
Licensing and Standards Committee

Meeting No.	6	Contact	Helen Smith, Manager
Meeting Date	Friday, June 29, 2007	Phone	416-392-0146
Start Time	9:30 AM	E-mail	lsc@toronto.ca
Location	Committee Room 1, City Hall		

Councillor Howard Moscoe (Chair)	Councillor Sandra Bussin	Councillor Rob Ford
Councillor Denzil Minnan-Wong (Vice Chair)	Councillor Mike Del Grande	Councillor Anthony Perruzza

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Declarations of Interest under the Municipal Conflict of Interest Act

Speakers/Presentations

Confirmation of Minutes: May 4, 2007

Communications/Reports

Deferred from May 4, 2007 meeting.

LS6.1	Information		Policy	
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Review of Taxicab Licensing Thresholds

(April 16, 2007) Report from Executive Director, Municipal Licensing and Standards

Summary

This report reviews the City's taxicab driver thresholds in response to a request from the Licensing and Standards Committee. It analyses the impact of the thresholds on taxicab drivers and provides observations with respect thereof.

In 2006, out of 9,954 applicants, 110 taxicab drivers licence applicants (both new and renewals) were refused licenses by Municipal Licensing and Standards Division for threshold-related violations. This represents 1.1% of all taxicab driver applicants for that year.

No recommendations to change the existing threshold mechanism are provided given the number of taxicab driver applicants impacted.

Background Information

Review of Taxicab Licensing Thresholds

(<http://www.toronto.ca/legdocs/mmis/2007/ls/bgrd/backgroundfile-4505.pdf>)

LS6.2	ACTION			Ward: All
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Noise from the Operation of Construction Equipment on Sundays and Statutory Holidays

(May 25, 2007) Report from Executive Director, Municipal Licensing and Standards

Recommendations

The Executive Director of Municipal Licensing and Standards recommends that:

1. The City of Toronto Municipal Code Chapter 591, Noise be amended to:
 - a. Effective January 1, 2008, prohibit noise from the operation of construction equipment on Sundays and holidays, excluding the continuous pouring of concrete and large crane work, necessary municipal work, and emergency work

that cannot be performed during regular business hours.

- b. Provide definitions for the following terms:

REGULAR BUSINESS HOURS – 7:00 a.m. to 7:00 p.m. Monday to Friday, 9:00 a.m. to 7:00 p.m. Saturday, and excluding statutory holidays

LARGE CRANE WORK – The erection and dismantling of a crane or any other crane work that requires a road closure in order for the work to be started and finished.

CONTINUOUS POURING OF CONCRETE – Slip-forming, deck pour or pre-pour operations that cannot be interrupted once the operations have commenced.

NECESSARY MUNICIPAL WORK – City rehabilitation or maintenance processes using construction equipment that must be performed at times that minimize lane closures or lane reductions, or both, of City streets, or minimize use of the Toronto Transit Commission's subway or street car rights-of-ways or any ancillary facilities associated with the transit system, including, but not limited to the following:

- i. Deck removal over an expressway or arterial roadway;
 - ii. Major intersection rehabilitation; and,
 - iii. All Toronto Transit Commission work respecting the transit system, including any ancillary facilities.
2. The City Solicitor be directed to prepare the necessary bill to give effect to the recommendations from this report, as adopted by Council; and
 3. The funding required for the enforcement and communication of the bylaw amendment be deferred for consideration with Municipal Licensing & Standards 2008 Operating Budget.
 4. City staff be authorised and directed to take any other action necessary to implement the bylaw amendments.

Financial Impact

With the adoption of the amendments to Chapter 591, Noise, of the Toronto Municipal Code proposed in this report, together with the amendments to the by-law adopted in 2006 related to noise from loudspeakers and other amplification devices, and noise from construction activities in low-rise residential neighbourhoods on Sundays and statutory holidays, the equivalent of six full time employees (FTE's) will need to be added to the Municipal Licensing and Standards Division complement to alleviate additional pressures on enforcement staff and to avoid further service levels impacts. Additionally, it is estimated that 0.2 FTEs of administrative support will

required to support the officers.

The hiring of additional staff will add a pressure to the 2008 operating budget of approximately \$523,943 based on \$442,943 for salary and benefits, plus \$63,000 in additional start-up and annual operating costs (e.g., computers, software, clothing, workstation, mileage, and training) related to enforcement and \$18,000 for administrative support (annualized based on 2008 rates).

Additionally, to support the bylaw, and those affected by the city-wide prohibition, a communications strategy will need to be developed with messaging for specific audiences including the construction industry and the general public. The public education campaign will include advertising in a variety of media and City of Toronto publications, developing supporting materials such as fact sheets and a brochure and posting of information on the City of Toronto web site. A budget of \$20,000 is required to support the bylaw to help ensure effective implementation. A funding request for this initiative will be included in the 2008 operating budget submission.

The Deputy City Manager and Chief Financial Officer has reviewed this report and concur with the financial impact statement.

Summary

The proposed amendment, referred to the Executive Director, Municipal Licensing and Standards Division by Council at its meeting of September 25, 26, 27 and 28, 2006, will be difficult to enforce as determination of the distancing factor will be onerous.

To increase the ability to enforce the provision, the amendment should be simplified to prohibit noise from the use of construction equipment on Sundays and holidays, excluding the continuous pouring of concrete and large crane work, necessary municipal work, and any emergency work that cannot be performed during regular business hours. Additionally the terms “regular business hours,” “continuous pouring of concrete,” “large crane work” and “necessary municipal work” should also be defined.

The report was prepared in consultation with Technical Services, Transportation Services, Toronto Water, Toronto Building, Legal Services, and the Toronto Transit Commission.

Background Information

Noise from the Operation of Construction Equipment on Sundays and Statutory Holi
(<http://www.toronto.ca/legdocs/mmis/2007/ls/bgrd/backgroundfile-4506.pdf>)

LS6.3	Information			Ward: All
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Confidentiality of Legal Actions taken by Municipal Licensing and Standards Staff

(May 25, 2007) Report from Executive Director, Municipal Licensing and Standards

Financial Impact

This report will have no financial impact beyond what has already been approved in the current year's budget.

Summary

Generally, the public is entitled to any information that will not compromise the Municipal Licensing and Standards Division (ML&S) investigation and when disclosure is not prohibited under Municipal Freedom of Information and Protection of Privacy Act, (MFIPPA).

City staff engaged in law enforcement investigations are provincial offences officers. Requests for and disclosure of enforcement information should not infringe their independence and discretion as it relates to investigations and potential legal actions.

A large number of records maintained by the ML&S, that do not contain confidential information, are publicly available and should be available to the public whether it is routinely disclosed, actively disseminated or otherwise. This includes information and documentation such as inquiries to confirm the license status of a business, general inquiries on regulations, standards related to by-laws and materials presented to Committee and stakeholders. Additionally, Notices or Orders to Comply and information on the status of legal actions may be released to the public, provided that the information is duly reviewed to ensure compliance with MFIPPA.

Routine disclosure of information is the preferred method of granting access to information held by ML&S. ML&S is in the process of finalizing a routine disclosure plan to provide easier access to information.

This report was prepared in consultation with Legal Services and Corporate Access and Privacy (CAP) Office.

Background Information

Confidentiality of Legal Actions taken by Municipal Licensing and Standards Staff
<http://www.toronto.ca/legdocs/mmis/2007/ls/bgrd/backgroundfile-4507.pdf>

LS6.4	Information			Ward: All
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Report on Outcome of Application to Quash Pedicab By-law

(May 25, 2007) Report from City Solicitor

Financial Impact

There are no financial implications resulting from the adoption of this report.

Summary

A pedicab operator brought an application to the Superior Court to quash By-laws 1049-2004 and 512-2005 (the “Pedicab By-laws”) on the grounds that the Pedicab By-laws were, among other things, passed in bad faith, contained arbitrary restrictions and were prohibitory in that they would serve to put pedicab operators out of business.

Mr. Justice Belobaba heard the application and, in a decision released May 4, 2007, largely dismissed it. The Pedicab By-laws were upheld, except for the provision that imposed a maximum fare rate of \$30 for the first half-hour and \$15 for each successive half hour, or parts thereof.

Mr. Justice Belobaba held that the maximum fare restrictions were imposed without notice to stakeholders and without sufficient due diligence as to the appropriateness or likely impact of the rates that Council imposed. Therefore, he held that the rates were arbitrary and passed in bad faith.

Mr. Justice Belobaba did find that Council had jurisdiction to impose maximum fare restrictions, provided that the correct procedure was followed.

Mr. Langille was ordered to pay the City \$6,500 as partial compensation for legal expenses incurred by the City in responding to this application.

Background Information

Report on Outcome of Application to Quash Pedicab By-law
<http://www.toronto.ca/legdocs/mmis/2007/ls/bgrd/backgroundfile-4508.pdf>

LS6.5	ACTION			
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Hot Weather Response Plan Update

(April 16, 2007) Letter from Board of Health

Recommendations

The Board of Health, on April 16, 2007, recommended to the Licensing and Standards Committee that:

1. a maximum temperature provision be developed as part of the proposed licensing system for multi-unit residential buildings; and
2. every effort be made to develop this provision in 2007.

Summary

The Board of Health on April 16, 2007, considered a report (April 10, 2007) from the Medical Officer of Health, providing a summary of Toronto's Heat Warning System and Hot Weather Response Plan, including the implementation of the Hot Weather Response Plan in the summer of 2006. It also provides an overview of heat response measures in other jurisdictions.

Background Information

Letter (April 16, 2007) from the Board of Health

(<http://www.toronto.ca/legdocs/mmis/2007/ls/bgrd/backgroundfile-4509.pdf>)

Hot Weather Response Plan Update

(<http://www.toronto.ca/legdocs/mmis/2007/ls/bgrd/backgroundfile-4510.pdf>)

LS6.6	Information			
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Wheelchair Accessible Distance Based Taxi Service - Information Report

(May 11, 2007) Letter from General Secretary, Toronto Transit Commission

Summary

The Toronto Transit Commission adopted the following motions:

1. That the Commission receive the report and presentation for information, noting the revised timetable associated with the Proposal, as detailed in the presentation.
2. In order to be considered for the provision of Accessible Taxi Service under contract to Wheel-Trans Operations, be it resolved that individuals must have an Ambassador Taxi License and successfully complete the "W" training provided by the City of Toronto.
3. Noting that Accessible Taxi Drivers currently under contract to Wheel-Trans Operations were required to purchase an accessible vehicle at considerable cost, be it further resolved that Accessible Taxi Owners/Operators with vehicles scheduled for retirement after December 31, 2007 be allowed to continue serving Wheel-Trans customers under the following conditions:
 - (a) They comply with any other qualification or recruitment requirements stipulated by the contractor awarded this work.
 - (b) For the purpose of the Wheel-Trans Accessible Taxi Contract, successfully complete training equivalent to the Ambassador Course which will be provided by the City of Toronto Licensing and Standards.
 - (c) Agree that only the Accessible Taxi Owner will be permitted to operate these vehicles in the provision of service under this contract.
4. Be it further resolved that this report be forwarded to the City of Toronto Licensing and

Standards Committee for information and appropriate action and by-law amendments.

The foregoing is forwarded to the City Licensing and Standards Committee for information and necessary action, as noted above.

Background Information

Letter May 11, 2007 from General Secretary, Toronto Transit Commission

(<http://www.toronto.ca/legdocs/mmis/2007/ls/bgrd/backgroundfile-4511.pdf>)

Report 2 - Wheelchair Accessible Distance Based Taxi Service

(<http://www.toronto.ca/legdocs/mmis/2007/ls/bgrd/backgroundfile-4512.pdf>)

LS6.7	ACTION			
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Use of Hybrid Vehicles as Taxicabs and Limousines

(May 30, 2007) Member Motion from Councillor Howard Moscoe, Ward 15 Eglinton-Lawrence

Summary

The Municipal Licensing and Standards staff, in conjunction with the City Legal Services, report to the Licensing and Standards Committee at its meeting on September 11, 2007 on the feasibility of amending the vehicle type and size requirements for licensed taxicabs and limousines in the City of Toronto Municipal Code, Chapter 545-Licensing, to allow for the use of hybrid vehicles as taxicabs and limousines, and to better meet the needs of the traveling public.

Background Information

Use of hybrid vehicles as taxicabs and limousines

(<http://www.toronto.ca/legdocs/mmis/2007/ls/bgrd/backgroundfile-5120.pdf>)

LS6.8	ACTION			
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Prohibit the Sale of Spray Paint to Persons under the Age of 18

(June 8, 2007) Letter from Councillor Paul Ainslie, Ward 43 - Scarborough East

Recommendations

The purpose of this prohibition is to minimize the availability of spray paint to minors to curbe the increased circumstances related to graffiti and tagging in our City. Although this measure

alone will not eliminate graffiti it will make the accessibility to spray paint the main component utilized more difficult to obtain.

It would be necessary for store owners to request ID when selling spray paint and may require the item to be placed in a locked environment or behind a service counter.

Summary

Banning the purchase of spray paint to persons under 18 would place a barrier for the easy access of the product.

Background Information

Prohibit the sale of spray paint to persons under the age of 18

(<http://www.toronto.ca/legdocs/mmis/2007/ls/bgrd/backgroundfile-5119.pdf>)