes to a development access named Sprint Canada Drive;
- (d) the construction of a development access named Sprint Canada Drive; a new road connection to the west side of Victoria Park Avenue and the installation of new traffic control signals approximately 230 m south of Steeles Avenue East;
- (3) the appropriate City of Toronto By-law(s) be amended accordingly; and
- (4) the introduction of any necessary Bills be authorized.

On motion by Councillor Moeser, the Committee:

- (1) recommended to Council the adoption of the report (April 28, 1999) from the Commissioner, Works and Emergency Services.
- (2) in view of the tight time schedule for construction, having authorized the advertising for road improvements to commence the week of May 17, 1999 to allow deputations to be scheduled before the Planning and Transportation Committee at its meeting on June 14, 1999 and enactment of the By-law at Council's July 6, 1999 meeting; and
- (3) noted that the Commissioner, Works and Emergency Services would be submitting a status report by August 1999 to the Planning and Transportation Committee regarding discussions with York Region.

(Commissioner of Works and Emergency Services - May 20, 1999)

(Clause No. 8, Report No. 8)

5.9. Modifications Required for Private Sector Developments - Various Locations (Lakeshore-Queensway, Rexdale-Thistletown, Scarborough City Centre and Scarborough Agincourt - Wards 2, 5, 15 & 17)

The Committee had before it the report (April 30, 1999) from the Commissioner of Works and Emergency Services to obtain Council Authority to construct various development related road modifications on City of Toronto arterial roads and to

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advertise the required construction By-law; and to obtain approval to amend the appropriate By-laws and recommending that:

- (1) subject to the receipt of funds from the developer:
 - (a) approval be given to proceed with the construction of development accesses; a new road connection to The Queensway; the installation of new traffic control signals; and the reconstruction of the concrete centre median on The Queensway, approximately 235 metres east of The West Mall to provide eastbound and westbound left turn lanes in the vicinity of the planned Sherway Gardens expansion development at 25 The West Mall;
 - (b) traffic control signals be approved on The Queensway approximately 235 metres east of The West Mall;
- (2) approval be given to proceed with the construction of development accesses at 1983 Kipling Avenue at Bethridge Road; the widening of Kipling Avenue at Bethridge Road to provide a northbound right turn lane into the planned Home Depot at 1983 Kipling Avenue; and construction of concrete centre medians;
- (3)
 - (a) approval be given to proceed with the construction of development accesses at 2911 Eglinton Avenue East at Torrance Road; the installation of new traffic control signals; the removal of a pedestrian refuge island; the widening of Eglinton Avenue East at Torrance Road to provide eastbound and westbound left turn lanes into the planned Home Depot at 2911 Eglinton Avenue East and the construction of concrete centre medians;
 - (b) subject to the completion of the road works described in 3(a);
 - (i) traffic control signals be approved on Eglinton Avenue East at Torrance Road on the north side and the driveway to 2911 Eglinton Avenue East (Home Depot) on the south side;
 - (ii) southbound left turns be prohibited at all times at the access to 2944 Eglinton Avenue East, 45 metres east of Torrance Road;
 - (iii) eastbound left turns be prohibited at all times at the access to 2944 Eglinton Avenue East, 45 metres east of Torrance Road; and
 - (iv) the appropriate By-law(s) be amended accordingly;

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- (4) (a) subject to the receipt of funds from the developer, approval be given to proceed with the construction of a new road connection to Steeles Avenue East directly opposite Old Kennedy Road, the construction of an eastbound right turn lane and a westbound left turn lane on Steeles Avenue East at Old Kennedy Road and a development service access located on the southside of Steeles Avenue East, east of Old Kennedy Road; and
- (b) subject to the completion of all roadworks described in 4(a);
 - (i) northbound left turns be prohibited at all times at Steeles Avenue East LaFarge Canada Service Road, approximately 69 metres east of Old Kennedy Road;
 - (ii) westbound left turns be prohibited at all times at Steeles Avenue and LaFarge Canada Service Road, approximately 69 metres east of Old Kennedy Road;
- (5) the appropriate By-law(s) be amended accordingly; and
- (6) the introduction of any necessary Bills be authorized.

On motion by Councillor Kinahan, the Committee:

- (1) recommended to Council the adoption of the report (April 30, 1999) from the Commissioner, Works and Emergency Services.
- (2) noted that the Commissioner, Works and Emergency Services would be submitting a status report by August 1999 to the Planning and Transportation Committee regarding discussions with York Region.

(Commissioner of Works and Emergency Services - May 20, 1999)

(Clause No. 9, Report No. 8)

5.10. Proposed Installation of Traffic Control Signals - McNicoll Avenue and Eagle Point Road (Scarborough Agincourt - Ward 17)

The Committee had before it the report (March 3, 1999) from the General Manager, Transportation Services seeking approval for the proposed installation of traffic control signals at the intersection of McNicoll Avenue and Eagle Point coincident

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with the removal of the pedestrian crossover (PXO) at McNicoll Avenue and Brookshire Boulevard, and recommending that:

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

On motion by Councillor Moeser, the Committee recommended to Council the adoption of the report (March 3, 1999) from the General Manager, Transportation Services and that authority be granted for the introduction of the necessary bill in Council to give effect thereto.

(Clause No. 10, Report No. 8)

5.11. Proposed Installation of Traffic Control Signals on Front Street East at George Street (Ward 24)

The Committee had before it the report (April 13, 1999) from the Commissioner of Works and Emergency Services to install traffic control signals and remove the existing pedestrian crossover at the intersection of Front Street East and George Street and recommending that:

- (1) traffic control signals be installed on Front Street East at George Street, coincident with the removal of the existing pedestrian crossover; and
- (2) the appropriate by-law(s) be amended accordingly.

On motion by Councillor Kinahan, the Committee recommended to Council the adoption of the report (April 13, 1999) from the General Manager, Transportation Services, and that authority be granted for the introduction of the necessary bill in Council to give effect thereto.

(Clause No. 11, Report No. 8)

5.12. 700 King Street West - Capital Accounts (Trinity-Niagara - Ward 20)

The Committee had before it the report (April 28, 1999) from the Commissioner of Urban Planning and Development Services seeking authority to establish capital

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accounts for funds received as a result of Official Plan amendments and rezoning of 700 King Street West and recommending:

- (1) that separate capital accounts be established with budgets reflecting monies received from the owners of 700 King Street (1997) Limited for public art (gross \$146,215 net 0), and community service facilities (\$250,000, net 0), respectively, said monies to be expended in accordance with the terms and conditions specified in the legal agreements entered into with the owner;
- (2) that monies currently assigned to Finance Department account # 1000-05310-304023 be transferred to the appropriate newly created capital accounts; and
- (3) that the appropriate City staff be authorized to take the actions necessary to implement the foregoing recommendations.

Councillor Moeser assumed the chair.

On motion by Councillor Pantalone, the Committee recommended to Council the adoption of the report (April 28, 1999) from the Commissioner, Urban Planning and Development Services.

Councillor Pantalone resumed the chair.

(Clause No. 12, Report No. 8)

5.13. Approval Under the Cemeteries Act (Revised) for a Columbarium Conservatory in Mount Pleasant Cemetery, 1250 Bayview Avenue, North Toronto, East York (Wards 1 & 22)

The Committee had before it the report (April 28, 1999) from the Commissioner of Urban Planning and Development Services requesting approval of the construction of a one-storey columbarium niche conservatory within the existing Mount Pleasant Cemetery and recommending:

- (1) that City Council approve the columbarium niche conservatory and pass the following resolution:

that the construction of a columbarium enclosed by a glass conservatory at 1250 Bayview Avenue be approved for the following reasons:

- the Zoning By-law permits a columbarium at this location;

- the columbarium is surrounded by a cemetery use and buffered from the adjacent residential community; and
 - no urban design issues are required to be addressed.
- (2) that the City Solicitor be requested to prepare a Notice of Decision indicating Council's decision on this matter and submit it to the City Clerk for publication in a local paper.

The Committee recommended to Council the adoption of the report (April 28, 1999) from the Commissioner, Urban Planning and Development Services.

(Clause No. 13, Report No. 8)

5.14. Fees for Processing of Minor Variance Applications Made in Response to an Order to Comply

The Committee had before it the report (April 12, 1999) from the Commissioner of Urban Planning and Development recommending that City Council amend the fee tariff for planning applications to harmonize the fees charged for minor variance applications, whether they are submitted in the normal course or in response to an Order to Comply that City Council give authority to the Commissioner of Urban Planning and Development Services to amend the existing fee schedule for planning applications, in accordance with this report, to harmonize the fees charged for minor variance applications submitted in the normal course and in response to an Order to Comply.

On motion by Councillor Moeser, the Committee received the communication (April 12, 1999) from the Commissioner, Urban Planning and Development Services.

(Clause No. 14, Report No. 8)

5.15. Collection and Disposal of Abandoned Shopping Carts

The Committee had before it the report (April 15, 1999) from the Commissioner of Works and Emergency Services seeking authority to develop and call bids for the collection and disposal of shopping carts that are abandoned in the road allowance and recommending that staff be authorized to develop requests for bids for the collection and disposal of shopping carts abandoned on road allowances in

accordance with the conditions set forth in this report and with the City's bid process.

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

- (1) the report (April 15, 1999) from the Commissioner of Works and Emergency Services; be adopted
- (2) a meeting be convened to discuss this matter and that the Commissioner of Works and Emergency Services be requested report to the Planning and Transportation Committee for its meeting on September 13, 1999 on the outcome of these discussions, and that:
 - (a) representation at this meeting include grocers and retail associations, staff from City Divisions of Parks and Transportation, Toronto Housing Company, Toronto Regional Conservation Authority, Property Standards, CN & CP, and interested Councillors; and
 - (b) and all City Councillors be invited to attend.

(Clause No. 15, Report No. 8)

5.16. Reconstruction of Track Allowance and Pavement, Sidewalk and Curb on Queen Street East from Carlaw Avenue to Greenwood Avenue - Contract No. TO9901RD (59725), Tender Call No. 54-1999 (Toronto East and Don River)

The Committee had before it the report (May 3, 1999) from the Commissioner of Works and Emergency Services and the Chief Financial Officer and Treasurer advising of the results of the Tender issued for the reconstruction of track allowance and pavement, sidewalk and curb on Queen Street East from Carlaw Avenue to Greenwood Avenue, in accordance with specifications as required by the Works and Emergency Services Department and to request the authority to issue a contract to the recommended bidder and recommending that Contract No. TO9901RD (59725), Tender Call No. 54-1999 for the reconstruction of track allowance and pavement, sidewalk and curb on Queen Street East from Carlaw Avenue to Greenwood Avenue be awarded to GM Sansalone Engineering Inc. in the total amount of \$2,151,865.80 including all taxes and charges being the lowest tender received.

On motion by Councillor Moeser, the Committee awarded the contract as recommended in the joint report (May 3, 1999) from the Commissioner, Works and Emergency Services and the Chief Financial Officer and Treasurer in accordance with By-law No. 57-1998, the Interim Purchasing By-law, as amended.

(Commissioner of Works and Emergency Services; Chief Financial Officer and Treasurer - May 20, 1999)

(Clause No. 22(a), Report No. 8)

5.17. Delegation of Consent Approval Authority to the Committee of Adjustment (Scarborough)

The Committee had before it the report (April 28, 1999) from the City Clerk, Scarborough Community Council forwarding the action taken by the Scarborough Community Council which recommends the status quo in regard to Consent approvals, i.e., that the Director of Community Planning, East District, retain approval authority, until Council has dealt with the "New Practices" report.

The Committee also had before it the report (May 6, 1999) from the Commissioner of Urban Planning and Development Services providing additional information supporting the recommendation, that City Council delegate consent approval authority under Section 54 of the Planning Act, to the Committee of Adjustment (Scarborough), as outlined in the report (March 8, 1999) from the Commissioner of Urban Planning and Development Services and recommending that City Council amend Clause 2, City of Toronto By-law No. 671-1998 to delegate approval authority for consent applications to the Committee of Adjustment (Scarborough), instead of the Director, Community Planning (East District).

On motion by Councillor Moeser, the Committee recommended to Council the adoption of the recommendations of the Scarborough Community Council as contained in the transmittal letter (April 28, 1999) from the City Clerk which recommends that the status quo in regard to Consent Approvals, i.e. that the Director of Community Planning, East District, retain approval authority until Council has dealt with the "New Practices" report.

The above recommendations carried on the following division of votes:

Yeas: Councillors Tzekas, Sgro, Moscoe, Moeser and Li Preti - 5

Nays: Councillors Silva, Pantalone, Kinahan and Jones - 4

The following motion placed by Councillor Pantalone was deemed redundant.

“That the report (May 6, 1999) from the Commissioner, Urban Planning and Development Services be adopted.”

(Report No. 8 Clause No. 16)

5.18. Appointment of Trustee Donald Clune, Toronto Catholic District School Board, to the Toronto Pedestrian Committee

The Committee had before it the report (April 7, 1999) from the City Clerk, The Toronto Pedestrian Committee forwarding a communication (March 15, 1999) from Ms. Johanne Stewart, Director of Education and Secretary of the Board, Toronto Catholic District School Board.

On motion by Councillor Moscoe, the Committee received the communication (March 15, 1999) from Johanne Stewart, Director of Education and Secretary of the Board, Toronto Catholic District School Board advising of the appointment of Mr. Donald Clune, Trustee, as their representative on The Toronto Pedestrian Committee.

(Clause. 22(b), Report No. 8)

5.19. 1999-2000 Schedule of Meetings of the City of Toronto Council

The Committee had before it the report (April 22, 1999) from the City Clerk forwarding the revised 1999-2000 Schedule of Meetings of the City of Toronto Council, Community Councils and its Committees, commencing on June 14, 1999, as adopted by the City Council on April 13, 14 and 15, 1999.

On motion by Councillor Kinahan, the Committee reports having:

- (1) received the 1999-2000 Schedule of Meetings of the City of Toronto Council, Community Councils and Committees; and
- (2) requested the City Clerk to review the necessity of including a full copy of material such as this on future Committee agendas.

(City Clerk - May 27, 1999)

(Clause 22(c), Report No. 8)

5.20. Road Salt Environmental Impact Study and Reduction of Road Salt Use

The Committee had before it the report (April 28, 1999) from the Commissioner of Works and Emergency Services responding to the request from City Council to consider the road salt motion that was before City Council on November 25, 26 and 27, 1999 and report thereon to Works and Utilities Committee, and recommending that:

- (1) the Commissioner of Works and Emergency Services report to your Committee following the publication of the results of the Canadian Federal Government's research programme on the toxicity of road salt; and
- (2) Works and Emergency staff prepare an information bulletin outlining possible alternatives to road salt, including the costs and benefits, and make this information available to other major users of salt and public-at-large upon request, and that the same information be made available:
 - (a) on the City's Internet website; and
 - (b) as part of the annual winter maintenance brochure prepared by Transportation Services.

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the report (April 28, 1999) from the Commissioner of Works and Emergency Services.

(Clause No. 17, Report No. 8)

5.21. Urban Planning and Development Services Department - Staff Resources

The Committee had before it the report (May 11, 1999) from the Commissioner of Urban Planning and Development Services responding to Council's concern regarding the sufficiency of staff resources in the Urban Planning and Development Services Department to deliver services within the time frames desired by both City Council and the public and recommending that:

- (1) City Council approve an additional amount of \$172,200 to the 1999 salaries and benefits budget of the Urban Planning and Development Services Department in order to fund the hiring of 7 additional planners by the final

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four months of the current fiscal year (thereby representing an annualized cost of \$516,600).

- (2) City Council approve an additional amount of \$135,300 to the 1999 salaries and benefits budget of the Urban Planning and Development Services Department in order to fund the hiring of 6 additional zoning/plans examiners by the final four months of the current fiscal year (thereby representing an annualized cost of \$405,900).
- (3) the Commissioner of Urban Planning and Development Services report to the Planning and Transportation Committee in the fall of 1999 on the status and service impact of the redeployment of enforcement staff and the re-allocation of administrative cost efficiencies within the Municipal Licensing and Standards Division.
- (4) this report and the actions of the Urban Environment and Development Committee be forwarded to the Community Councils for information, and to the Budget Advisory Committee for consideration.

The Committee also had before it the following communications:

- (May 14, 1999) from Councillor Frances Nunziata, York-Humber, expressing concern with respect to depleted staff resources at York Civic Centre;
- (May 13, 1999) from Patrick Bernes, President, DeBerardinis Building and Development Ltd. expressing concern over the loss of experience planning staff, particular in the former Cities of Etobicoke and North York, which has resulted in a delay with general processing of planning and building matters within the amalgamated City of Toronto.

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

- Councillor Frances Nunziata, York Humber;
- Councillor Joe Mihevc, York Eglinton;
- Councillor Michael Walker, North Toronto; and
- Councillor John Adams, Midtown.

On motion by Councillor McConnell, the Committee:

- (1) recommended to Council that:

Recommendations (1), (2) and (3) of the report (May 11, 1999) from the Commissioner, Urban Planning and Development Services be adopted subject to amending

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Recommendation (1) by deleting the figure "7" and substituting the figure "15" and amending the amounts accordingly, so as to read:

"(2) City Council approve an additional amount of \$369,000 to the 1999 salaries and benefits budget of the Urban Planning and Development Services Department in order to fund the hiring of 15 additional planners by the final four months of the current fiscal year (thereby representing an annualized cost of \$1,107,000;"

- (2) forwarded its action in this respect and the report (May 11, 1999) from the Commissioner, Urban Planning and Development to all Community Councils for information and to the Budget Committee for consideration and report directly to Council for its meeting on June 9, 1999.

The above recommendations carried on the following division of votes:

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

Nays: Councillors Sgro, Moeser and Tzekas - 3

On motion by Councillor Li Preti, the Committee recommended to Council that the past practices of hiring summer planning students be maintained and encouraged.

(Budget Committee; East York Community Council; Etobicoke Community Council; North York Community Council; Scarborough Community Council, Toronto Community Council; York Community Council; cc: Commissioner of Urban Planning and Development Services; John Di Lallo, Budget Services Division, Finance - May 18, 1999)

(Clause No. 18, Report No. 8)

5.22. Moving the Economy Sustainable Transportation Sector Development

The Committee had before it the report (May 12, 1999) from the Commissioner of Urban Planning and Development Services providing an update on Moving The Economy Sustainable Transportation Sector Development and recommending that the Urban Environment Development Committee:

- (1) endorse the Moving The Economy (MTE) goals and objectives related to developing and implementing the Sector Development Strategy for Sustainable Transportation.
- (2) continue to provide information and staff support to facilitate partnerships and projects aimed at attracting investment to Toronto's sustainable transportation sector through the Sector Development Strategy's two key directions: establishment of the Sector Development Agency for Sustainable Transportation, and development of Personal Mobility Systems.

On motion by Councillor Moscoe, the Committee recommended to Council the adoption of the report (May 12, 1999) from the Commissioner, Urban Planning and Development Committee.

(Clause No. 19, Report No. 8)

5.23. Consolidated Financial Statements of Toronto Transit Commission for Year Ended December 31, 1998

The Committee had before it the report (May 6, 1999) from the Interim General Secretary, Toronto Transit Commission forwarding a copy of the approved consolidated financial statements of the Toronto Transit Commission for the year ended December 31, 1998 to the City of Toronto Council, through the Urban Environment and Development Committee, as required by the City of Toronto Act.

On motion by Councillor Moscoe, the Committee forwarded to Council, for its information, a copy of the approved consolidated financial statements of the Toronto Transit Commission for the year ended December 31, 1998 as required by the City of Toronto Act.

(Clause No. 20, Report No. 8)

5.24. Union Station Crowding: Long-Term Solution and Interim Crowd Control Plan

The Committee had before it the report (May 6, 1999) from the Interim General Secretary, Toronto Transit Commission forwarding a copy of Report No. 14 of its meeting on May 5, 1999 to the Urban Environment and Development Committee for information in response to a request by Toronto City Council at its meeting on May 13 and 14, 1998 for the Toronto Transit Commission to develop a crowd control management plan for Union Subway Station and requesting the Urban Environment and Development Committee through the appropriate City of Toronto staff to provide a status update on the Council-approved establishment of a special reserve

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fund for private-sector contributions towards the cost of expanding Union Subway Station and the establishment of a mechanism for obtaining contributions towards that fund.

On motion by Councillor Moeser, the Committee recommended to Council that the Commissioner, Works and Emergency Services be requested to report to the Planning and Transportation Committee with a status report on the Council-approved establishment of a special reserve fund for private-sector contributions towards the cost of expanding Union Subway Station and the establishment of a mechanism for obtaining contributions towards that fund.

(Clause No. 21, Report No. 8)

The Committee adjourned its meeting at 6:50 p.m.

Chair.