
**PLANNING AND TRANSPORTATION COMMITTEE
AGENDA
MEETING 3**

Date of Meeting: Monday, April 25, 2005
Time: 9:30 a.m.
Location: Committee Room 1
City Hall
100 Queen Street West
Toronto, Ontario

Enquiry: Patsy Morris
Committee Administrator
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Under the *Municipal Act, 2001*, the Planning and Transportation Committee must adopt a motion to meet In-camera (privately) and the reason must be given.

Declaration of Interest under the *Municipal Conflict of Interest Act*

Confirmation of Minutes – March 7, 2005

Speakers/Presentations - A complete list will be distributed at the meeting.

Item 1 - 10:00 a.m.

Communications/Reports:

MUNICIPAL LICENSING AND STANDARDS

Public Meeting

1. Licensing of Livery Vehicles in the City of Toronto

(10:00 a.m.)

Report (April 1, 2005) from the Commissioner of Urban Development Services reporting on the results of consultation with representatives of the livery industry; and making recommendations to amend the Municipal Code relative to the licensing of livery vehicles in the City of Toronto.

Recommendations:

- (1) It is recommended that the Municipal Code be amended to:
 - (a) create a new category of business licence known as livery service company at a Class 15 fee level of \$320.00 for initial application and \$193.00 for renewal;
 - (b) require all owners of licensed livery cabs to register their vehicles with a livery service company and file documentation with the Municipal Licensing and Standards Division outlining the service level agreement entered into with the livery service company;
 - (c) require livery service companies, as a minimum licence requirement, to own or employ, under a service level agreement, at least one stretched vehicle for every two sedan vehicles up to a maximum of four sedan vehicles; and furthermore, require at least one other stretched vehicle to allow for up to six more sedan vehicles; and furthermore, require a third stretched vehicle to allow for any number of sedan vehicles required by the company to operate its business;
 - (d) remove the limit on the number of livery cab owner's licences that can be issued in the City;
 - (e) require all livery cab fares to be pre-arranged through a livery service company a minimum of fifteen (15) minutes prior to pick-up;
 - (f) require all livery cab drivers and owners who drive to keep an on-going, daily log of all requests for service and all completed trips, and produce this log upon request of Municipal Licensing and Standards staff;
 - (g) require livery service companies to keep records of all calls for service, to make the records available to Municipal Licensing and Standards staff upon request and to keep such records for a period of at least one year;
 - (h) prohibit livery cabs from "staging" on City streets within two hundred (200) metres of a hotel, theatre, or entertainment facility prior to fifteen minutes before a pre-arranged pick-up at that hotel, theatre, or entertainment facility;
 - (i) require livery cabs to be inspected for mechanical fitness by the City's designated mechanic on a regularly scheduled basis at least twice annually;

- (j) require livery cabs to display a sticker on the front windshield, supplied by the City of Toronto, indicating the vehicle has been inspected and properly registered as a livery vehicle;
 - (k) establish a minimum rate for service of \$60.00 per hour for the first two hours or part thereof;
 - (l) provide that all sedan vehicles be no older than five (5) years old and all stretched vehicles be no older than eight (8) years old;
 - (m) repeal the provisions of Article VIII, Subsection 545-152A, that deal with uniforms for livery drivers, and Subsection 545-152E(1), that deal with the use of direct-dial telephones in livery vehicles; and
 - (n) include a definition of stretched vehicle that establishes a minimum extension of 114 cm. (44 in.) to a regular-sized luxury vehicle, provides for a minimum of seven seats in the vehicle exclusive of the driver, and does not allow for the use of station wagons, pick-up trucks or buses; and establish minimum size measurements for luxury sedan vehicles in accordance with the manufacturer's specifications of rear hip room of 143.5 cm (56.5 in.) and rear leg room of 101.6 cm. (40 in.);
- (2) It is further recommended that staff:
- (a) develop a training programme for existing livery cab drivers, owners who drive, and new applicants, to be delivered by the Municipal Licensing and Standards Training Unit, and report back to the Planning and Transportation Committee on the costs and implementation issues relating to the delivery of this training programme; and
 - (b) continue consultation with representatives of the livery industry to recommend any further changes to the regulations. Topics for discussion should include, but not be limited to, a complete review of the provisions with an aim to creating a separate schedule in Chapter 545 of the Municipal Code for livery licences, the types of vehicles that should be used as livery cabs, the training of livery cab drivers, and the relationship between livery vehicles licensed by the City and those licensed by the Airport Authority and the Province under the Public Vehicles Act;
- (3) it is further recommended that approval be given for the hiring of three new full-time enforcement officers co-incident with the timing of the implementation of this programme, to address enforcement pressures and service demands that divert resources from general enforcement, and that the 2005 Operating Budget submissions of Urban Development Services reflect this as well as offsetting revenues for the same period;

- (4) the City Solicitor be directed to prepare the necessary bill to amend Chapter 545, Licensing, of the Toronto Municipal Code, as required to give effect to the recommendations in this report; and
- (5) that City officials be authorized and directed to take the necessary action to give effect to the above recommendations.

Public Meeting

2. Taxicab Driver Safety and Training

(Speakers)

Report (April 11, 2005) from the Commissioner of Urban Development Services reporting on and making recommendations regarding Taxicab Driver Safety and Training Initiatives.

Recommendations:

- (1) With respect to Taxicab Driver Safety, it is recommended that:
 - (i) the Municipal Code be amended to provide that all taxicabs be equipped with a security camera;
 - (ii) the required cameras meet minimum technical standards as established by the Municipal Licensing and Standards Division and amended from time to time and in accordance with current technology; and
 - (iii) the appropriate City officials be authorized and directed to take the necessary action to give effect thereto; and
- (2) with respect to Taxicab Training, it is recommended that the Effective Driver Training Course and the Ambassador Taxicab Training Course remain as two separate courses.

3. Regulation of Airport Taxicabs and Licensing of Hotels

Report (April 8, 2005) from the Commissioner of Urban Development Services responding to the letter from Mr. Gerald H. Manley addressed to Mayor Miller with respect to the regulation of airport taxicabs and the licensing of hotels.

Recommendation:

It is recommended that this report be received for information.

- 3(a).** Communication (Undated) from Andy Reti entitled “Summary of an Article pertaining to a Proposed Legislation by the Provincial Minister of Transport and a Section in the *Municipal Act* that deals with Pick-Up Rights of Airport Taxis in Toronto.

Public Meeting

4. Identification of Ambassador Taxicabs; Framework for Regulating Advertising on or in Taxicabs; and Advertising of Taxi Rates to Pearson International Airport

Report (April 11, 2005) from the Commissioner of Urban Development Services reporting on matters pertaining to the identification of Ambassador Taxicabs; to set out a Framework for Regulating Advertising on or in taxicabs and to report on Advertising of Taxi Rates to Pearson International Airport.

Recommendations:

- (1) with respect to the advertising of taxi rates to Pearson International Airport, it is recommended that the taxi tariff cards be changed to emphasize and increase the size of lettering to highlight the opportunity to negotiate a flat rate to the airport;
- (2) with respect to advertising on or in taxicabs, it is recommended that advertising proposals be assessed with regard to the following criteria: safety of the driver, passenger and general public; ensuring that external advertising is safely attached and does not extend beyond the dimensions of the vehicle, with the exception of rooftop signs which comply with existing specifications as currently administered by staff; and ensuring that advertising does not obscure markings and identifications required by the Municipal Code; and
- (3) furthermore, it is recommended that the Municipal Code be amended to introduce fees for the application process of \$500.00 per application and the appeal process of \$200.00 per appeal.

Public Meeting

5. Accessible Taxicab Licences

Report (March 29, 2005) from the Commissioner of Urban Development Services recommending amendments to the Municipal Code to allow for the issuance of additional accessible taxicab owner’s licences over the next three years in order to accommodate an increase in Toronto Transit Commission (TTC) Wheel-Trans service demands.

Recommendations:

It is recommended that:

- (1) the City of Toronto Municipal Code, Chapter 545, be amended to provide for the issuance of ten (10) additional accessible taxicab owner's licences in 2005 and an additional ten (10) licences in both 2006 and 2007; and
- (2) a "working group" be established with transportation providers, including industry stakeholders and TTC representatives, to study the issue of accessible transportation in the City of Toronto and the increased opportunity for on-demand service to persons with disabilities as a result of recent amendments to the Ontario Highway Traffic Act that provide for rear-entry accessible taxicab vehicles.

6. Redesigned Taxi By-law

Communication (March 18, 2005) from Councillor Howard Moscoe advising that Justice J. Low of the Superior Court of Justice, in a decision released on February 1, 2001, supported the application of the Toronto Taxi Alliance Inc. to strike down two by-laws which essentially limited taxi ownership to persons holding a valid taxi driver's license; and requesting staff to review the existing taxi by-law to eliminate all provisions of the by-law that are ultra virus of the limits imposed by the *Municipal Act* and further directing staff to provide the Planning and Transportation Committee with a new draft by-law so that the required public hearings can take place in time to have a new by-law in place in the event that we lose this appeal.

Public Meeting

7. Technical Amendments to the Business Licensing Fees

Report (April 12, 2005) from the Commissioner of Urban Development Services recommend a series of technical amendments that will clarify and ensure consistent implementation of the business licensing fees, which were before Council in June 2004 and which were assumed in the 2005 Budget. Specifically, the fees to which this report pertains are: Adult Entertainment Parlour Owner, Adult Entertainment Parlour Operator, Body Rub Parlour Owner, Body Rub Parlour Operator, and Accessible Taxicab Owner.

Recommendations:

It is recommended that:

- (1) the technical amendments outlined in Schedule B, be adopted; and

- (2) the City Solicitor be directed to prepare the necessary bill to amend Chapter 545, Licensing, and Chapter 441, Fees, both of the Toronto Municipal Code, as required to give effect to the recommendations in this report.

CITY PLANNING

8. Proposed Public Uses in Hydro Corridors (City-wide)

Report (March 30, 2005) from the Commissioner of Urban Development Services advising that following the transfer of hydro corridor lands from Hydro One to the Province in December 2002, municipalities were asked to identify any interests in use of the corridors (secondary uses) over the next 50 years and notify the Ministry of Municipal Affairs and Housing by June 1, 2005.

Recommendations:

It is recommended that:

- (1) the Ministry of Municipal Affairs and Housing accept Appendices 1 and 2 attached to this report as the City's submission to the Provincial Secondary Land Use Program for hydro corridors;
- (2) the Province of Ontario be requested to amend the Provincial Secondary Land Use Program guidelines and Public Use Principles for hydro corridors to:
 - (a) give priority to the City's planned public uses over private uses, licences or easements; and
 - (b) include a process to incorporate any future additions/revisions to the City's planned public uses in hydro corridors; and
- (3) the appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

(Note: A copy of Appendix 2 "Hydro Corridors Planned Public Uses Table", referred to in the aforementioned report was forwarded to all Members of Council and select officials only, and a copy thereof is also on file in the office of the City Clerk, City Hall.)

9. Graffiti Transformation Grants Program: 2005 Recommendations

Report (March 30, 2005) from the Commissioner of Urban Development Services recommending grants to 20 organizations for the removal of graffiti and the transformation of vandalized surfaces into murals.

Recommendations:

It is recommended that:

- (1) the Graffiti Transformation Program grants be allocated to the community groups as outlined in Appendix “A” of this report;
- (2) the appropriate City officials be authorized and directed to take the necessary action to give effect thereto; and
- (3) Council deem these grants to be in the interest of the Municipality.

10. Proposed Settlement of Appeals to the New Official Plan

(In-camera – Litigation or potential litigation)

Confidential report (April 7, 2005) from the Commissioner of Urban Development Services and the City Solicitor regarding proposed settlements of appeals to the new Official Plan, such report to be considered in-camera as the subject matter relates to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board.

11. Proposed Settlement of Appeals to the New Official Plan with the Urban Development Institute and the Greater Toronto Home Builders Association

(In-camera – Litigation or potential litigation)

Confidential report (April 6, 2005) from the Commissioner of Urban Development Services and the City Solicitor regarding proposed settlements of appeals to the new Official Plan with the Urban Development Institute and the Greater Toronto Home Builders Association, such report to be considered in-camera as the subject matter relates to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board.