

THE CITY OF TORONTO

City Clerk's Office

Minutes of the Planning and Transportation Committee

Meeting 7

Tuesday, September 7, 2004

The Planning and Transportation Committee met on Tuesday, September 7, 2004, in Committee Room No. 1, City Hall, Toronto, commencing at 9:41 a.m.

Attendance

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

| | 9:41 a.m. to 10:07 a.m. | 10:16 a.m. to 12:29 p.m. | 2:15 p.m. to 6:40 p.m. |
|--|----------------------------|-----------------------------|---------------------------|
| Councillor Gerry Altobello, Chair | X | X | X |
| Councillor John Filion | X | X | |
| Councillor Cliff Jenkins | X | X | X |
| Councillor Peter Milczyn, Vice- Chair | X | X | X |
| Councillor Howard Moscoe | X | X | X |
| Councillor Cesar Palacio | X | X | X |
| Councillor Bill Saundercook | X | X | X |
| Councillor Karen Stintz | | | |

| | In-Camera 6:40 p.m. to 7:00 p.m. | 7:00 p.m. to 7:01 p.m. |
|--|--|---------------------------|
| Councillor Gerry Altobello, Chair | X | X |
| Councillor John Filion | | |
| Councillor Cliff Jenkins | X | X |
| Councillor Peter Milczyn, Vice- Chair | X | X |
| Councillor Howard Moscoe | X | X |
| Councillor Cesar Palacio | X | X |
| Councillor Bill Saundercook | X | |
| Councillor Karen Stintz | | |

On motion by Councillor Saundercook, the Planning and Transportation Committee confirmed the Minutes of its meeting held on June 28, 2004.

7.1 Final Report – City Initiated Official Plan Amendment for 4570 Yonge Street (Ward 23 – Willowdale)

The Planning and Transportation Committee considered the following report and communications:

- (1) (July 26, 2004) from the Acting Chief Planner and the Executive Director, Urban Development Services, responding to a Council directive to bring forward an amendment to the New Official Plan to re-designate the lands known as 4570 Yonge Street from Mixed Use Areas to Parks and Open Spaces Areas - Other Open Spaces.

Recommendations:

It is recommended that City Council:

- (1) amend the Official Plan for the City of Toronto substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 1; and
- (2) authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment as may be required;
- (2) (August 23, 2004) from Mr. Bob Savage;
- (3) (August 23, 2004) from Mr. George Belza, on behalf of Edithvale-Yonge Community Association; Lansing Community Association; Silverview Community Association; South of Sheppard Preservation Group; and Willowdale Central Ratepayers' Association; and
- (4) (August 30, 2004) from Mr. Hugh Fyffe, Corridor Management Technician, Ministry of Transportation.

The Chair advised the Committee that if a person or public body that files a Notice of an Appeal of a decision of City Council in respect of the proposed zoning by-law amendment does not make oral submissions at this public meeting or make written submissions to the City Clerk before the proposed amendment is adopted, the Ontario Municipal Board may dismiss all or part of the appeal.

The Planning and Transportation Committee held a statutory public meeting on September 7, 2004, in accordance with The Planning Act and appropriate notice of this meeting was given in accordance with The Planning Act and the regulations thereunder.

Mr. Frank Bruni, President, West Lansing Homeowner's Association, appeared before the Planning and Transportation Committee.

On motion by Councillor Filion, the Planning and Transportation Committee recommended that City Council adopt the staff recommendations in the Recommendations Section of the report (July 26, 2004) from the Acting Chief Planner and Executive Director, Urban Development Services.

(Clause 2, Report 6)

**7.2 Harmonized City-wide Private Tree By-law
(All Wards)**

The Planning and Transportation Committee considered the following report and communications:

- (1) (May 7, 2004) from the Commissioner of Urban Development Services and the Commissioner of Economic Development, Culture and Tourism, introducing a harmonized city-wide private tree by-law that would enable the protection of trees on private property in all neighbourhoods of the City of Toronto and identify the staff and financial resources required to implement and enforce the new by-law.

Recommendations:

It is recommended that:

- (1) the City Solicitor be authorized to introduce a Bill for the protection of trees on private property under the *Municipal Act* substantially in the form of the attached draft by-law;
- (2) the private tree by-laws of the former cities of Toronto and Scarborough be repealed upon adoption of the new "Private Tree" By-law;

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- (3) this report be forwarded to Policy and Finance Committee for its consideration of the ongoing annual Operating Budget increase of \$516,512 gross and \$178,612 net including 7 additional approved positions required to support the harmonized city-wide private tree by-law;
 - (4) the request for a 2005 Operating Budget increase of \$411,941 gross and \$242,991 net and a 2006 annualization increase of \$104,571 gross and decrease of \$64,379 net, be forwarded to the Budget Advisory Committee for consideration during the 2005 budget process; and
 - (5) the appropriate City officials be authorized and directed to take the necessary action to give effect thereto;
- (2) (July 16, 2004) from the Toronto and East York Community Council recommending that the staff recommendations in the Recommendations Section of the joint report (May 7, 2004) from the Commissioner of Urban Development Services and the Commissioner of Economic Development, Culture and Tourism be adopted;
 - (3) (July 9, 2004) from the Scarborough Community Council advising that the Scarborough Community Council recommended to the Planning and Transportation Committee that:
 - (a) the recommendations of the Planning and Transportation Committee not be forwarded to City Council until February, 2005, to permit individual Councillors the opportunity to share the proposed Harmonized City-wide Private Tree By-law with their communities through community consultation meetings;
 - (b) the proposed By-law be amended to provide that:
 - (i) the City structure its tree permit fees to ensure full cost recovery of both administrative costs and new tree planting costs;
 - (ii) any property owners who have trees on their lot be responsible for the maintenance, i.e., pruning, of the trees, as they impact on the abutting neighbours;
 - (iii) upon payment of a permit fee, the City will review and process an application within thirty days or the permit shall be deemed to be accepted;

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- (c) the Commissioners of Urban Development Services and Economic Development, Culture and Tourism, be requested to report to Planning and Transportation Committee on:
 - (i) action thresholds by communities or community zoning by-law;
 - (ii) action thresholds by size or type of trees or other parameters which accommodate differences throughout the City;
 - (iii) enabling fee application and payment through the City's website; and
 - (iv) provide statistics on the increase/decrease in tree planting, as well as the number of enquiries concerning tree issues in Scarborough; and
 - (d) an information/educational brochure regarding the proposed By-law be produced and be made available before the fall Environment Days;
- (4) (July 12, 2004) from the North York Community Council which referred the following recommendation to the Planning and Transportation Committee:
- “that the proposed harmonized City-wide Private Tree By-law be adopted, subject to Section 441 of the By-law dealing with Tree Permit Fees being amended to provide that the permit application fees payable under Section 813-12A (2) for permits to injure or destroy trees for development related applications being \$200.00 per tree”;
- (5) (July 12, 2004) from the Etobicoke York Community Council advising that the Etobicoke York Community Council recommended to the Planning and Transportation Committee that:
- (1) the communication (June 1, 2004) from the City Clerk, be received; and
 - (2) the joint report (May 7, 2004) from the Commissioner, Urban Development Services, and the Commissioner, Economic Development, Culture and Tourism, be received;
- (6) (July 19, 2004) from William Reynolds;
- (7) (July 18, 2004) from Nancy Mueller, President, Community of Rathburn – Grove Ratepayers (CORR);

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- (8) (July 18, 2004) from Bertha and Robert Lamb;
- (9) (July 14, 2004) from Norman Hardie;
- (10) (July 29, 2004) from Carey Reid;
- (11) (July 14, 2004) from Allan Sinclair;
- (12) (July 22, 2004) from Jan Poot;
- (13) (July 14, 2004) from Don Routley, President, Westgate Resident's Association;
- (14) (August 6, 2004) from John Wilson, Chair, Task Force to Bring Back the Don;
- (15) (August 17, 2004) from Mr. Gregor Beck, Director, Conservation and Science, Federation of Ontario Naturalists;
- (16) (August 3, 2004) from Ms. Susan Slottow;
- (17) (August 4, 2004) from Mr. Matthew Cowley;
- (18) (August 24, 2004) from Mr. Lewis Yeager, General Manager, Rouge Park;
- (19) (August 25, 2004) from Mr. Ivan McFarlane, President, Moore Park Residents' Association;
- (20) (August 10, 2004) from Mr. Charles Kaufmann;
- (21) (August 15, 2004) from Mr. Robert Di Vito, President, Islington Ratepayers and Residents Association;
- (22) (September 2, 2004) from Mr. Jim Murphy, Director of Government Relations, Greater Toronto Home Builders' Association;
- (23) (September 2, 2004) from Ms. Georgiana Uhlyarik;
- (24) (September 6, 2004) from Mr. Ron Hart, Co-Chair, NYC&PC;
- (25) (September 1, 2004) from Ms. Ruth Vaillancourt;
- (26) (August 28, 2004) from Ms. Jan Poot;
- (27) (July 8, 2004) from Ms. Mary Margaret Crapper, Toronto Public Health;

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- (28) (July 16, 2004) from Ms. Adele Freeman, Acting Director, Watershed Management Division; and
- (29) (Undated) from Ms. Nancy Mueller, President, Community of Rathburn-Grove Ratepayers (CORR).

Mr. John MacIntyre, Director, Central Services, Parks and Recreation, Economic Development, Culture and Tourism, gave a presentation to the Planning and Transportation Committee.

The following persons appeared before the Planning and Transportation Committee:

- Christina Sharma; and filed a written submission and a communication (September 7, 2004) from Mr. Douglas Counter;
- Janet McKay, Executive Director, LEAF (Local Enhancement and Appreciation of Forests); and filed a written submission;
- Grace Ma;
- Shelley Petrie, on behalf of the Toronto Environment Alliance;
- Zulfikar Jivraj;
- Vladimir Raff;
- Marlena Zuber; and submitted a communication (September 3, 2004) from Professor Kenney;
- Alan Burke, President, EBCA (East Beach Community Association);
- Ms. Rhona Swarbrick; and
- Todd Irvine, and filed a written submission.

The following Members of Council also appeared before the Planning and Transportation Committee:

- Councillor Janet Davis, Beaches-East York;
- Councillor Suzan Hall, Etobicoke North;
- Councillor Doug Holyday, Etobicoke Centre; and

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- Deputy Mayor Joe Pantalone, Trinity-Spadina.

The Planning and Transportation Committee:

- (1) recommended to the Policy and Finance Committee that City Council:
 - (i) adopt the staff recommendations in the Recommendations Section of the report (May 7, 2004) from the Commissioner of Urban Development Services and the Commissioner of Economic Development, Culture and Tourism, subject to amending Section 441 of the By-law dealing with Tree Permit Fees to provide that the permit application fees payable under Section 813-12A (2) for permits to injure or destroy trees for development related applications being \$200.00 per tree; and
 - (i) permit Members of Council to “bump up” applications for tree removal from their respective wards, to Community Councils; **(Motion by Councillor Moscoe)**
- (2) requested the Commissioner of Urban Development Services to submit a report directly to Council for its meeting scheduled to be held on September 28, 2004, on the thirty (30) day threshold for matters such as applications submitted directly to Community Councils and Site Plan Applications; **(Motion by Councillor Saundercook)** and
- (3) referred the following motion to the Commissioner of Urban Development Services for a report to the aforementioned meeting of Council.

Moved by Councillor Moscoe:

That the Planning and Transportation Committee recommend to the Policy and Finance Committee and Council that in non-commercial applications, the requirement for a report by a private Arborist may be waived at the discretion of the City Arborist. **(Motion by Councillor Moscoe)**

(Policy and Finance Committee, Commissioner of Urban Development Services, Commissioner of Economic Development, Culture and Tourism, Acting General Manager Parks and Recreation, Director, Policy and Research, City Planning Division – September 7, 2004)

(Clause 7(b), Report 6)

7.3 Age of Vehicles used as Taxicabs

The Planning and Transportation Committee considered the following report and communications:

- (i) (July 26, 2004) from the Commissioner of Urban Development Services reporting on possible amendments to the Municipal Code relative to the age of vehicles that can be used as taxicabs in the City of Toronto.

Recommendations:

It is recommended that the Municipal Code be amended to:

- (1) (a) provide that all vehicles used as replacement vehicles for taxicabs that are not currently registered as taxicabs or have not been registered as taxicabs in the 45-day period immediately preceding the date of application to use such vehicles as replacement vehicles, be new vehicles, not more than two model years old, and be purchased or leased from a licensed vehicle dealer;
- (b) provide that vehicles used as Ambassador taxicabs or owner-operated Standard taxicabs can be no older than six (6) model years;

- (c) provide that taxicab owners required to replace their taxicabs with new vehicles in the third inspection period in 2004 be permitted to replace their vehicles in the first inspection period of 2005;
 - (d) define a “new” vehicle as one that has never previously been bought, sold, or leased by a licensed vehicle dealer;
 - (e) on a go-forward basis with vehicles acquired after 2004, provide that only factory installed natural gas-fuelled vehicles be given the two-year extension on the life of the vehicle;
- (2) provide that new vehicles that were purchased or leased as new or replacement vehicles for taxicabs since January 1999 be permitted to stay on as taxicabs in accordance with the new age of vehicle provisions; and
 - (3) authorize the appropriate City officials to undertake any necessary action to give effect thereto;
- (ii) (August 11, 2004) from Mr. Peter Zahakos, General Manager, Co-op Cabs;
 - (iii) Notice of Motion (June 27, 2004) previously submitted by Councillor Howard Moscoe stating that:

Whereas the present taxi bylaw permits an up to two year old car to be put on the road which may remain in service for up to five years at which time it can no longer operate as a taxi; and

Whereas the intent of the age of vehicles provision was to upgrade the quality of vehicles for the benefit of the riding public; and

Whereas this objective has been circumvented in some instances because the bylaw allows for the commissioning of ‘chop shop’ vehicles as taxis to the detriment of the riding public; and

Whereas meetings with the three major Canadian auto manufacturers have confirmed that they are each willing to develop proposals for a bulk price for Toronto taxis, one that may include insurance and/or financing or leasing options; in exchange for a secure market; and

Whereas the taxi industry has been seeking an extension of the age of vehicles because drivers are facing a major new expenditure in the face of a stressed market; and

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Whereas despite a desire to assist the drivers the city is not prepared to abandon high vehicle standards for the riding public; and

Whereas the time for changeover of vehicles is fast approaching; and

Whereas if the bylaw is to be amended, notice must be given now and a public hearing must be scheduled for the next Planning and Transportation Committee meeting;

Therefore be it resolved that the committee give consideration to amending the age of vehicles provision to require that any taxi licensed within the city of Toronto be required to be a new current model year taxi purchased from a recognized dealership and that that taxi be permitted to remain in service:

- (a) In the case of a standard plate for a period of up to six years;
- (b) In the case of an ambassador taxi for a period of up to seven years. and

Be it further resolved that those existing taxis that can show evidence that they were purchased new from a recognized dealer be grandfathered and permitted to remain in service In accordance with the new provisions of the bylaw as outlined above; and

Be it further resolved that this matter be referred to staff for a report on how this might be accomplished to the next meeting of the Planning and Transportation committee including the comments requested from the three major auto manufacturers; and

Be it further resolved that the next meeting of the Planning and Transportation Committee be designated as a public hearing for the purposes of meeting the requirements of the Municipal Act;

- (iv) (September 7, 2004) from Arvind-Kumar Agarwal;
- (v) (September 3, 2004) from Mr. Jim Bell, President, Toronto Taxicab Alliance (TTA);
- (vi) (September 7, 2004) from Mr. Brian Maher, Manager NGV Sales, Enbridge Gas Distribution Inc.;
- (vii) (September 7, 2004) from Mr. Mike Tranquada, President, Independent Cab Owners' Co-operative Incorporated;

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- (viii) (September 7, 2004) from Mr. Jim Bell, General Manager, Diamond Taxicab Association (Toronto) Limited;
- (ix) (September 7, 2004) from Mr. Jaljit Sikand, President, Association of Toronto Cab Operators; and
- (x) (September 6, 2004) from Harsh Mehta.

The following persons appeared before the Planning and Transportation Committee:

- Mr. Peter Zahakos, General Manager, Associated Toronto Taxi-Cab Co-operative Limited, and filed a petition with respect to this matter;
- Mr. Brian Maher, Manager of Sales, Enbridge Gas Distribution;
- Mr. Baljit Sikand, on behalf of Toronto Taxi Operators' Association;
- Mr. Dinesh Malik; Independent taxicab operator;
- Mr. Jim Bell, Diamond Taxi;
- Mr. Mike Tranquada;
- Mr. Kuldip Singh;
- Mr. Ikram Freed, and filed a written submission;
- Mr. Amir Khan;
- Ms. Wilma Walsh;
- Mr. Gurmail Dhir;
- Mr. Robert Stewart; and filed a written submission with respect to this matter;
- Mr. Gerry Manley;
- Mr.. Sijid Mughal;
- Mohammed Hakimzadah on behalf of Mobile Ambassador cabs;
- Mr. John McIntryre;

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- Mr. Andre Plante
- Mr. Ahmet Gulkan;
- Khan Walayat;
- Mr. Jamshid Bagherzadeh; and
- Mr. Eugene Meikle, and filed a written submission.

On motion by Councillor Moscoe, the Planning and Transportation Committee:

(A) recommended that:

- (I) City Council adopt the staff recommendations in the Recommendations Section of the report (July 26, 2004) from the Commissioner of Urban Development Services, subject to:
 - (i) amending Recommendation No. (1) (a) by deleting the words “and be purchased or leased from a licensed vehicle dealer”, and inserting the words “and where the Ministry of Transportation has not identified the vehicle as rebuilt” and deleting the words “new vehicles”;
 - (ii) amending Recommendation No. (1) (c) by deleting the word “new”;
 - (iii) amending Recommendation No. (1) (e) by deleting the words “factory installed” and adding the following words “which have been converted within 180 days of purchase”, after the words “gas-fuelled vehicles”, so that the recommendations now read as follows:

“It is recommended that the Municipal Code be amended to:

- (1) (a) provide that all vehicles used as replacement vehicles for taxicabs that are not currently registered as taxicabs or have not been registered as taxicabs in the 45-day period immediately preceding the date of application to use such vehicles as replacement vehicles, be not more than two model years old, and where the Ministry of Transportation has not identified the vehicle as rebuilt;
- (b) provide that vehicles used as Ambassador taxicabs or owner-operated Standard taxicabs can be no older than six (6) model years;
- (c) provide that taxicab owners required to replace their taxicabs with vehicles in the third inspection period in 2004 be permitted to replace their vehicles in the first inspection period of 2005;
- (d) define a “new” vehicle as one that has never previously been bought, sold, or leased by a licensed vehicle dealer;
- (e) on a go-forward basis with vehicles acquired after 2004, provide that only natural gas-fuelled vehicles which have been converted within 180 days of purchase be given the two-year extension on the life of the vehicle;

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- (2) provide that new vehicles that were purchased or leased as new or replacement vehicles for taxicabs since January 1999 be permitted to stay on as taxicabs in accordance with the new age of vehicle provisions;
 - (3) authorize the appropriate City officials to undertake any necessary action to give effect thereto; and
- (II) an additional one year extension be granted to a maximum of seven years, to Ambassador or owner operated standard plates who elect to place a new vehicle on the road, as defined in Recommendation(1) (d) contained in the report (July 26, 2004) from the Commissioner of Urban Development Services; and
- (B) requested the Commissioner of Urban Development Services to report directly to Council for its meeting scheduled to be held on September 28, 2004, on Ministry of Transportation standards regarding avoiding the use of “rebuild” vehicles for taxi cabs.

The following Motion by Councillor Palacio was ruled **Out of Order**:

Whereas Whereas the existing by-law remain, with only the following amendments:

Whereas ambassador taxicabs can register current model year or one model year old vehicles as taxis;

Whereas ambassador taxicabs and owner driven taxicabs be given a one-year extension on the life of the vehicle;

Whereas to be eligible for the two-year extension given to natural gas taxis, any future replacement vehicle must be converted to operate on natural gas within 180 days of purchase;

Be It Resolved That Mayor Miller be requested to submit a report to the October meeting of the Planning and Transportation Committee on Terms of Reference for the Taxicab Advisory Committee which was referred to the Office of the Mayor by Council at its meeting of March 1, 2 and 3, 2004 be referred back to the Planning and Transportation Committee for reconsideration.

(Commissioner of Urban Development Services; Executive Director Municipal Licensing and Standards; Director, Licensing, Municipal Licensing and Standards – September 7, 2004)

(Clause 3, Report 6)

**7.4 Development Application Review Project
Information Report (All Wards)**

The Planning and Transportation Committee considered the following report and communication:

- (i) (July 22, 2004) from the Commissioner of Urban Development Services; the Acting Commissioner of Works and Emergency Services; and the Commissioner of Economic Development, Culture and Tourism, advising that on March 1, 2 and 3, 2004, City Council adopted a Status Report dated January 21, 2004, regarding the Development Review Task Force. Council also adopted a recommendation from the Planning and Transportation Committee requiring that “the Inter-departmental Steering Committee be requested to report back to the Planning and Transportation Committee within six months on concerns that are not addressing the needs of the stakeholders - mainly from the two industry and labour liaison committees that have participated and provided valuable input into the development review process”.

Recommendation:

It is recommended that this report be received for the information of the Committee; and

- (ii) (September 7, 2004) from Ms. Ann Dembinski, President, CUPE Local 79.

Mr. Tim Maguire, Second Vice President, CUPE Local 79, appeared before the Planning and Transportation Committee.

On motion by Councillor Palacio, the Planning and Transportation Committee:

(A) recommended that:

- (1) City Council implement Recommendation
(5) of the Industry Advisory Group,

respecting political representation on the Inter-Departmental Steering Committee; and the Commissioner of Urban Development Services be requested to canvas members of the Planning and Transportation Committee to determine those members of the Committee who would like to be appointed to the Inter-Departmental Steering Committee and report to the October 4, 2004 meeting of the Planning and Transportation Committee;

- (2) the City Solicitor also be appointed to the Inter-Departmental Steering Committee;

- (B) received the report (July 22, 2004) from the Commissioner of Urban Development Services, the Acting Commissioner of Works and Emergency Services and the Commissioner of Economic Development, Culture and Tourism;

- (C) requested the Inter-Departmental Steering Committee, in consultation with the Industry and Labour Liaison Committee, to report back to the Planning and Transportation Committee, before the end of the year, on issues that remain outstanding to date, as noted by the Industry Advisory Group, mainly issues (4), (6) and (7); and

- (D) referred the communication (September 7, 2004) from CUPE Local 79, to the Commissioner of Urban Development Services for comment and report to the Planning and Transportation Committee on the questions identified.

(Commissioner of Urban Development Services, Commissioner of Economic Development, Culture and Tourism, Acting Commissioner of Works and Emergency Services, Chief Building Official and Executive Director, Director of Community Planning, c. Interested Parties – September 7, 2004)

(Clause 6, Report 6)

7.5 Responsibility for Illegal Taxi Drivers

The Planning and Transportation Committee considered the following Notice of Motion, confidential report and communications:

- (i) Notice of Motion(undated) submitted by Councillor Howard Moscoe stating that:

Whereas: As taxi drivers acquire their own ambassador licenses there are fewer drivers available to drive standard plates; and

Whereas: Rather than lower their lease rates to attract licensed drivers, some owners of standards plates or designated agents or garages are leasing the right to drive these plates to unlicensed drivers; and

Whereas: This practice not only entrusts the passenger to the care of an untrained driver but also risks the safety of passengers by contravening the provisions of most taxi insurance policies; and

Whereas: There is not swift and direct penalty in the bylaw for permitting an unlicensed driver to drive a taxi.

Therefore be it Resolved: That the bylaw be amended to require that if an unlicensed driver or a driver with counterfeit credentials is found to be driving a taxi, that the clear responsibility rests with the owner of the plate and that the plate shall be automatically removed from the vehicle and held for a two week period on the first offence; and

Be it further Resolved: That on a second offence, the owner of the plate, the designated agent and the brokerage all be required to attend a hearing by the tribunal regarding such matter before the plate shall be returned; and

Be it further Resolved: That any designated agent who has more than two plates removed because of an unlicensed driver or a driver using false credentials shall no longer be permitted to be a designated agent in the City of Toronto;

- (ii) (August 30, 2004) from the City Solicitor regarding the suspension of standard taxicab owners' licences where an unlicensed driver it discovered driving the vehicle;
- (iii) (Undated) from Ikram Freed;
- (iv) (September 6, 2004) from Robert A. Stewart; and

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(vi) (September 7, 2004) from Mr. Eugene W. Meikle.

On motion by Councillor Moscoe, the Planning and Transportation Committee:

- (1) concurred with the staff recommendations in the Recommendations Section of the confidential report (August 30, 2004) from the City Solicitor; and
- (2) requested the Commissioner of Urban Development Services to also include in her forthcoming report to the Planning and Transportation Committee the following:
 - (i) an amendment to the By-law to institute an interim suspension hearing process among other offenses;
 - (ii) that the discovery of an unlicensed driver, a driver with false or improper credentials or a driver who fails to produce his credentials when requested by an officer of the City or a Police Officer shall trigger an interim suspension hearing;
 - (iii) that the plate shall be immediately removed from the vehicle and the owner of the plate be notified and advised personally where to pick up the plate;
 - (iv) that the By-law be amended to require brokerages to ensure that drivers with which it deals have valid taxi drivers' licenses;
 - (v) amendments to the by-law that would require designated agents to be licensed under the by-law licensing requirements for designated agents which could include such matters as responsibility for who drives the vehicles and the road worthiness of the vehicle, or advise on the feasibility of eliminating designated agents entirely;

- (vi) responsibility to ensure that the vehicles is being driven in conformity of the by-law;
- (vii) a verification process whereby brokerages can verify the authenticity of the credentials of a prospective driver or lessee;
- (viii) a limit on the maximum number of vehicles that can be managed by a designated agent;
- (ix) the qualifications of a designated agent;
- (x) the minimum contractual requirements between the designated agent and the owner;
- (xi) the amendments to the by-law be available for a public hearing at the October meeting of Planning and Transportation Committee and the amendments as they pertain to designated agents be available for a November Public hearing at Planning and Transportation Committee or sooner, if available for the October meeting of Planning and Transportation Committee:

(Commissioner of Urban Development Services, City Solicitor, City Clerk – September 7, 2004)

(Clause 7(a), Report 6)

7.6 Staff Response to Commission Inquiry – Taxi Stand Signage within Subway Stations

The Planning and Transportation Committee considered a communication (July 16, 2004) from the General Secretary, Toronto Transit Commission, advising that on Wednesday, July 14, 2004, the Commission had before it a memorandum dated July 14, 2004 from Richard C. Ducharme, Chief General Manager, entitled “Staff Response to Commission Inquiry – Taxi Stand Signage within Subway Stations” and that the Commission received the memorandum and requested that a copy be forwarded to the City Planning and Transportation Committee and Taxi News for information.

Mr. Robert Stewart appeared before the Planning and Transportation Committee.

On motion by Councillor Moscoe, the Planning and Transportation Committee received the communication.

(Clause 7(c), Report 6)

7.7 Council's Priorities for the 2003-2006 Term

The Planning and Transportation Committee considered a communication (July 26, 2004) from the City Clerk advising that City Council on July 20, 21 and 22, 2004 considered Policy and Finance Committee Report 6, Clause 4, which was adopted, without amendment, and Council adopted a recommendation that the Budget Advisory Committee, Standing Committees, Departments and Agencies, Boards and Commissions be guided by the priorities set out in this Clause during the 2005 and 2006 budget process.

On motion by Councillor Moscoe, the Planning and Transportation Committee received the communication.

(Clause 7(d), Report 6)

7.8 "If Low Income Women of Colour Counted in Toronto"

The Planning and Transportation Committee considered the following report and communication:

- (1) (August 19, 2004) from the Commissioner of Urban Development Services reporting on actions taken by Urban Development Services to implement recommendations related to rental housing standards in the report: "If Low Income Women of Colour Counted in Toronto".

Recommendation:

It is recommended that this report be received for information; and

- (2) (July 8, 2004) from the Policy and Finance Committee advising that the Policy and Finance Committee on July 8, 2004, amongst other things, referred the following to the Planning and Transportation Committee:

"Initiative (2) – LiveSafe – A Rental Housing Standards Campaign:

- (3) referred the recommendation for a LiveSafe campaign elaborated in the report “If Low Income Women of Colour Counted in Toronto” to the Planning and Transportation Committee for consideration as a new initiative in the deliberations for the 2005 Urban Development Services workplan and operating budget. Staff be requested to report back to the Policy and Finance Committee by October 2004 as to the progress made in this regard.”

The Planning and Transportation Committee received the report (August 19, 2004) from the Commissioner of Urban Development Services; and directed that a copy be forwarded to the Policy and Finance Committee for information.

(Policy and Finance Committee; Commissioner of Urban Development Services – September 7, 2004)

(Clause 7(e), Report 6)

7.9 Transportation Improvements – Markham Bypass Corridor South of Highway 407

The Planning and Transportation Committee considered the following communication (June 25, 2004) addressed to the City Clerk from Denis Kelly, Regional Clerk, York Region, advising that the Council of the Regional Municipality of York, at its meeting held on Thursday, June 24, 2004, adopted, without amendment, Clause 2, Report 6 of The Transportation and Works Committee and authorized the following:

- (1) The following report be received for information by Committee and Council; and
- (2) The Regional Clerk forward copies of this report to the Clerks of the Town of Markham and City of Toronto.

The Planning and Transportation Committee received the communication.

(Mr. Denis Kelly, Regional Clerk, York Region – September 7, 2004)

(Clause 7(f), Report 6)

7.10 Citizen Appointments Process for the Property Standards Committee and Toronto Licensing Tribunal

The Planning and Transportation Committee considered the following reports and communications:

- (i) (August 17, 2004) from the City Clerk outlining the process for the Planning and Transportation Committee to nominate citizens for appointment to the Property Standards Committee and Toronto Licensing Tribunal.

Recommendations:

It is recommended that:

- (1) the Planning and Transportation Committee:
 - (a) short-list and interview qualified candidates and recommend to City Council sixteen citizens for appointment to the Property Standards Committee, four for each Panel;
 - (b) short-list, test, and interview qualified candidates and recommend to City Council seven citizens for appointment to the Toronto Licensing Tribunal, including a member as Chair; and
 - (c) short-list and interview qualified candidates and recommend to City Council a suitable number of alternates for each of the Property Standards Committee and Toronto Licensing Tribunal, should vacancies occur during the term of City Council's appointments;
- (2) the appointments to the Property Standards Committee be effective 30 days after City Council's decision, and end on November 30, 2006 or until successors are appointed by City Council;
- (3) the appointments to the Toronto Licensing Tribunal be effective 30 days after City Council's decision, and end on November 30, 2006 or until successors are appointed by City Council, with the exception that relevant current members of the Tribunal remain appointed until any matters of which they are seized are completed, as required by the *Statutory Powers Procedure Act*; and
- (4) the appropriate City officials be authorized and directed to take the necessary action to give effect thereto;

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- (ii) Confidential list of Applicants and Applications – Property Standards Committee;
- (iii) Confidential list of Applicants and Applications – Toronto Licensing Tribunal;
- (iv) Confidential communication (August 16, 2004) from Councillor Peter Li Preti regarding the consideration for appointment to the Licensing Tribunal;
- (v) Confidential communication (August 30, 2004) from Mr. David Crombie regarding an applicant for appointment to the Toronto Licensing Tribunal;
- (vi) Confidential communication (September 1, 2004) from the City Clerk regarding appointments to the Toronto Licensing Tribunal;
- (vii) Confidential communication (August 30, 2004) from Justice Pamela A. Thomson regarding an application for appointment to the Toronto Licensing Tribunal;
- (viii) Confidential communication (July 23, 2004) from Councillor Suzan Hall regarding an application for appointment to the Toronto Licensing Tribunal; and
- (ix) Communication (September 2, 2004) from the City Clerk regarding appointments to the Property Standards Committee.

On motion by Councillor Milczyn, the Planning and Transportation Committee decided to:

- (1) approve the following motion respecting citizen appointments to the Toronto Licensing Tribunal:

“WHEREAS a Sub-Committee of Planning and Transportation has been established being chaired by Councillor Peter Milczyn along with Councillor Cliff Jenkins and Councillor Karen Stintz, for the express purposes of responding to the numerous issues arising from reports pertaining to the operation of the Toronto Licensing Tribunal;

AND WHEREAS further recommendations are anticipated with respect to the role of the Chair and the distinction of responsibilities relating to the adjudication and administration;

BE IT RESOLVED that the portion of the report (August 17, 2004) from the City Clerk pertaining to

the Toronto Licensing Tribunal be referred to the aforementioned Sub-Committee to conduct an appropriate examination and to make recommendations identifying appropriate candidates for the role of both Chair and members of the Toronto Licensing Tribunal and report to the Planning and Transportation Committee;

AND BE IT FURTHER RESOLVED that this sub-committee make such recommendations as necessary to ensure the effective and efficient operation of the Toronto Licensing Tribunal;

AND BE IT FURTHER RESOLVED that the City Clerk be requested to provide secretarial support to the Sub-committee when it gives consideration to this matter;

and directed that the recommendations of the aforementioned Sub-Committee be considered at a Special Meeting of the Planning and Transportation Committee to be arranged at the call of the Chair of the Planning and Transportation Committee;

- (2) interview all qualified candidates listed on the confidential Application List for Property Standards Committee, such interviews to take place at the aforementioned Special Meeting of the Planning and Transportation Committee to be arranged at the call of the chair; and
- (3) request the City Clerk to advise those candidates listed on the aforementioned application list of the date and time that the Special Meeting will take place.

(City Clerk, Chair, Planning and Transportation Committee, Chair, Sub-Committee for Toronto Licensing Tribunal – September 7, 2004)

(Clause 7(g), Report 6)

7.11 Taxicab Driver Safety

The Planning and Transportation Committee considered the following report and communications:

- (1) (August 27, 2004) from the Commissioner of Urban Development Services providing an overview of the Taxicab Driver Safety programme that was initiated by City Council at its meetings in June 2000.

Recommendations:

It is recommended that:

- (1) software currently used in taxicab camera systems be upgraded to reflect the most recent design improvements;
- (2) the minimum system image retention size be increased to 10,000 images;
- (3) specifications be developed and camera heads be upgraded so as to increase the clarity of photographs taken in the evening;
- (4) in order to ensure that the camera software is relevant and adequate, ongoing upgrades should correspond with vehicle replacement;
- (5) staff in consultation with the industry examine the use of one camera system rather than the current three;
- (6) all taxicabs in the City of Toronto be equipped with a camera system regardless of whether GPS is in use;
- (7) the test port for camera heads be relocated from the trunk to the vehicle's glove compartment;
- (8) control buttons for emergency flashing lights be recessed and only capable of activation after the button has been depressed for three seconds;
- (9) the wiring circuit for the cameras be combined with the circuit provided to the taxicab meter such that the meter will not operate if the camera system is inoperable; and
- (10) the appropriate City officials be authorized and directed to take the necessary action to give effect thereto;

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- (2) (September 7, 2004) from Mr. Gerald H. Manley, Taxi Owner; and
- (3) (December 31, 2003) addressed to Pamela Coburn, Director, Toronto Licensing and Standards from Mr. Gerry Manley.

The following persons appeared before the Planning and Transportation Committee:

- Mr. Gurmail Dhir;
- Mr. Peter Zhakos;
- Mr. Mike Tranquada;
- Mr. Jim Bell, Diamond Taxi;
- Mr. Robert Stewart;
- Mr. Ikram Freed;
- Mr. Gerry Manley;
- Detective Sgt. Clive Richards;
- Mr. Ahmet Gulkan;
- Mohammed Hakimzadah;
- Wilma Walsh;
- Jamshid Bagharzadeh.
- Waraich Ghazarfar; and
- Mr. John McIntyre.

On motion by Councillor Milczyn, the Planning and Transportation Committee:

- (A) recommended that City Council adopt staff Recommendations (5) and (10) in the Recommendations Section of the report (August 27, 2004) from the Commissioner of

Urban Development Services; and **(which passed on the following recorded vote:**

FOR: Jenkins, Milczyn, Palacio; Saundercook;

AGAINST: Altobello; Moscoe)

- (B) referred Recommendations (1) to (4) and (6) to (9) in the aforementioned report to the Commissioner of Urban Development Services for consultation with the Taxi Industry.

The following Motion by Councillor Moscoe was **redundant:**

The Planning and Transportation Committee recommend to Council the adoption of the Recommendations contained in the Recommendation Section of the staff report (August 27, 2004) from the Commissioner of Urban Development Services subject to amending Recommendation 7 to read as follows:

- “(7) the image upload port for the camera system unit be relocated from the trunk to the vehicle’s glove compartment;”

(Commissioner of Urban Development Services; Executive Director Municipal Licensing and Standards; Manager, Enforcement Taxi Industry Enter your Division/Unit, c: Interested Parties – September 7, 2004)

(Clause 4, Report 6)

7.12 Ravine By-law – Revisions: 1 Botham Road

The Planning and Transportation Committee considered the following report and communications:

- (1) (August 26, 2004) from the Commissioner of Urban Development Services responding to City Council’s request at its meeting July 20, 21, and 22, 2004 to report on the results of consultation with the applicant for 1 Botham Road and technical amendments.

Recommendations:

It is recommended that:

- (1) the City Solicitor be authorized to amend the City of Toronto Municipal Code Chapter 658, Ravine Protection by deleting the Schedule A-2 Data Map 50N-23 and replacing it with revised Schedule A-2 Data Map 50N-23 showing the revised Ravine Protection area boundaries for the property known as 1 Botham Road;
 - (2) the City Solicitor be authorized to amend the City of Toronto Municipal Code Chapter 658, Ravine Protection by deleting Schedule A-1, Index Map 3 and the Schedule A-2, Data Maps 51N-11 and 51M-21 and replacing them with revised Schedule A-1, Index Map 3 and Schedule A-2, Data Maps 51N-11 and 51M-21 showing the revised Ravine Protection area boundaries for the northeast and southeast corners of Yonge Street and York Mills Road as described in this report;
 - (3) the City Solicitor be authorized to introduce the necessary Bill in Council to give effect thereto; and
 - (4) the appropriate City officials be authorized and directed to take the necessary action to give effect thereto;
- (2) (July 28, 2004) from the City Clerk advising that City Council on July 20, 21 and 22, 2004, amended Committee Report 5, Clause 6 entitled "Ravine Protection By-law – Revisions City-wide" to provide that Council's approval of the Ravine By-law not apply to the property known as 1 Botham; that this particular property was referred to the Planning and Transportation Committee for consideration, such matter to be listed as a time item; and, as requested by the Committee, the Commissioner of Urban Development Services is to report on the results of the consultation with the applicant regarding this property; and
- (3) E-mail communication (August 29, 2004) from Mr. George Belza, on behalf of Berkley Developments Inc.

Mr. George Belza appeared before the Planning and Transportation Committee on behalf of Berkley Developments Inc., and filed a submission with respect thereto.

On motion by Councillor Moscoe, the Planning and Transportation Committee:

- (1) recommended that City Council adopt the staff recommendations contained in the Recommendation Section of the report (August 26, 2004) from the Commissioner of Urban Development Services; and
- (2) requested the Commissioner of Urban Development Services to deal with the concerns raised by Mr. Belza when this matter is before the North York Community Council.

(Commissioner of Urban Development Services, Acting Chief Planner and Executive Director, Director, Policy and Research, City Planning, c. Mr. George Belza – September 7, 2004)

(Clause 1, Report 6)

7.13 Meetings with Councillors to Identify Areas of Sensitivities Regarding the Boundaries of Land Use Designations in the Official Plan Mapping

The Planning and Transportation Committee considered the following report and communication:

- (1) (August 27, 2004) from the Commissioner of Urban Development Services informing the Planning and Transportation Committee of progress in meeting with Councillors to identify areas of sensitivity regarding land use boundaries on the Official Plan mapping.

Recommendation:

It is recommended that this report be received for information purposes and that staff report to the next meeting of Committee on the outcome of the meetings with the Councillors; and

- (2) communication (August 23, 2004) from Mr. George Belza, on behalf of Edithvale-Yonge Community Association; Lansing Community Association; Silverview Community Association; South of Sheppard Preservation Group; and Willowdale Central Ratepayers' Association.

On motion by Councillor Jenkins, the Planning and Transportation Committee:

- (1) deferred consideration of the report (August 27, 2004) from the Commissioner of Urban Development Services until its meeting scheduled to be held on October 4, 2004, for the hearing of deputations; and directed that this be a timed item at that meeting; and
- (2) requested the City Clerk to notify interested deputants of the time and date of this meeting.

(City Clerk, Commissioner of Urban Development Services, Acting Chief Planner and Executive Director, Manger, Official Plan Policy and Research, Planning Division, Mr. George Belza – September 7, 2004)

(Clause 7(h), Report 6)

**7.14 The Greater Golden Horseshoe Growth Plan
Discussion Paper, “Places to Grow”**

The Planning and Transportation Committee considered a report (August 27, 2004) from the Commissioner of Urban Development Services summarizing the discussion paper, “Places to Grow” (distributed separately), and to discuss its implications for the City and growth management in the Greater Golden Horseshoe.

Recommendations:

It is recommended that:

- (1) the Mayor write to the Minister of Public Infrastructure Renewal to:
 - (i) commend the Province for developing a Growth Plan for the Greater Golden Horseshoe (GGH) that is an important step towards better growth management in the GGH, and for producing a clear and accessible discussion paper outlining the Plan;
 - (ii) note that Council’s suggestions for improving the Plan are offered in the general spirit of partnership and cooperation in which the Province has undertaken this project;
 - (iii) indicate Council’s general support for the overall direction of the Plan, contingent on seeing and reviewing the infrastructure priorities for the

- GGH when the promised 10-year Strategic Infrastructure Investment Plan is released;
- (iv) request that waste management be explicitly addressed in the final version of the Plan;
 - (v) remind the Province of Council's position on the GTTA, and in particular, that the City wishes to be consulted on the scope, mandate, role and powers of such an Authority, and that the GTTA should:
 - (a) provide the TTC with sustained, predictable funding for maintenance, rehabilitation and renewal of TTC infrastructure;
 - (b) be governed by a mandate and procedures which force sound business and planning logic to prevail over parochial interests in decision-making;
 - (c) provide for a governance structure for the authority that includes elected, accountable municipal officials appointed by their respective councils that recognizes the City's role in the GTA and the TTC's contribution to transit ridership in the GTA;
 - (d) include the establishment of an organization with responsibility for growth management that recognizes the importance of intensification of established urban areas and the need to limit urban sprawl; and
 - (e) provide powers and authorities to link growth management strategies and policies and long-range transportation planning and priority setting by the transportation authority;
 - (iv) reiterate Council's position that the differential in the education portion of the property tax between the City and the rest of the Toronto region be eliminated;
 - (vii) request the following changes to the proposed Growth Plan:
 - (a) Etobicoke Centre be identified as a centre;
 - (b) corridors be recognized as locations for growth;
 - (c) identify the York University/Steeles Avenue and Scarborough Centre extensions as the highest subway expansion priorities;

- (d) redraft Map 5 (Future transit system) to reflect the transit expansion elements shown on Map 4 of the new Toronto Official Plan;
 - (e) change Map 6 to omit Highway 2/Kingston Road as a “Existing Major Highway”, move the Gardiner Expressway/QEW alignment further south, and delete the Leaside Spur line;
 - (f) require review of the planned mix and density of housing in the existing urban expansion areas before additional areas are added to the designated settlement area; and
 - (g) specify that future projections of the distribution of population, housing and employment across the GGH be based on policy inputs derived from the Growth Plan, such as housing mix and planned infrastructure;
- (viii) request further consideration of the following elements of the Growth Plan:
- (a) the identification of different types of centres, and in particular how the characteristics used to classify centres relate to the policies and actions being applied to them;
 - (b) develop stronger guidelines for directing growth within the ‘future growth areas’;
 - (c) provide greater clarity and certainty over the prime agricultural land to be preserved over the long term;
 - (d) the viability of developing employment centres in all the proposed centres in light of the amount of employment growth that could be reasonably expected to locate in centres;
 - (e) examine measures to encourage office buildings to locate on transit lines and to discourage the development of auto-oriented office parks and campuses;
 - (f) stronger protection for employment lands, particularly the need for fiscal policies and brownfield policies that support and encourage employment in older employment lands areas;

- (g) the requirement for 40 percent of projected growth to be through intensification, including why 40 percent is the level chosen, and how the requirement will be implemented and enforced;
 - (h) grade separations of railway lines which cross each other in existing built-up areas;
 - (i) measures to curb auto use while promoting goods movement in the proposed economic corridors;
 - (j) a more comprehensive approach to Transportation Demand Management than the proposed HOV lanes, including support for initiatives such as the GTA-Hamilton Smart Commute Initiative;
 - (k) the nature and extent of the proposed GGH natural heritage system; and its relationship with natural heritage systems shown in regional and local Official Plans;
 - (l) a more proactive approach to providing better air quality in the GGH which involves assessing development before it occurs;
 - (m) stronger policies and requirements for providing affordable housing in all municipalities across the GGH, accompanied by increased federal and provincial funding for affordable housing;
 - (n) recognize that retaining and integrating built heritage into intensifying urban areas is an essential component of the quality of life and maintenance of the unique character of these areas, and in particular provide municipalities with necessary legislative and fiscal tools to protect built heritage;
 - (o) the role and relationship with Official Plans of the proposed upper and single tier growth plans; and
 - (p) implementation tools that encourage better use of the existing housing stock and discourage conversion of agricultural land and employment lands;
- (ix) advise that the proposed Blue Ribbon panel should be advisory only; and that if it is to have real decision-making power, it should be made up of elected officials (provincial and municipal) and the Province should consult with municipalities about its responsibilities and authority;

- (x) request that the Province continue to consult with municipalities on the monitoring and implementation of the Plan; for example on the role of the Provincial Facilitator, in the development of the community liveability index, and in future population and employment forecasts;
 - (xi) indicate that while Council accepts the central role of the Province in developing the Growth Plan, it urges the Province to recognize local differences and autonomy, provide appropriate powers and tools to implement the Plan, and ensure compliance with the Plan right across the GGH.
 - (xii) indicate that the staff report will provide more extensive discussion of the Plan for the information of the minister and provincial staff;
 - (xiii) indicate that Council's position on the recent planning reform initiatives also applies to the implementation of the proposed Growth Plan; and
 - (xiv) offer to assist the minister and provincial staff in the refinement and further development of the Plan;
- (2) that this report be sent to the Province to support the Mayor's letter;
 - (3) the Mayor's letter and this report be shared with other Mayors and Chairs in the GGH;
 - (4) the Commissioner of Urban Development Services advise the Ministry of Public Infrastructure Renewal of Planning and Transportation Committee's decision on this report, and further advise that Council's decision will follow after its meeting on September 28 to 30; and
 - (5) the appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

The Planning and Transportation Committee also considered a Discussion Paper, entitled "Places to Grow, Better Choices, Brighter Future, a Growth Plan for the Greater Golden Horseshoe", a copy of which is on file in the office of the City Clerk, City Hall.

Ms. Lois James appeared before the Planning and Transportation Committee.

On motion by Councillor Jenkins, the Planning and Transportation Committee recommended that City Council adopt the staff recommendations in the Recommendation Section of the report (August 27, 2004) from the

Commissioner of Urban Development Services, subject to amending Recommendation (1)(iii) to read as follows:

“(1) (iii) indicate that Council’s general support for the overall direction of the Plan is contingent upon Council being satisfied that the infrastructure priorities for the GGH (Greater Golden Horseshoe) contained in the forthcoming GGH 10-year Strategic Infrastructure Investment Plan are consistent with the Growth Plan, acceptable to the City, and adequately funded;”

(Clause 5, Report 6)

7.15 Flat Rate Taxi Fare to Pearson International Airport

On motion by Councillor Moscoe, the Planning and Transportation Committee requested the Commissioner of Urban Development Services to submit a report to the October 4, 2004 meeting of the Planning and Transportation Committee on the matter of taxi cab drivers being able to advertise a flat rate fare to Pearson International Airport that is in conformity with the existing by-law.

(Commissioner of Urban Development Services – September 7, 2004)

(Clause 7(h), Report 6)

The Committee adjourned its meeting at 7:01 p.m.

Chair.