

THE CITY OF TORONTO

Clerk's Department

Minutes of the Planning and Transportation Committee

Meeting No. 2

Monday, July 12, 1999.

The Planning and Transportation Committee met on Monday, July 12, 1999, in Committee Room 1, 2nd Floor, City Hall, Toronto, commencing at 9:30 a.m.

Members Present:

Councillor Joanne Flint, Chair
Councillor Pam McConnell, Vice-Chair
Councillor Maria Augimeri
Councillor Milton Berger
Councillor John Filion
Councillor Anne Johnston
Councillor Howard Moscoe
Councillor Joe Pantalone

Declaration of Conflict.

Councillor Filion declared an interest with respect to Item No. 1 (Minute No. 2.1) and advised that the nature of his interest was that he owns property which has a basement apartment.

Confirmation of Minutes.

On motion by Councillor Pantalone, the Minutes of the meeting of the Planning and Transportation Committee held on June 14, 1999, were confirmed.

2.15

**Body Shops/Automobile Service Centres
Minute No. 1.4**

At its meeting on July 6, 7 and 8, 1999, City Council adopted Clause No. 3 of Report No. 1 of the Planning and Transportation Committee which recommended that City Council waive Section 105(2) of the Procedural By-law in order to permit the Committee the authority to appoint to the Licensing Sub-Committee beyond the membership of the Planning and Transportation Committee.

On motion by Councillor McConnell, and in accordance with City Council's directive, the Planning and Transportation Committee, in confirming the Minutes of its meeting on June 14, 1999, and arising from Minute 1.4 "Body Shops/Automobile Service Centres - Regulation and Hours of Operation", appointed Councillor Denzil Minnan-Wong to the Licensing Sub-Committee.

(Members of the Licensing Sub-Committee; cc: Acting Commissioner of Urban Planning and Development Services - July 20, 1999)

(Report No. 3, Clause 7(a))

2.1 Draft Official Plan Amendments and Zoning By-law Amendments to Permit Second Suites As-of-Right

The Planning and Transportation Committee gave consideration to the report (June 14, 1999) from the Commissioner of Urban Planning and Transportation Services which reported on draft official plan amendments and proposed changes to the City's zoning by-laws which will permit second suites as-of-right in all single- and semi-detached houses and made recommendations therein.

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

- report (June 24, 1999) from the Commissioner of Urban Planning and Development Services forwarding a supplementary report and reporting on further amendments to zoning by-laws to permit second suites as-of-right in all single- and semi-detached houses throughout the City;
- report (June 22, 1999) from the Commissioner of Urban Planning and Development Service reporting on implementation options for the registration of second suites including a draft by-law and outlining the resources required to support the implementation plan;
- joint report (June 25, 1999) from the Commissioner of Urban Planning and Development Services and Commissioner of Community and Neighbourhood Services submitting a proposal for a promotional campaign and an education and support program for small landlords, complementing the proposed zoning by-law changes, registration system, and "add-a-suite" program and homeowners of both new and existing second suites, be approved subject to approval of funding by Community Services Committee;

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- (June 30, 1999) from the City Clerk, Etobicoke Community Council forwarding the action taken by the Etobicoke Community Council at its meeting held on June 23, 1999;
- (June 28, 1999) from Robert Truman, Robert Truman & Associates, suggesting that Council not enact any by-law changes at this time and asking staff to establish some process of consultation with Toronto residents on the proposed by-law;
- (June 21, 1999) from Mary Latour Campbell, President, The Kingsway Sunnylea Residents' Association/KPRI, requesting a deferral of this matter until the Autumn;
- (June 28, 1999) from Terry Reardon, Director, Etobicoke Federation of Ratepayers' and Residents Associations, suggesting that a regulatory body be established to handle residents' complaints;
- (July 4, 1999) from Werner Mueller, expressing his concerns regarding second suites in single and semi-detached houses;
- (July 9, 1999) from Susan Nwosu, Coalition of Toronto Housing Help Centres, supporting the recommendations contained in the "Homelessness" report;
- (July 6, 1999) from Councillor Gloria Lindsay Luby, forwarding comments made by deputants at an informal public meeting held at Etobicoke Community Council on June 23, 1999;
- (July 7, 1999) from Ross Vaughan, President, Islington Ratepayers and Residents Association, expressing concern regarding health, safety, fire and maintenance of the units and requesting that these units be registered and reassessed for value and property taxes;
- (July 12, 1999) from Eric E. Parker, President, Lawrence Park-Bayview Property Owners Association, objecting to the proposed amendments based on concerns related to the impact on the city and its neighbourhoods, such as increased density, public health, crime increase and traffic problems;
- (July 9, 1999) from Councillor Michael Walker, requesting that this item be deferred and referred to the local Community Councils for further discussion and public deputations before going to City Council for final decision;
- (July 10, 1999) from Lower Banbury R.A., expressing concern on the addition of second suites;

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- (July 11, 1999) from Cindy Weiner, President, St. Andrew's Ratepayers Association, expressing concern about the proposed Official Plan Amendments and Zoning By-law amendments;
- (July 12, 1999) from Mary Wahl, Acting President, Glenorrchy Resident's Association, outlining what impact second suites may have in their area;
- (July 12, 1999) from Geoffrey G. Mitchell, objecting to the proposed amendments and citing problems such as traffic and parking congestion, and additional fire hazards and requesting that this matter be postponed until the Fall;
- (July 11, 1999) from Bill Phillips, President, Lawrence Park Ratepayers' Association, registering the objections and concerns of his Association;
- (July 12, 1999) from the President, North Rosedale Ratepayers Association, requesting to be notified of the adoption of the Official Plan amendments;
- (July 6, 1999) from David Vallance, opposing the proposed Official Plan amendments and Zoning By-law amendments;
- (undated) from Geoffrey G. Mitchell, opposing the proposal to allow second suites in single and semi-detached houses;
- (July 12, 1999) from Councillor Ila Bossons, requesting deferral to hear deputations again in September;
- (July 12, 1999) from Marion Rethoret, Scarborough Homelessness Committee, expressing support for the proposed amendments to the Official Plan and the zoning by-law which, when legalized, would increase affordable rental units and supplement rental income;
- (July 12, 1999) from Doug Hum, Community Worker, Children's Aid Society of Toronto, expressing support for the creation of second suites and the legalization of existing units throughout the City, as well as the proposed educational and promotion information program for homeowners and tenants;
- (July 12, 1999) from William H. Roberts, Director, Swansea Area Ratepayers Group, objecting to the proposed amendments to the official plan and zoning by-laws to permit second suites. Some reasons cited refer to secondary suites as not becoming affordable to the homeless, the number of affordable starter homes would decrease, and parking would pose a problem;

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- (July 12, 1999) from Margaret Hefferon, Caring Alliance, expressing support for the creation of second suites, and indicating that Caring Alliance has a commitment to the expansion of the stock of affordable housing;
- (July 12, 1999) from Shelley B. Ortved, President, Oriole Park Association, requesting a deferral of this matter until September;
- (July 12, 1999) from Barbara Hurd, Chairperson, Federation of Metro Tenants' Associations, supporting the legalization of second suites as a means of addressing the need for affordable housing, as well as the proposed education and information program, but opposing the registration program as not necessary as long as rigorous enforcement of health and safety standards is undertaken;
- (July 12, 1999) from Kenneth Hale, Community Legal Services and Elinor Mahoney, Parkdale Legal Services, supporting the proposed amendments and the education/information program, but not supporting the registration program; and
- copy of an overhead presentation given by staff from Urban Planning and Development Services.

The following persons appeared before the Planning and Transportation Committee in connection with the foregoing matter:

- Marion Rethoret, Scarborough Homelessness Committee, expressed support for the proposed amendments to the Official Plan and the zoning by-law to permit second suites and advised that second suites would lead to more affordable rental units, and this new source of legal housing would increase affordable rental units and would supplement rental income;
- David Vallance reiterated the remarks made in his submission (July 6, 1999) which expressed concern that second suites will spread throughout all districts of the City, and ending by saying he felt it was a terrific plan because it will allow newcomers to Toronto to live anywhere in Metro;
- Carol Burtin Fripp, Leaside Property Owners' Association Inc., stated that she is in support of the legalization of second suites but was concerned about non-enforceability of safety requirements, parking and safety, and recommended periodic follow-ups;
- Doug Hum, Children's Aid Society of Toronto, expressed support for the creation of second suites and the legalization of existing units throughout the City, as well as the proposed educational and promotion information program for homeowners and tenants and stated that the creation and legalization of

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second suites would contribute significantly towards meeting the housing needs of Children's Aid client population;

- William Roberts, Swansea Area Ratepayers Group, objected to the proposed amendments to the official plan and zoning by-laws to permit second suites and cited reasons such as secondary suites not becoming affordable to the homeless, the number of affordable starter homes would decrease, and parking would pose a problem;
- Margaret Hefferon, Caring Alliance, expressed support for the creation of second suites and indicated that Caring Alliance had a commitment to the expansion of the stock of affordable housing;
- Paget Blaza, expressed support for the creation of second suites;
- John May, Scarborough Homelessness Committee, expressed support for the creation of second suites to allow for adequate living for young couples, widows and homeless people;
- Charles Young, representing the community at large as well as the business community, expressed support of the City's initiative and, besides considering it a moral issue, regarded it as a stimulant for increasing rental vacancies and advised that he also supported the education and information program;
- Peter Vanderyagt, Presbyterian Church, expressed his support for the creation of second suites but was opposed to the proposed registration program;
- George Teichman, objected to the proposed amendments on the basis that an exodus of residents from the City of Toronto to the outskirts of the GTA could take place;
- Geoffrey Mitchell, objected to the proposed amendments and cited problems such as traffic and parking congestion, and additional fire hazards;
- Debra Phelps, Scarborough Housing Help, expressed support for the proposed amendments and stated that the legalization of second suites would improve the relationship between landlord and tenant;
- Barbara Hurd, Federation of Metro Tenants, expressed support for the legalization of second suites as a means of addressing the need for affordable housing, and for the proposed education and information program and advised that the registration program was not necessary so long as rigorous enforcement of health and safety standards was undertaken;

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- Doug Greaves and Bill Harridge, North Rosedale Ratepayers Association, objected to the proposed amendments;
- Michael Opara, Bedford Park Residents' Association, objected to the proposed amendments and cited such reasons as additional fire hazards and the need to preserve single family homes;
- Eric Parker, President, Lawrence Park, Bayview Property Owners' Association, objected to the proposed amendments based on concerns related to the impact on the city and its neighbourhoods and increased density, public health, crime increase and traffic problems;
- Susan Ainley, President, Lawrence Park-Bayview Property Owners' Association, objected for the same reasons cited by Eric Parker and indicated that proper and sufficient notification to the neighbours was not provided;
- Ken Hale, Tenant Advocacy Group, expressed support for the proposed amendments and the education/information program, but did not support the registration program and advocated follow-ups on tenants' complaints regarding safety standards, and regular inspections to achieve required health and safety standards;
- Councillor Michael Feldman;
- Councillor Michael Walker; and
- Councillor Ila Bossons.

The Planning and Transportation Committee held a statutory public hearing on July 12, 1999 in accordance with Section 17 of The Planning Act and advised that appropriate notice of this meeting was given in accordance with The Planning Act and the regulations thereunder.

The Planning and Transportation Committee, after considering the depositions and based on the findings of fact and recommendations contained in the report (June 14, 1999) from the Commissioner of Urban Planning and Development Service, recommended to City Council for its meeting on July 27, 1999, that:

On motion by Councillor Pantalone, that the report (June 24, 1999) from the Commissioner of Urban Planning and Development Services be adopted, subject to the following amendment by Councillor McConnell:

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On motion by Councillor McConnell, the Planning and Transportation Committee, amended Councillor Pantalone's motion by amending the report (June 24, 1999) from the Commissioner of Urban Planning and Development Services, by deleting subsection (3) in Section E titled "Amendments to former City of Toronto General Zoning By-law No. 438-86" included in Appendix C of the report, as it inadvertently permits second suites only in R1 and R1S districts, and substitute in place the following:

"(3) amending qualification 1 in section 6(2) by inserting a new subparagraph (i) as follows:

"(i) in the case of a *converted house* originally constructed as a *detached house, row house or a semi-detached house*:

A. in an R1 or R1S district, the maximum number of *dwelling units* is two and one of the provisions set out in subparagraphs (ii) to (v) inclusive shall apply; and

B. in an R2, R3, R4 and R4A district, where two *dwelling units* are provided, none of the provisions set out in subparagraphs (ii) to (v) inclusive shall apply;"

and that no further notice is required as a result of this technical amendment.

On motion by Councillor Pantalone, that:

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- (1) the joint report (June 25, 1999) from the Commissioner of Urban Planning and Development Services and the Commissioner of Community and Neighbourhood Services respecting Education and Promotional Program of Second Suites, be adopted; and
- (2) a program for registration of two-unit houses not be adopted, and that the report (June 22, 1999) from the Commissioner of Urban Planning and Development Services be received.

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

- (1) recommended to City Council that the report (June 14, 1999) from the Commissioner of Urban Planning and Development Services be adopted subject to the adoption of the report (June 24, 1999) from the Commissioner of Urban Planning and Development Services as amended;
- (2) requested the Acting Commissioner of Urban Planning and Development Services to analyse and report directly to Council for its meeting on July 27, 1999, on the substantive comments, both written and verbal, made by the deputants and by Councillor Bossons; and
- (3) received a presentation by Ross Paterson and Ann-Marie Nasr, Urban Planning and Development Services.

On motion by Councillor Moscoe, the Planning and Transportation Committee recommended to City Council that adequate inspection staff be available to protect living standards and to ensure swift action on complaints.

The following motion moved by Councillor Flint was voted on and lost:

“That this matter be referred to Community Councils for further discussion and community consultation, and that the Community Councils report back to the Planning and Transportation Committee in the Fall of 1999 for consideration of the Statutory Public Hearing pursuant to The Planning Act.”

(City Council; Acting Commissioner of Urban Planning and Development Services
- July 15, 1999)

(Report No. 3, Clause 1)

**2.2 Unlocking Toronto Port Lands: Directions for the Future
(Ward 25 - Don River)**

The Planning and Transportation Committee gave consideration to the report (June 28, 1999) from the Commissioner of Urban Planning and Development Services providing a planning direction for the Port Lands and proposing recommendations contained therein.

The Committee also gave consideration to the following reports/communications:

- (July 9, 1999) from Tim W. Bermingham, Blake, Cassels & Graydon respecting the Home Depot Appeal to the OMB with respect to 429 Lakeshore and 324 Cherry;
- (July 12, 1999) from Joan Doiron, Co-Chair, Toronto Pedestrian Committee requesting the Committee to include the Toronto Pedestrian Committee in the planning process for the Port Lands;
- (June 21, 1999) from Paul Young, South Riverdale Community Health Centre forwarding a summary of ideas for the development of the Port Lands
- (July 12, 1999) from Councillor McConnell and Councillor Layton forwarding the following recommendations:
 - (1) It is recommended that the further development of the Plan for the Port Lands effectively address the issues below:
 - emphasize Carlaw as a potential gateway as well as encourage access to the waterfront for families and children;
 - connection could be provided from Carlaw/Commissioners on the west edge of the turning basin to a bridge (floating? etc.) across the shipping channel to the east end of the Cherry Beach area;
 - need to provide much better access to the public to the open spaces at Clarke (Cherry) beach for recreational purposes. Recreation needs of the whole city can be met here and this should be one of the priorities for the new planning;
 - need more detail on the greenspace and access in subsequent plans;
 - next Planning report to address the poor air quality issues in the area;

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- stronger emphasis on the LRT plans;
 - consider a "green roof policy" for the Port Lands;
 - environmental template/plan including storm water management and food production opportunities should be included in the plan;
 - the wildlife corridor should connect to the spit. Height of buildings should be appropriate for birds. Ornithological studies should be considered. Songbird pathways should be improved and strengthened in consultation with provincial birding organizations. Natural habitat and food sources should be enhanced throughout the Port Lands;
 - identify the rail options to achieve the goals outlined in the plan such as the re-vitalization of the mouth of the Don River;
 - green performance standards for all lands, developments and activities in the port should be developed and applied;
 - a design competition for the entire Port Lands should be considered at appropriate points in the development of ideas;
- (2) the Forum urges Council to support the suggestions in the "Unlocking" Report which oppose "big box" uses in the Port Lands. The Forum supports the removal of the 4500 sq.m. retail permission in the East Bayfront;.
- (3) the Forum supports the goal of increasing employment in the Port Lands, including protecting existing industry;
- (4) the Forum recommends that the Port Lands Forum be allowed to spawn a business sector sub group which can meet in parallel with the citizens to facilitate the involvement of as many affected businesses as possible;
- (5) the Forum recommends that the City establish and fund a facilitator to assist with the public consultations; and
- (6) the Planning Department, in conjunction with the Task Force to Bring Back the Don, Ward Councillors and the Works Department undertake a full consideration of options for the Don River re-routing should be undertaken. A special meeting of experts and interested citizens should be convened to sort out the merits of the options. Full documentation of studies already done should be made available for this process. Flooding, groundwater and soil remediation issues should also be considered.

The following persons appeared before the Planning and Transportation Committee in connection with the foregoing matter:

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- James W. Harbell, on behalf of Setiao and Redpath Sugars;
- Ruth Richardson, Lever Ponds;
- Stan Makuch, on behalf of Lasarge Cement;
- Ernest Rovet, Barrister & Solicitor;
- Tony O'Donohue, Environmental Probe Ltd.;
- Dale Martin;
- Tim Bermingham, Blake Cassels & Graydon;
- Gerald Swinkin, Blake Cassels & Graydon;
- Dalton C. Shipway;
- Marilyn Roy;
- Councillor Jack Layton; and
- Councillor Bruce Sinclair.

On motion by Councillor McConnell, the Planning and Transportation Committee unanimously:

(1) in accordance with Recommendation (6) of the report (June 28, 1999) from the Commissioner of Urban Planning and Development Services, forwarded to the Toronto Community Council for its meeting on July 15, 1999, its following recommendations for subsequent submission to City Council for its meeting on July 27, 1999, that:

(1) the report (June 28, 1999) from the Commissioner of Urban Planning and Development Services be adopted subject to:

(a) amending Recommendation (3) to read:

“(3) the Commissioner of Urban Planning and Development Services carry out a public consultation process over the next two months to solicit comments on the “Unlocking Toronto’s Port Lands” report including the Port Lands Community Forum, other community groups, BIAs, area landowners, industrialists and other businesses and that this consultation process include discussions on how to protect and enhance the industrial potential, and that it be a consultative process similar to that provided for the

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F.G. Gardiner East Dismantling
Project;" and

(b) deleting Recommendation (5);

(2) that the following recommendations contained in the joint report (July 12, 1999) from Councillors McConnell and Layton, be adopted:

(a) that further planning directions for the Port Lands effectively address the following issues:

(i) that Carlaw Avenue be emphasised as a potential gateway as well encouraging access to the waterfront for children and families;

(ii) the provision of a connection from Carlaw Avenue/Commissioners Street on the west edge of the turning basin to a bridge (perhaps floating) across the shipping channel to the east end of the Cherry Beach area;

(iii) the need to provide much better access to the public to the open spaces at Clarke (Cherry) Beach for recreational purposes. Recreation needs of the whole city can be met here and this should be one of the priorities for the new planning;

(iv) the need for more detail on the greenspace and access in subsequent plans;

(v) the poor air quality issues in the area be addressed in the next report;

(vi) a stronger emphasis on LRT plans;

(vii) consideration of implementing a "green roof policy" for the Port Lands;

(viii) the inclusion in the plan of an environmental template/plan including storm water management and food production opportunities in the plan;

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- (ix) the connection of the wildlife corridor to the Leslie Street Spit including the consideration of ornithological studies and height of buildings appropriate for birds. Songbird pathways should be improved and strengthened in consultation with provincial birding organizations, and natural habitat and food sources should be enhanced throughout the Port Lands;
 - (x) the identification of rail options to achieve the goals outlined in the Plan such as the revitalization of the mouth of the Don River;
 - (xi) the development and application of green performance standards for all lands, developments and activities in the Port Lands;
 - (xii) consideration of a design competition for the entire Port Lands at appropriate points in the development; and
- (b) the goal of increasing employment in the Port Lands, including the protection of existing industry, be supported and that the Port Lands Forum be permitted to establish a sub-group to meet in parallel with the citizens to facilitate the involvement of as many affected businesses as possible;
 - (c) a facilitator be used to assist with the public consultations; and
 - (d) the Acting Commissioner of Urban Planning and Development Services, in conjunction with the Commissioner of Works and Emergency Services, the Task Force to Bring Back the Don and affected Ward Councillors be requested to undertake a full consideration of options, including flooding, groundwater and soil remediation, to re-route the Don River and that a special meeting of experts and interested citizens be convened and that studies previously prepared on this subject be made available;

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- (3) requested the Acting Commissioner of Urban Planning and Development Services to report directly to Council for its meeting on July 27, 1999:
 - (a) on the source of any additional funds required to implement the Committee's Recommendation 1(a) respecting an expansion of the consultative process along similar lines as that implemented for the F.G. Gardiner East Dismantling Project; and
 - (b) in consultation with TEDCO and Ward Councillors, on an amended Recommendation to replace Recommendation (5) of the report (June 28, 1999) from the Commissioner of Urban Planning and Development Services.

On motion by Councillor Pantalone, the Planning and Transportation Committee unanimously recommended to City Council that the Commissioner of Economic Development, Culture and Tourism be actively involved in the development process and that he be requested to report separately on all matters relating to the extension of the urban forest in all areas of the Port Lands.

On motion by Councillor Moscoe, the Planning and Transportation Committee unanimously recommended to City Council that:

- (1) the Acting Commissioner of Urban Planning and Development Services and the TTC be requested to report jointly to the Planning and Transportation Committee on the options available in bringing public transit to this area;
- (2) a waterfront setback policy be established for the Port Lands; and
- (3) a transportation plan for automobile, truck, transit and rail access be developed.

The Planning and Transportation received a presentation given by Beate Bowron, Urban Planning and Development Services.

(Toronto Community Council; Acting Commissioner of Urban Planning and Development Services - July 14, 1999)

(Report No. 3, Clause 7(b))

2.3 **Amendments to the Licensing by-law: Ambassador Class Cabs**

The Planning and Transportation Committee gave consideration to a report (June 22, 1999) from the Commissioner of Urban Planning and Development Services, responding to Council's request for a report on the necessary amendments to the by-law to change the purpose of the current drivers' list and owners' list to a mechanism to determine who has access to the advanced Ambassador class training for the purposes of obtaining a licence and recommending that:

- (1) the sections in this report on the access to ambassador training and plate issue, registration for drivers from the waiting list, and designated ambassador cabs, be received for information;
- (2) the Licensing By-law be amended to repeal the provisions relating to the owners' list;
- (3) "Deferral" of ambassador cab training be defined, as outlined in this report;
- (4) applicants for a new issue of an ambassador cab be required to begin operation of the ambassador cab within 90 days of completing the advanced ambassador training course. Applicants who are unable to begin operation within 90 days due to illness, injury or pregnancy be allowed to request a hearing before the Tribunal;
- (5) holders of taxicab owners' licences, who do not drive and wish to convert to an ambassador cab designation, be required to complete the 16-day introductory driver training course before they can apply for the advanced ambassador training course;
- (6) applicants for designated ambassador cabs be required to retake the advanced ambassador class training if they have not begun operation of the designated ambassador cab within three years of completing the course; and
- (7) the appropriate city officials be authorized and directed to take the necessary action to give effect thereto.

The Committee also had before it a communication (July 12, 1999) from Eugene W. Meikle, Driver, Toronto Taxi Drivers Association, supporting most of the guidelines that accompany the Ambassador Class Cabs.

The following persons appeared before the Planning and Transportation Committee on connection with the foregoing matter:

- Bob Stewart;

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- Ian Allaby;
- Martin Ceh-Seremet;
- Wilma Walsh;
- Loui Racz;
- Eugene Meikle;
- Owen Leach;
- Nabil Charbel, Ontario Taxi Union; and
- Arvind Kumar Agarwal.

On motion by Councillor Moscoe, the Planning and Transportation Committee recommended to City Council that:

- (1) the report (June 22, 1999) from the Commissioner of Urban Planning and Development Services be adopted subject to the addition of the following Recommendation (7) and that the existing Recommendation (7) be renumbered Recommendation (8):

“(7) drivers from the current list who take the Ambassador Class training course and do not pass be given one opportunity to retain their position on the waiting list while they retake the course or rewrite the exam. This does not mean that a plate will be reserved for them, but that the person will retain their position for the next issue;”

- (2) the Executive Director, Municipal Licensing and Standards receive suggestions for incorporating topics into the course; and
- (3) a meeting, to include the Chairs of the TTC and the Taxi Commission and representation from unions, taxi companies and brokerages, be convened to explore options to ensure that the Ambassador Plates for accessible taxi cabs are picked up.

The Planning and Transportation Committee received an overhead presentation by James Ridge, Acting Commissioner of Urban Planning and Development Services.

(Report No. 3, Clause 2)

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The Planning and Transportation Committee gave consideration to the report (June 17, 1999) from the Commissioner of Urban Planning and Development Services, responding to the direction of Council in December, 1998, when it gave approval to the former Toronto Harbour Commissioners' proposal to build a bridge to the City Centre Airport and recommending that:

- (1) Council approve the design of the bridge to the City Centre Airport including the improvements to lower Bathurst Street, as outlined in this report, and require the Toronto Port Authority to earmark \$500,00.00 of total project costs to funding improvements along the water's edge including the conversion of the lands used for parking and access to the ferry into an extension of Little Norway Park and creating a Waterfront promenade along the north side of the Western Gap;
- (2) Council's approval is subject to and conditional upon the following actions being completed before construction begins:
 - (a) the Tripartite Agreement be amended, among other things, to:
 - (i) permit the fixed link;
 - (ii) require the Toronto Port Authority to develop an off-site (remote) terminal once a sustained annual passenger volume of 600,000 passengers has been reached or when the queuing capacity of vehicles on the section of Bathurst Street south of Queen's Quay has been consistently exceeded;
 - (iii) require the Toronto Port Authority to develop a strategy for encouraging the use of public transit to access the City Centre Airport;
 - (iv) limit the total number of spaces for passenger parking on the airport lands to 450 and that building and landscape plans associated with the construction of a parking garage be submitted to the City for review and approval prior to construction; and
 - (v) require the Toronto Port Authority to retain the services of a qualified consultant(s) to prepare annual monitoring reports on the effects of the bridge operation on local traffic and pedestrian conditions, including pollution levels, and to make appropriate changes to the bridge operations of access control to mitigate any negative impacts identified by the monitoring process;

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- (b) the project receive final Environmental Assessment approval;
 - (c) the Chief Financial Officer and Treasurer report back to City Council on the business plan for the bridge and to confirm compliance with Council's directive that the bridge be built at no expense to City taxpayers;
 - (d) the City be released and discharged from any obligations to the Toronto Port Authority to provide parking facilities in relation to airport parking on Bathurst Quay;
 - (e) the land south of the existing Bathurst Street road allowance be conveyed to the City at no cost and dedicated as a public highway; and
 - (f) the City undertake an assessment of the condition of the dockwall on the north side of the Western Gap and the Toronto Port Authority be held liable for the cost of any damage to the dockwall attributable to the construction of the bridge;
- (3) City staff continue to negotiate with representatives of Public Works Canada for the transfer or lease of the lands currently used for parking and access to the ferry so that these lands can be converted to an extension of Little Norway Park; and
- (4) City and Toronto Port Authority staff, with community input, develop a permanent design of the park extension which addresses concerns regarding the treatment of the ferry slip, dockwall and water's edge promenade along with an accompanying funding strategy.

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

- (1) deferred consideration of the report (June 17, 1999) from the Commissioner of Urban Planning and Development Services until the following conditions are met:
 - (i) the Business Plan is approved,
 - (ii) the Federal Government has given its final approval for the Environmental Assessment,
 - (iii) a permit under the Navigable Waters Protection Act has been issued by the Canada Coast Guard, and

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- (iv) the transfer or lease from the Federal Government to the City of the lands currently used for parking and access to the ferry; and
- (2) requested staff to report on the approaches to the bridge at both ends.

The following motion placed by Councillor Pantalone was voted on and lost:

“That the Acting Commissioner of Urban Planning and Development Services provide the Planning and Transportation Committee, for its meeting on September 13, 1999, with a status report on the progress of this matter.”

(Acting Commissioner of Urban Planning and Development Services; cc: John Morand, General Manager, Toronto Port Authority - July 20, 1999)

(Report No. 3, Clause 7(c))

2.5 New Practices for the Review of Development Applications

The Planning and Transportation Committee gave consideration to the report (June 25, 1999) from the Commissioner of Urban Planning and Development Services proposing new practices for the review of development applications and for the delivery of City Planning services across the City and recommending that:

- (1) this report be referred to the Community Councils for review and comment to the Planning and Transportation Committee for its October 4, 1999 meeting;
- (2) Council endorse the following principles as the foundation for new practices in City Planning:
 - (i) delegation of authority to staff, as permitted by statute, to approve applications for site plan control approval, various classes of consents, draft condominium approval (except for conversion of rental housing) and authority to execute, amend and release site plan agreements on behalf of the City;

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- (ii) a case management system which provides for a continuity of planning staff assignment from the beginning to the completion of any project;
 - (iii) a one-window review and comment process which is streamlined to the essential agencies and which establishes time frames for responses;
 - (iv) use of preliminary evaluation reports, for applications to amend the official plan or zoning by-law, to identify issues, set up a community consultation process and to establish a target for delivery of a final recommendation report and statutory public meeting;
 - (v) provision for roundtable meetings between applicants and empowered staff from City departments to identify issues, technical studies needed and other relevant matters early in the review process;
 - (vi) use of plain language and common formats in reports to Council, notices to the public and agreements related to development approvals; and
 - (vii) use of informal and formal dispute resolution throughout the approval process to avoid appeals and referrals to the Ontario Municipal Board;
- (3) the City Solicitor be directed to prepare by-laws for presentation to and approval by City Council as follows:
- (i) to delegate authority to approve applications for site plan control approval to the Chief Planner or delegate(s), subject to a provision for the Ward Councillor(s) to request a “bump-up” to City Council for approval;
 - (ii) to establish areas of site plan control on a consistent basis across the City, establishing appropriate thresholds defining the intensity of development or redevelopment which would require the submission of an application for site plan approval as detailed in this report;
 - (iii) to delegate authority to grant draft condominium approvals except for applications involving the conversion of rental housing, and exemptions from draft approval as appropriate, to the Chief Planner or delegate(s);

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- (iv) to delegate approval authority for the creation of new lots by consent to the Committee of Adjustment as permitted under Section 54 of the Planning Act;
 - (v) to delegate approval authority for all consents, other than the creation of new lots, to the Secretary-Treasurer of the Committee of Adjustment or delegate(s) in accordance with Section 54(2) of the Planning Act; and
 - (vi) to delegate authority to execute, amend and release agreements as required, to the Chief Planner or delegate(s);
- (4) the City Solicitor be authorized and directed to prepare and present for Council approval, standard form agreements as required and authorized by the Planning Act and any other statutes to replace standard form agreements currently in use;
 - (5) Council request the Province of Ontario to amend the Planning Act to delete the requirements for a public meeting in conjunction with plans of subdivision;
 - (6) staff be authorized to accept certificates of completion from Provincially registered professionals as proof of compliance with City requirements and Provincial statutes with regard to site plan approval and condominium registration;
 - (7) staff be directed to bring forward any amendments to the Official Plans of the former municipalities required to implement the findings of this report;
 - (8) staff be directed to bring forward a report to the Planning and Transportation Committee recommending a new structure for the Committee(s) of Adjustment;
 - (9) staff be directed to bring forward a report to the Planning and Transportation Committee recommending new practices for harmonizing the Committee of Adjustment function; and
 - (10) staff in the Urban Planning and Development Services Department, Corporate Services Department, Economic Development Culture and Tourism Department, and Works and Emergency Services Department, be authorized to undertake necessary actions to give effect to these recommendations.

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

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- (1) referred the report (June 25, 1999) from the Commissioner of Urban Planning and Development Services to Community Councils for review and comment to the Planning and Transportation Committee for its meeting on October 4, 1999;
- (2) requested that copies of the report be distributed to resident and ratepayers groups in the City of Toronto;
- (3) requested each Community Council to schedule deputations from the public on this report and to give notice of such meetings by way of a newspaper advertisement using plain language; and
- (4) requested Councillor Filion to forward his suggested amendments to the foregoing report to the Acting Commissioner of Urban Planning and Development Services for consideration by the Community Councils, and requested the Acting Commissioner to develop an informal process to better educate the Community Councils on the proposed changes.

(Councillor Filion; Acting Commissioner of Urban Planning and Development Services - July 20, 1999)

(Report No. 3, Clause 7(d))

2.6 Review of Sub-Committees, Special Committees and Task Forces

The Planning and Transportation Committee gave consideration to a report (June 28, 1999) from the City Clerk providing a list of the various sub-committees, special committees, advisory committees and task forces which had been formed under the previous Council-Committee structure.

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

- (1) recommended to City Council for its meeting on July 27, 1999, that:
 - (a) the following Task Forces/Special Committees be disbanded for the reasons given:

<u>Task Force/Special Committee</u>	<u>Reason</u>
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Sub-Committee on Gambling	Inactive
Task Force to Review the Taxi Industry	Mandate completed
Working Group on Spadina Streetscape	Final report submitted to Planning and Transportation Committee for its meeting on July 12, 1999
Task Force to Oversee Phase One of the New Official Plan Development	Superseded by the Official Plan Reference Group
Working Group on the Restructuring of Toronto Licensing Commission	Mandate completed
Sub-Committee on Pro-Transit Initiatives	Inactive - activities were absorbed into the Environmental Task Force

- (b) the Road Allowance Sub-Committee be reconstituted as a Task Force consisting of interested members of the Planning and Transportation Committee and the Works Committee, such membership to be advised further;
- (c) the Steeles Avenue Sub-Committee continue to meet but that it be reconstituted as a Sub-Committee of the Planning and Transportation Committee, and that its membership be revised to consist of the following members of the Planning and Transportation Committee:

Councillor Flint (Chair of the Planning and Transportation Committee)
Councillor O'Brien
Councillor Augimeri

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Councillor Moscoe
Councillor Filion

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

- (1) disbanded the Sub-Committee on Pro-Transit Initiatives which was established by the Urban Environment and Development Committee; and
- (2) requested the Acting Commissioner of Urban Planning and Development Services to ensure that the Working Group on Vital Services By-law holds its first meeting in the very near future.

(Acting Commissioner of Urban Planning and Development Services - July 20, 1999)

(Report No. 3, Clause 3)

2.7 Amendments to By-law No. 20-85, The Licensing By-law: Massage Therapists

The Planning and Transportation Committee gave consideration to the report (June 22, 1999) from the Commissioner of Urban Planning and Development Services, discussing the duplication of regulation of Massage Therapists (MT) in municipal licensing and provincial legislation, recommending the adoption of by-law amendments to repeal the specific schedules of the Licensing By-law applicable to MTs and recommending that:

- (1) the licence requirements and schedules of the Licensing By-Law, By-law No. 20-85, relating to massage therapists and massage parlours be repealed;
- (2) staff continue to enforce the by-law schedules regulating body rub and holistic services, and work with the College of Massage Therapists to ensure compliance with relevant Toronto by-laws;
- (3) staff report back within one year on the impact of the changes recommended above; and
- (4) the appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

On motion by Councillor Moscoe, the Planning and Transportation Committee recommended to City Council the adoption of the report (June 22, 1999) from the Commissioner of Urban Planning and Development Services.

(Report No. 3, Clause 4)

2.8 Proposal to Bury the F.G. Gardiner Expressway Below Grade Between Dufferin Street and the Don River (Wards 20, 24 and 25 - Trinity-Niagara, Downtown and Don River)

The Planning and Transportation Committee gave consideration to the joint report (June 28, 1999) from the Commissioner of Works and Emergency Services and the Commissioner of Urban Planning and Development Services, providing additional information on a private sector initiative to replace the elevated section of the F.G. Gardiner Expressway with a new, below grade, toll highway, and to respond to questions raised by the Urban Environment and Development Committee at its meeting of February 8, 1999 and recommending that:

- (1) the issue of the long term disposition of the F.G. Gardiner Expressway be dealt with as part of the development of the City's Strategic Plan and Official Plan and that no further work be undertaken on the proposal by the Canadian Highways International Corporation (CHIC) until the adoption of the Strategic Plan and Official Plan by City Council; and
- (2) City staff explore the feasibility of tolling as a way of funding road infrastructure improvements, such as the Front Street Extension, and report back on this issue.

The Committee also had before it a communication (undated) from Susan Deryk, CAA, providing comments of her membership on the issues surrounding the future of the Gardiner Expressway.

On motion by Councillor Pantalone, the Planning and Transportation Committee recommended to City Council the adoption of the joint report (June 28, 1999) from the Commissioner of Works and Emergency Services and the Commissioner of Urban Planning and Development Services.

Susan Deryk, CAA, appeared before the Planning and Transportation Committee in connection with the foregoing matter.

(Report No. 3, Clause 5)

2.9 Supplementary Report - Amendments to the Downsview Area Transportation Master Plan - Modifications to Official Plan Amendment 464 (Ward 8 - North York Spadina)

The Planning and Transportation Committee gave consideration to the joint report (June 7, 1999) from the Commissioner of Urban Planning and Development Services and the Commissioner of Works and Emergency Services, the purpose of which is to recommend revised amendments to the Downsview Area Transportation Master Plan further to Council's direction of November 25, 26 and 27, 1998 in considering the report of the Director of Transportation Services, District 3 dated October 27, 1998, and recommending that:

- (1) the revisions to the Downsview Area Transportation Master Plan set out in the revised Schedule "A" be adopted; and
- (2) modifications to Official Plan Amendment 464 set out in Schedule "B" be adopted and that the Ontario Municipal Board be so advised.

The Committee also had before it the transmittal letter (June 29, 1999) from the City Clerk, North York Community Council advising that the North York Community Council, at its meeting on June 23, 1999, had recommended that the report (June 7, 1999) from the Commissioner of Urban Planning and Development Services and the Commissioner of Works and Emergency Services be received by City Council on July 6, 1999, and requested the Acting Director, Community Planning, North District to:

- (a) make copies of the said report available to the public; and
- (b) provide notice of a public meeting to be held at the North York Community Council meeting scheduled for July 15, 1999 to hear deputations on this matter.

On motion by Councillor Moscoe, the Planning and Transportation Committee referred the joint report (June 7, 1999) from the Commissioner of Urban Planning and Development Services and the Commissioner of Works and Emergency Services to the North York Community Council having noted that the North York Community Council had, at its June 23, 1999 meeting, deferred this report for further consideration at a public meeting to be held on July 15, 1999.

(North York Community Council; cc: Acting Commissioner of Urban Planning and Development Services; Commissioner of Works and Emergency Services - July 14, 1999)

(Report No. 3, Clause 7(e))

2.10 Attendance at Conference

The Planning and Transportation Committee gave consideration to a communication (June 11, 1999) from the Chair, Toronto Licensing Tribunal, recommending that:

- (1) authority be granted for a member of the Toronto Licensing Tribunal to attend the International Association of Transportation Regulators 12th International Conference, October 31 to November 3, 1999 in San Antonio, Texas, U.S.A., at a cost of approximately \$2,000.00 (Canadian), to be funded from the Licensing Support Group Administration Budget; and
- (2) authority be granted to the appropriate City officials to give effect thereto.

On motion by Councillor Moscoe, the Planning and Transportation Committee recommended to City Council the adoption of the report (June 11, 1999) from the Chair, Toronto Licensing Tribunal.

(Report No. 3, Clause 6)

2.11 TTC Division of Proceeds of Gasoline Taxes, If and When They Become Available for Public Transit

The Planning and Transportation Committee considered a report (June 10, 1999) from the Chief Administrative Officer providing an update on how the TTC would divide (between operational requirements and transit expansion) any proceeds from gasoline taxes presently collected by the federal and provincial governments, and recommending that the report be received for information.

On motion by Councillor Pantalone, the Planning and Transportation Committee deferred consideration of the subject report to its next meeting on September 13, 1999 and requested that the Chief Administrative Officer report to that meeting with a clarification as to when the comprehensive report on the Provincial/Municipal funding trends with respect to the TTC and a strategy for safeguarding the viability of the TTC, which should have been submitted to the June 24, 1999 meeting of the Policy and Finance Committee, will be available.

(Chief Administrative Officer - July 20, 1999)

(Report No. 3, Clause 7(f))

2.12 Social Indicators and Priority Areas Report

The Planning and Transportation Committee considered the report (June 28, 1999) from the Commissioner of Urban Planning and Development Services advising that the Social Indicators and Priority Areas Report is the first background report in support of the New Official Plan and is a description of social conditions in the new City of Toronto which focuses attention on indicators of risk, or social vulnerability.

The Committee also had before it a revised page 8 of the report titled "Social Indicators and Priority Areas".

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

- (1) received for information the report (June 28, 1999); and
- (2) requested that the report titled "Social Indicators and Priority Areas" be forwarded to senior staff, the regions of the GTA, Toronto Public Libraries, and to the group involved with the Interim "Welcome Policy" for Users of Recreation Program, and that copies be made available to the public at a cost of \$20.00 each.

(Acting Commissioner of Urban Planning and Development Services - July 20, 1999)

(Report No. 3, Clause 7(g))

2.13 Update on the Status of Spadina Streetscape Design (Ward 24 - Downtown)

The Planning and Transportation Committee gave consideration to a report (June 16, 1999) from the Commissioner of Urban Planning and Development Services responding to Urban Environment and Development Committee's recommendation No. 4 combined in Clause 19 of Report No. 5 of Urban Environment and Development Committee, which was adopted by City Council at its meeting held on April 13, 14 and 15, 1999, requesting that the newly established staff working group report to the July, 1999 Committee meeting, and recommending that this report be received for information.

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The Committee also had before it a communication (July 12, 1999) from Vincent Rodo, Interim Chief General Manager, Toronto Transit Commission advising that as a result of a meeting held on July 7, 1999 to discuss the construction and funding of the permanent barriers on Spadina Avenue, it was agreed that the funding of these barriers, in an estimated amount of \$1.5 million, be shown as a "below the line" item in the TTC's 2000-2004 Capital Program, which will be before the City for approval in the Fall.

On motion by Councillor Moscoe, the Planning and Transportation Committee recommended to City Council:

- (1) that the funding for the installation of permanent barriers on Spadina Avenue to be erected upon the removal of the temporary barriers by December 1, 1999, be provided by the Toronto Transit Commission; and
- (2) received the following two reports:
 - (June 16, 1999) from the Commissioner of Urban Planning and Development Services; and
 - (July 12, 1999) from Vincent Rodo, Interim Chief General Manager, Toronto Transit Commission.

(City Council; Chief Financial Officer and Treasurer; Councillor Flint, Chair, Planning and Transportation Committee; Vincent Rodo, Interim General Manager, Toronto Transit Commission - July 20, 1999)

(Report No. 3, Clause 7(h))

2.14 Proposed Development Charge By-law

The Planning and Transportation Committee gave consideration to the transmittal letter (June 28, 1999) from the City Clerk which forwarded the action taken at the meeting of the Policy and Finance Committee on June 24, 1999, whereby the Committee, in part, concurred with the following recommendations embodied in the report (June 17, 1999) from the Chief Financial Officer and Treasurer, viz:

- “(1) this report be received for information; and

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- (2) this report, together with the proposed Development Charge By-law, be forwarded to Planning and Transportation Committee for its review in accordance with Council's direction."

On motion by Councillor Pantalone, the Planning and Transportation Committee received the transmittal letter (June 28, 1999) from the City Clerk and the material attached thereto, for information.

(Policy and Finance Committee; cc: Chief Financial Officer and Treasurer - July 15, 1999)

(Report No. 3, Clause 7(i))

The Committee adjourned its meeting at 7:30 p.m.

Chair.