

THE CITY OF TORONTO

Clerk's Division

Minutes of the Planning and Transportation Committee

Meeting No. 5

Tuesday, May 16, 2000

The Planning and Transportation Committee met on May 16, 2000, in Committee Room No. 2, 2nd Floor, City Hall, Toronto, commencing at 9:30 a.m.

Members Present:

Councillor Joanne Flint, Chair
Councillor Pam McConnell
Councillor Maria Augimeri
Councillor Milton Berger
Councillor John Filion
Councillor Anne Johnston
Councillor Blake F. Kinahan
Councillor Gloria Lindsay Luby
Councillor Dick O'Brien
Councillor Joe Pantalone

Declarations of Interest Pursuant to the Municipal Conflict of Interest Act

No Conflicts of Interest were declared.

Councillor Walker asked the Chair why his communication regarding the OMB decision on Second Suites was not included on the Planning and Transportation Committee agenda. The Chair responded by saying that his communication had been referred to the City's Legal Department for an opinion and that she had responded to his request in writing. On this basis, the Chair ruled that it was not appropriate for the matter of the OMB Decision regarding Second Suites to be before the Committee. Councillor Berger challenged the ruling of the Chair, and the Committee, without debate, upheld the ruling of the Chair.

5.1. Sustainability Roundtable Membership

The Planning and Transportation Committee gave consideration to a report (April 20, 2000) from the City Clerk recommending that the Planning and Transportation Committee appoint a representative to the Sustainability Roundtable and that the said appointment be in effect to the end of the current term of Council.

On motion by Councillor McConnell, the Committee recommended to Council that Councillor Kinahan be appointed to the Sustainability Roundtable for a term of office to expire November 30, 2000, and until his successor is appointed.

(Report No. 5, Clause No. 1)

5.2. Harmonization of By-Laws Passed Under Section 210 of The Municipal Act Respecting the Keeping of Lands in a Clean Condition.

The Planning and Transportation Committee gave consideration to a report (March 27, 2000) from the Commissioner, Urban Development Services reporting on the harmonization of by-laws respecting the keeping of lands in a clean condition and recommending that the attached harmonized by-law respecting the keeping of lands in a clean condition be received and forwarded to all Community Councils for their review and comment for the next meeting of the Committee.

On motion by Councillor Lindsay Luby, the Committee forwarded the report (March 27, 2000) from the Commissioner of Urban Development Services to all Community Councils for their review and comment back to the Planning and Transportation Committee.

(East York Community Council, Etobicoke Community Council, North York Community Council, Scarborough Community Council, Toronto Community Council, York Community Council; cc: Commissioner, Urban Development Services – May 24, 2000)

(Report No. 5, Clause No. 12(a))

5.3. Official Plan Amendments to Implement New Practices for the Review of Development Applications

The Planning and Transportation Committee gave consideration to a report (April 26, 2000) from the Commissioner, Urban Development Services seeking authority to schedule a statutory public meeting to consider possible Official Plan Amendments to implement

Council's previous decisions with respect to the New Practices for the Review of Development Applications and recommending that:

- (1) Planning and Transportation Committee schedule a statutory public meeting on June 12, 2000, to consider proposed Official Plan Amendments to the former Metropolitan Toronto Official Plan and the Official Plans for the former Cities of East York, Etobicoke, North York, Scarborough, Toronto and York dealing with site plan, subdivision and condominium policies and processes;
- (2) City Council, following consideration of the comments received at the statutory public meeting, adopt official plan amendments to the former Metropolitan Toronto Official Plan and the Official Plans for the former Cities of East York, Etobicoke, North York, Scarborough, Toronto and York, generally in accordance with the draft amendments attached to this report;
- (3) City Council, by resolution, delete the following appendices from these Official Plans: Appendix III from the Etobicoke Official Plan; Appendix AP-5.1.3 from the North York Official Plan; and Appendix 1 from the York Official Plan;
- (4) a copy of this report be forwarded to the Minister of Municipal Affairs and Housing; and,
- (5) City Council authorize and direct staff to undertake any necessary actions to give effect thereto.

On motion by Councillor O'Brien, the Committee adopted Recommendation (1) of the report (April 26, 2000) from the Commissioner of Urban Development Services, and in so doing scheduled a statutory public meeting at its next meeting on June 12, 2000, to consider proposed Official Plan Amendments to the former Metropolitan Toronto Official Plan and the Official Plans for the former Cities of East York, Etobicoke, North York, Scarborough, Toronto and York dealing with site plan, subdivision and condominium policies and processes.

(Report No. 5, Clause No. 12(b))

5.4. INCLUSION OF THE TAXIWATCH PROGRAMME WITHIN THE MANDATE OF THE TAXICAB ADVISORY COMMITTEE (T.A.C.)

The Planning and Transportation Committee gave consideration to a transmittal letter (May 1, 2000) from the City Clerk, TaxiWatch Committee advising that five members of the TaxiWatch Committee present at its meeting on May 1, 2000, recommended that:

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- (1) the TaxiWatch programme continue as a separate programme outside the mandate of the Taxicab Advisory Committee (T.A.C.) until such time as the Taxicab Advisory Committee has established its operating procedures, determined its decision-making process and developed its mechanisms for consultation with all industry stakeholder; and
- (2) this matter be placed on a future agenda of the Taxicab Advisory Committee for consideration.

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

- (1) the TaxiWatch programme continue as a separate programme outside the mandate of the Taxicab Advisory Committee until such time as the Taxicab Advisory Committee has established its operating procedures, determined its decision-making process and developed its mechanisms for consultation with all industry stakeholder; and
- (2) this matter be considered further by the Taxicab Advisory Committee at that time.

(Report No. 5, Clause No. 2)

5.5. Limousines Scooping Taxi Fares from Hotel Stands (North York-Spadina)

The Planning and Transportation Committee gave consideration to a transmittal letter (April 25, 2000) from the City Clerk, Licensing Sub-Committee advising that the Licensing Sub-Committee recommended the adoption of Councillor Moscoe's recommendation that a meeting be arranged with the hotel associations to seek permission to install signs adjacent to the exits from hotels which would state the fare-to-airport by taxi or limousine.

On motion by Councillor Moscoe, the Committee referred the report (April 25, 2000) from the City Clerk, Licensing Sub-Committee to the Commissioner of Urban Development Services with a request that a meeting be arranged with the hotel associations to seek permission to install signs adjacent to the exits from hotels which would state the fare-to-airport by taxi or limousine.

(Commissioner, Urban Development Services – May 19, 2000)

(Report No. 5, Clause No. 12(c))

5.6. Accessible Taxicab Class of Licence

The Planning and Transportation Committee gave consideration to a report (April 25, 2000) from the Commissioner, Urban Development Services proposing recommendations for establishing a new Accessible Taxicab class of licence and identifying the criteria and process for the issuance of such licences to provide services to persons with disabilities in the community and recommending that:

- (1) a new Accessible Taxicab class of licence be introduced in the City of Toronto taxicab industry and such licence be designated for the sole purpose of providing accessible transportation to members of the community with disabilities;
- (2) the City of Toronto approve the issuance of 50 Accessible Taxicab licences for the current year and an additional 25 Accessible Taxicab licences in 2001;
- (3) the Licensing By-law be amended to include an Accessible Taxicab class of licence; and
- (4) the appropriate City Officials be authorized and directed to take the necessary action to give effect thereto.

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

- (May 11, 2000) from the Commissioner, Urban Development Services reporting on specific recommendations for establishing a new Accessible Taxicab class of licence and identifies the criteria and process for the issuance of such licences to provide services to persons with disabilities in the community and recommending that:
 - (1) a new Accessible Taxicab class of licence be introduced in the City of Toronto taxicab industry and such licence be designated for the sole purpose of providing accessible transportation to members of the community with disabilities;
 - (2) an Advisory Group be formed consisting of a representative(s) of the Municipal Licensing and Standards Division, Toronto Transit Commission and a representative(s) from the disabled community to monitor the effectiveness of this new category of Accessible Taxicab licence from a customer service perspective; the Advisory Group shall report annually to the Taxicab Advisory Committee with respect to its finding and make recommendations for changes and improvements;

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- (3) the Licensing By-law be amended to include an Accessible Taxicab class of licence; and
 - (4) the appropriate City Officials be authorized and directed to take the necessary action to give effect thereto.
- (May 15, 2000) from Lloyd Pollock, Celebrity Taxi forwarding comments regarding the proposed licensing plan for disabled plates and recommending:
- no restrictions as to whom may apply for wheelchair permits;
 - no limitation as to number of permits awarded, with the proviso that they are only to service the disabled and TTC contract work;
 - review applications based on merit, experience and ability to service the TTC contract with a proper ratio of spare vehicles;
 - permits will have a life span and would require an application renewal similar to CRTC Regulations for Radio and Tv, which require proof that the applicants have been meeting all conditions; and
 - the only clear win-win solution is to provide the awarded TTC accessible providers, one special accessible permit for each vehicle awarded, plus a proper ratio for spares which would safeguard your backup and be used to provide service for the disabled community.
- (May 16, 2000) from Eugene W. Meikle, Toronto Taxi Drivers Association forwarding comments regarding accessible taxis and recommending that brokerages have some form of ratio to ensure that a certain number of their taxis are accessible vehicles.

On motion by Councillor Johnston, the Committee waived subsection 11(1) of the Procedural By-law requiring adjournment at 12:30 p.m. until such time that the Committee had completed its consideration of this item.

On motion by Councillor O'Brien, the Committee recommended to Council that the report (May 11, 2000) from the Commissioner of Urban Development Services amended by:

- (1) amending Recommendation (2) to include representation from the taxi industry and that the Advisory Group be requested to meet as soon as possible and report to the Licensing Sub-Committee at the earliest opportunity; and

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- (2) adding the following additional recommendations and renumbering the remaining recommendations accordingly:

“(3) the City of Toronto approve the issuance of 50 Accessible Taxicab licenses for the current year and an additional 25 Accessible Taxicab licences in 2001”;

On motion by Councillor Johnston, the Committee recommended to Council that the report (May 11, 2000) from the Commissioner of Urban Development Services be further amended by adding the following recommendations:

- (1) every owner of an Accessible Taxicab be required to personally drive his/her vehicle on a full time basis and be permitted to hire up to three drivers to cover the periods beyond the twelve hour per day working limit and weekend hours;
- (2) eligible applicants be required to meet all other requirements for the issuance of an Accessible Taxicab licence as stipulated and in accordance with the By-law;

On motion by Councillor Augimeri, the Committee recommended to Council that the report (May 11, 2000) from the Commissioner, Urban Development Services be further amended by adding the following recommendations:

- (1) Accessible Taxicab Licences have the same qualities attributed to them with respect to ownership as those attributed to Ambassador Class Taxicab Licences;
- (2) the same training program be applied to applicants for Accessible Taxicab Licences as that applied to applicants for Ambassador Class Taxicab Licences; and
- (3) an owner of an Accessible Taxicab Licence shall not:

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- (a) own any other taxicab licences;
- (b) own shares in any Corporation that owns a taxicab licence(s); and
- (c) be a member of a Board of Directors of a Corporation that owns a taxicab licence(s).”

On motion by Councillor O’Brien, the Committee recommended to Council the adoption of the report (May 11, 2000) from the Commissioner, Urban Development Services, subject to the foregoing amendments so that the recommendations read:

“The Planning and Transportation Committee recommended to Council that the report (May 11, 2000) from the Commissioner of Urban Development Services be adopted subject to:

- (1) amending Recommendation (2) to include representation from the taxi industry and that the Advisory Group be requested to meet as soon as possible and report to the Licensing Sub-Committee at the earliest opportunity; and**
- (2) adding the following additional recommendations and renumbering the remaining recommendations accordingly:**
 - “(3) the City of Toronto approve the issuance of 50 Accessible Taxicab licenses for the current year and an additional 25 Accessible Taxicab licences in 2001”;**
 - (4) every owner of an Accessible Taxicab be required to personally drive his/her vehicle on a full time basis and be permitted to hire up to three drivers to cover the periods beyond the twelve hour per day working limit and weekend hours;**
 - (5) eligible applicants be required to meet all other requirements for the issuance of an Accessible**

Taxicab licence as stipulated and in accordance with the By-law;

- (6) Accessible Taxicab Licences have the same qualities attributed to them with respect to ownership as those attributed to Ambassador Class Taxicab Licenses;**
- (7) the same training program be applied to applicants for Accessible Taxicab Licences as that applied to applicants for Ambassador Class Taxicab Licences; and**
- (8) an owner of an Accessible Taxicab Licence shall not:**
 - (a) own any other taxicab licences;**
 - (b) own shares in any Corporation that owns a taxicab licence(s); and**
 - (c) be a member of a Board of Directors of a Corporation that owns a taxicab licence(s)."**

On motion by Councillor Johnston, the Committee requested the Commissioner of Urban Development Services to report directly to Council for its meeting on June 7, 2000 on:

- (1) the estimated number of accessible taxicabs that will be available for the 2008 Olympics under the present arrangement; and
- (2) whether financial incentives should be offered to the taxicab industry to encourage an increased supply of accessible taxicabs.

The following motion by Councillor Augimeri was voted on and lost:

“That every owner of an Accessible Taxicab shall be required to personally drive his/her vehicle on a full time basis and shall be permitted to hire up to two drivers to

cover the periods beyond the twelve hour per day working limit and weekend hours.”

The following persons addressed the Committee with regard to this matter:

- Lloyd Pollock, Celebrity Taxi
- John Dufort
- Wilma Jean Walsh, Drivers on the Waitlist (Ambassador Taxicab Association)
- Eugene W. Meikle, President, Toronto Taxi Drivers' Association
- Mohammad Reza Husseinioun, Ontario Taxi Union

(Commissioner, Urban Development Services; cc: Executive Director, Municipal Licensing and Standards, Interested Persons – May 24, 2000)

(Report No. 5, Clause No. 3)

5.7. Pre-Payment of Taxi Fares

The Planning and Transportation Committee gave consideration to a transmittal letter (April 20, 2000) from the City Clerk, Licensing Sub-Committee advising that the Licensing Sub-Committee recommends that:

- (1) pre-payment of taxi fares be permitted for a six-month trial period;
- (2) the following process for pre-payment of taxi fares recommended by the Toronto Taxicab Alliance be in place during the six-month trial period:
 - (a) there be no time restrictions when a driver can or cannot ask a passenger for pre-payment of fare;
 - (b) the driver give an estimated price for the fare and request a deposit within a five-dollar (\$5.00) denomination range of the estimated fare;
 - (c) the deposit monies be kept in clear view of the passenger throughout the trip so that there can be no misunderstanding of the deposit amount given at the commencement of the trip, and the driver to give a receipt for the deposit amount upon request by the passenger, and clearly mark the words “deposit for fare” on said receipt;
 - (d) if requested, the driver to refund the full difference from the deposit if the meter amount is less than the fare deposit; the passenger to pay the difference to the driver if the meter fare is more than the fare deposit given; and the driver to give a receipt to the passenger upon the passenger's request;

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- (e) a driver who refuses to provide service to a passenger because the passenger would not give the estimated fare deposit to the driver, shall document immediately the particulars of the incident on his/her daily "Trip Sheet" as per Section 78, Sub-section (3) of By-law No. 20-85; and
 - (f) any problems with the pre-payment of taxi fare be brought to the attention of the Taxicab Advisory Committee for their input and recommendation;
- (3) in addition to the above steps (a) to (f), the driver be required to note the pre-payment request on his/her "Trip Sheet", and such procedure be reinforced by the installation of signs clearly visible to the passenger inside the taxicab;
 - (4) the Commissioner of Urban Development Services be directed to:
 - (a) establish a customer complaint mechanism related to the pre-payment of taxi fares, and to maintain complaint statistics thereon for the duration of the six-month trial period; and
 - (b) work with the Taxicab Advisory Committee until the end of the six-month trial period to review the feasibility of establishing a pre-payment fare based on a city-wide grid system; and
 - (5) the Licensing Sub-Committee review the complaint statistics on the pre-payment of taxi fares at the end of the six-month trial period.

The Committee also had before it a communication (undated) from Jim Bell President, Toronto Taxicab Alliance supporting the recommendations for the pre-payment of fares as contained in the City Clerk's Licensing Sub-Committee report.

This matter was submitted to Council, without recommendation, having regard that motions to amend and to adopt the recommendations of the Licensing Sub-Committee embodied in the transmittal letter (April 20, 2000) from the City Clerk, were voted on and lost.

The following two motions lost:

Moved by Councillor Augimeri:

"That the recommendations of the Licensing Sub-Committee, contained in the communication (April 20, 2000) from the City Clerk, Licensing Sub-Committee be amended by:

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- (1) making pre-payment of taxi fares mandatory between the hours of 10:00 p.m. and 7:00 a.m.; and
- (2) that the Commissioner of Urban Development Services report to the Planning and Transportation Committee 18 months after the implementation of this program.”

Moved by Councillor O’Brien:

“That the recommendations of the Licensing Sub-Committee contained in the transmittal letter (April 20, 2000) from the City Clerk, Licensing Sub-Committee, be adopted.”

On motion by Councillor O’Brien, this matter was reopened by the Committee for the purpose of recording the voting for the recommendation of Councillor O’Brien to adopt the recommendations of the Licensing Sub-Committee. It was subsequently recorded that this motion lost on the following division of votes.

Yaes: Councillors Flint, Pantalone, Lindsay Luby, O’Brien (4)

Nays: Councillors McConnell, Kinahan, Augimeri, Berger, Filion (5)

The following persons addressed the Committee with regard to this matter:

- Gerry Manley
- Jim Bell, Toronto Taxicab Alliance

(Report No. 5, Clause 4)

5.8. Taxicab Driver Safety

The Planning and Transportation Committee gave consideration to a transmittal letter (April 25, 2000) from the City Clerk, Licensing Sub-Committee recommending that:

- (1) the report (March 13, 2000) from the Commissioner of Urban Development Services be adopted subject to the following amendments, and the recommendations be re-numbered accordingly:

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- (a) Recommendation (1) be amended by deleting section (i) which reads: “A shield of a type approved by Municipal Licensing and Standards (MLS), or”;
 - (b) Recommendations (1)(ii) and (iii) be amended by deleting the words in each recommendation “of a type approved by MLS” and substituting them with the words “to meet specifications approved by the Municipal Licensing and Standards Division of the Urban Development Services”;
 - (c) Recommendation (3) be amended by deleting the words “be borne by the taxicab owner” and substituting them with the words “be borne by the person to whom the plate is registered.”;
 - (d) Recommendation (5) be amended by deleting the words “MLS study new designs of partial shields now being tested in Calgary and elsewhere” and substituting them with the words “MLS continue to study new designs of safety devices”;
 - (e) Recommendation (8) be amended by deleting the words “and conduct studies” and substituting them with the words “continue to study”;
- (2) an approved shield safety device remain as a complementary, voluntary safety device;
 - (3) taxi brokerage firms be required to file a Safety Plan with the Commissioner of Urban Development Services to deal with driver emergencies; and
 - (4) an Expression of Interest be developed in respect of a taxicab security camera and in respect of an automatic vehicle location/global positioning system (AVL/GPS).

In so doing, the Sub-Committee recommended to the Planning and Transportation Committee that:

- (1) by December 1, 2000, all taxis in the city have emergency lights as described in the report (March 13, 2000) from the Commissioner of Urban Development Services, and one of the following:
 - (i) a taxicab security camera to meet specifications approved by the Municipal Licensing and Standards Division of the Urban Development Services; or
 - (ii) an automatic vehicle location/global positioning system (AVL/GPS) to meet specifications approved by the Municipal Licensing and Standards Division;

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- (2) an approved shield safety device remain as a complementary, voluntary safety device;
- (3) by July 1, 2000 and working with the taxi industry, the Municipal Licensing and Standards Division develop technical specifications for each of the safety devices cited in (1)(i) and (ii) above. The specifications shall, at a minimum, ensure the following:
 - (a) no one product or supplier shall gain a monopoly, and technical standards shall be set to allow reasonable product choice;
 - (b) camera photographic records are strictly controlled and are only accessible to the police or other appropriate officials. Any violation of those controls will result in an immediate license revocation hearing at the Toronto Licensing Tribunal;
 - (c) AVL/GPS systems are appropriately monitored;
- (4) all costs for safety devices be borne by the person to whom the plate is registered;
- (5) as an immediate step, the Municipal Licensing and Standards Division arrange a meeting as soon as possible between the taxi industry and the Toronto Police Service to examine ways to improve police response to emergency situations, and to ensure that drivers understand the appropriate use of 911;
- (6) working with the industry, the Municipal Licensing and Standards Division continue to study new designs of safety devices;
- (7) working with the industry, the Municipal Licensing and Standards Division explore new technologies, expected to be common by 2001, that will allow 911 dispatchers to determine the location of any cellular telephone emergency calls or signal from ordinary cell phones. When that technology is available, the City explore mandating the use of cellular emergency signaling devices to 911;
- (8) with respect to improved focus on driver safety, a permanent sub-committee of the Taxi Advisory Committee (TAC) be formed immediately after elections for the TAC. The Driver Safety Sub-Committee should have the following mandate:
 - review police data and victimization studies on driver safety;
 - examine new technologies and procedures;
 - examine and encourage the development of a purpose-built taxi vehicle;
 - conduct ongoing liaison with the police;
 - provide advice on driver education; and
 - make semi-annual recommendations for procedural or technological improvements to the TAC and Licensing Sub-Committee;

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- (9) the Municipal Licensing and Standards Division support the work of the Sub-Committee, and continue to study the impact of various safety devices/procedures on ridership;
- (10) with respect to education, the new Driver Refresher Training course mandated by Council in 1998 have a major component dealing with driver safety, and integrate the driver safety unit of the Ambassador Training Program;
- (11) the Municipal Licensing and Standards Division include safety information in future issues of *Fare Exchange* and in mailings to drivers;
- (12) the Municipal Licensing and Standards Division, in conjunction with private sector and other partners, continue to provide periodic safety information in Taxi Industry Publications;
- (13) the Municipal Licensing and Standards Division, in conjunction with private sector and other partners, take steps to educate the public about taxi emergency lights and the appropriate response;
- (14) taxi brokerage firms be required to file a Safety Plan with the Commissioner of Urban Development Services to deal with driver emergencies; and
- (15) an Expression of Interest be developed in respect of a taxicab security camera and in respect of an automatic vehicle location/global positioning system (AVL/GPS).

The Committee also had before it the following communications:

- (May 11, 2000) from John McIntyre suggesting that any recommendation which does not allow drivers to choose shields as the front line of defence should be rejected.
- (May 16, 2000) from Steve Okopny, President, Okan Industries Ltd. forwarding comments respecting taxi shields and stating that these shields could be used as a form of advertising and source of revenue.
- (undated) from Jim Bell, President, Toronto Taxicab Alliance recommending that:
 - (1) the implementation of an in-car camera or GPS/AVL system be delayed until the commencement of the second mechanical examination cycle, May 1, 2001;
 - (2) a training video be produced to reflect the correct use of the mandated safety devices and teach drivers how to effectively act during a robbery and teach robbery preventive procedures; and

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- (3) the Committee consider a subsidy to assist the industry in the capital cost outlay of a mandated safety device.

On motion by Councillor McConnell, the Committee recommended to Council that the following recommendations of the Licensing Sub-Committee, as outlined in the transmittal letter (April 25, 2000) from the City Clerk, be adopted:

- (1) by December 1, 2000, all taxis in the city have emergency lights as described in the report (March 13, 2000) from the Commissioner of Urban Development Services, and one of the following:
- (i) a taxicab security camera to meet specifications approved by the Municipal Licensing and Standards Division of the Urban Development Services; or
 - (ii) an automatic vehicle location/global positioning system (AVL/GPS) to meet specifications approved by the Municipal Licensing and Standards Division;
- (2) an approved shield safety device remain as a complementary, voluntary safety device;
- (3) by July 1, 2000 and working with the taxi industry, the Municipal Licensing and Standards Division develop technical specifications for each of the safety devices cited in (1)(i) and (ii) above. The specifications shall, at a minimum, ensure the following:
- (a) no one product or supplier shall gain a monopoly, and technical standards shall be set to allow reasonable product choice;
 - (b) camera photographic records are strictly controlled and are only accessible to the police or other appropriate officials. Any violation of those controls will result in an immediate license revocation hearing at the Toronto Licensing Tribunal;

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- (c) AVL/GPS systems are appropriately monitored;
- (4) all costs for safety devices be borne by the person to whom the plate is registered;
- (5) as an immediate step, the Municipal Licensing and Standards Division arrange a meeting as soon as possible between the taxi industry and the Toronto Police Service to examine ways to improve police response to emergency situations, and to ensure that drivers understand the appropriate use of 911;
- (6) working with the industry, the Municipal Licensing and Standards Division continue to study new designs of safety devices;
- (7) working with the industry, the Municipal Licensing and Standards Division explore new technologies, expected to be common by 2001, that will allow 911 dispatchers to determine the location of any cellular telephone emergency calls or signal from ordinary cell phones. When that technology is available, the City explore mandating the use of cellular emergency signaling devices to 911;
- (8) with respect to improved focus on driver safety, a permanent sub-committee of the Taxi Advisory Committee (TAC) be formed immediately after elections for the TAC. The Driver Safety Sub-Committee should have the following mandate:
 - review police data and victimization studies on driver safety;
 - examine new technologies and procedures;
 - examine and encourage the development of a purpose-built taxi vehicle;
 - conduct ongoing liaison with the police;
 - provide advice on driver education; and
 - make semi-annual recommendations for procedural or technological improvements to the TAC and Licensing Sub-Committee;
- (9) the Municipal Licensing and Standards Division support the work of the Sub-Committee, and

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- continue to study the impact of various safety devices/procedures on ridership;
- (10) with respect to education, the new Driver Refresher Training course mandated by Council in 1998 have a major component dealing with driver safety, and integrate the driver safety unit of the Ambassador Training Program;
 - (11) the Municipal Licensing and Standards Division include safety information in future issues of *Fare Exchange* and in mailings to drivers;
 - (12) the Municipal Licensing and Standards Division, in conjunction with private sector and other partners, continue to provide periodic safety information in Taxi Industry Publications;
 - (13) the Municipal Licensing and Standards Division, in conjunction with private sector and other partners, take steps to educate the public about taxi emergency lights and the appropriate response;
 - (14) taxi brokerage firms be required to file a Safety Plan with the Commissioner of Urban Development Services to deal with driver emergencies; and
 - (15) an Expression of Interest be developed in respect of a taxicab security camera and in respect of an automatic vehicle location/global positioning system (AVL/GPS).

The following persons addressed the Committee with regard to this matter:

- Gerry Manley
- Jim Bell, Toronto Taxicab Alliance
- Eric Gareau, Hegyi Geo Tech. International Inc. in conjunction with Mobilcom
- Steven Holmes, Verifeye
- Gene MacDonald, Cab Connection
- Mr. Steve Okopny, Okan Industries Ltd.

(Report No. 5, Clause No. 5)

5.9. The Use of Alternative Fuels in the Taxicab Industry

The Planning and Transportation Committee gave consideration to a report (April 25, 2000) from the Commissioner, Urban Development Services providing information on natural gas, propane and alternative fuel vehicles (AFV's); incentives for vehicle conversion, safety and operating issues for these alternative fuels and vehicles and the impact of allowing a two year retirement extension for AFV's being addressed and recommending that this report be received for information purposes.

The Committee also had before it the following communications:

- (May 16, 2000) from Gerald H. Manley, Taxi Owner commenting on Council's adoption of the recommendation of a two-year extension to any taxi owner, who bought or converted their vehicles to 100% natural gas and suggesting that there should have been a complete industry impact study done to determine any and all ramifications.
- (May 13, 2000) from Ian Allaby requesting that the City not encourage the extended age of vehicles.
- (May 15, 2000) from Peter Chapman, General Manager, Emerald Corporate Taxi Services Ltd. forwarding comments respecting alternative fuels.
- (April 17, 2000) from John Chin requesting that the City take another look at the fuel issue in By-law 20-85.
- (May 15, 2000) from John E. Ammar, President, P.C.I. Propane Conversions Inc. forwarding comments supporting the:
 - Federal and Provincial Governments which take a fuel neutral approach with respect to alternative fuels;
 - the Planning and Transportation staff report which supports Toronto taking a fuel neutral position;
 - the Taxi Alliance, which is calling for pulling taxis off the road after 6 years instead of 5, no matter what fuel they are on; andrecommending that the Toronto Atmospheric Fund which supports Natural Gas vehicles be extended to include all alternative fuelled vehicles.
- (undated) from J.B. Bell, Diamond Taxicab forwarding the following recommendations:

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- (1) all vehicles which have been previously converted to natural gas by will be entitled to the two-year age extension as permitted in By-law 478-1999, Section 48, Sub-section 8(b) as per the vehicle age model chart attached to this communication;
- (2) no vehicles older than six model years may be used as a taxicab and must be replaced by the third regularly scheduled mechanical examination pursuant to Section 44 of this Schedule:
 - (a) no motor vehicle may be used as a taxicab at the time of the second mechanical examination of such taxicab in the year 2000, unless the year date of such motor vehicle is 1994 or later; and
 - (b) in the year 2000, a motor vehicle used as a taxicab may only be replaced with a motor vehicle with a year date of 1999 or later;
- (3) (a) no motor vehicle may be used as a taxicab at the time of the third mechanical examination of such taxicab in the year 2001, unless the year date of such motor vehicle is 1996 or later ; and
(b) in the year 2001, a motor vehicle used as a taxicab may only be replaced with a motor vehicle with a year date of 2000 or later;
- (4) (a) no motor vehicle may be used as a taxicab at the time of the third mechanical examination of such taxicab in the year 2000, unless the year date of such motor vehicle is 1997 or later; and
(b) in the year 2002, a motor vehicle used as a taxicab may only be replaced with a motor vehicle with a year date of 2001 or later;
- (5) (a) after the year 2002, no motor vehicle may be used as a taxicab which, by year date is older than six years; and
(b) after the year 2002 no motor vehicle may be replaced by a motor vehicle which by year date, is more than two years old; and
- (6) any vehicle older than four years which is used as a taxicab must produce an Ontario "Clean Age" certification at the time of their third scheduled mechanical examination.

- (May 16, 2000) from Councillor Layton, Don River forwarding a letter from Philip Jessup, Executive Director, Toronto Atmospheric Fund in which he outlines why he thinks the Ontario Drive Clean Data in Table 2 of the staff report (p. 4) is highly problematic, and recommending that the Committee not make any changes to City policy regarding AFVs and the taxi industry.

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- (undated) from Bruce Davis forwarding comments respecting the natural gas policy.
- (undated) from Brian Powers, General Manager, BCG eFuels Inc. submitting details of his organization together with details of a case study for alternative fuel
- (May 16, 2000) from Stan Kokotka, P.Eng., Enbridge Consumers Gas providing a submission, entitled "Emission Comparisons between NGV and Gasoline".
- (May 16, 2000) from Alex Goerk, President, Carling Propane Inc. forwarding comments respecting the recent by-law change relative to the fuel use issue for Toronto taxi operators, and recommending that the current by-law be amended to treat all alternative fuels in a similar manner, and let the user decide which fuel will best serve the need.
- (May 16, 2000) from Tony O'Donohue, P.Eng., Ontario Propane Association forwarding concerns respecting the use of propane as a fuel.

On motion by Councillor Lindsay Luby, the Committee:

- (1) received the report (April 25, 2000) from the Commissioner of Urban Development Services and requested that this matter be forwarded to City Council; and
- (2) requested the Commissioner of Urban Development Services to report directly to Council for its meeting on June 7, 2000, on whether the Licensing By-law should be amended to require that all taxis annually submit a Drive Clean emissions test to Municipal Licensing and Standards staff.

The following persons addressed the Committee with regard to this matter:

- Gerry Manley
- Jim Bell, obo Diamond Taxi
- Brian Powers, BCG efuels
- Stan Kokotka, Enbridge Consumers Gas
- Paul Gleitman, Co-op Taxi
- Bruce Davis, Urban Intelligence Inc.
- Lois Corbett, Toronto Environmental Alliance
- Tony O'Donohue, Environmental Probe Ltd
- Al Moore
- John Ammar, PCI Propane
- Alex Goerk, President, Carling Propane Inc.

(Commissioner, Urban Development Services ; cc: Executive Director, Municipal Licensing and Standards, Interested Persons – May 24, 2000)

(Report No. 5, Clause No. 6)

5.10. Graffiti Transformation Program: 2000 Recommendations

The Planning and Transportation Committee gave consideration to a report (April 20, 2000) from the Commissioner of Urban Development Services recommending grants to fifteen organizations for the removal of graffiti and the transformation of vandalized surfaces into murals and as a re-investment in both the liveability of urban neighbourhoods and the youth in those communities, agencies train and employ young people to carry out the work and recommending that:

- (1) grants be provided as shown in Appendix A. to community groups to engage in Graffiti Transformation. Such Grants are deemed to be in the interest of the Municipality;
- (2) the appropriate City Officials be authorized and directed to take the necessary action to give effect thereto;
- (3) early in 2001, the Commissioner of Urban Development Services report on the evaluation of the Graffiti Transformation Program in 2000 with particular attention to the progress of groups in former municipalities where the program is relatively new; and
- (4) your Committee advise Council that this program operates during the summer and as a result will in future require authorization of advance amounts not to exceed 50% of the previous years budget prior to approval of the annual Operating Budget in order for groups to begin recruitment and hiring at the end of the school year.

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

- (1) the report (April 20, 2000) from the Commissioner of Urban Development Services be adopted; and
- (2) in view of the recommendations of the Grants Committee made at its meeting on May 11, 2000 that a further \$20,700 be allocated to the Graffiti Transformation Program from the additional \$500,000 awarded to the City of Toronto Grants Program by Council during the 2000 Operating

Budget considerations, it is recommended that, subject to Council's approval of the allocations recommended by Grants Committee, that \$15,000 of the recommended additional allocation of \$20,700 be awarded to the Jane Finch Community and Family Centre as described in the report (April 20, 2000) from the Commissioner, Urban Development Services.

(Report No. 5, Clause No. 7)

5.11. Discussion on the Implications of the Supreme Court Decision – Ingles V. Tutkaluk Construction Ltd. and the Corporation of the City of Toronto

The Planning and Transportation Committee gave consideration to a report (April 19, 2000) from the City Clerk forwarding the action taken by the City of Toronto at its meeting held on April 11, 12 and 13, 2000, during consideration of Clause No. 5 of Report No. 3 of The Planning and Transportation Committee, headed "Other Items Considered by the Committee" and directing that the aforementioned Clause be received as information, subject to striking out and referring Item (b), entitled "Discussion on the Implications of the Supreme Court Decision – Inglis v. Tutkaluk Construction Ltd. and Corporation of the City of Toronto", back to the Planning and Transportation Committee for further consideration and the hearing of depositions.

On motion by Councillor Lindsay Luby, the Committee received the transmittal letter (April 19, 2000) from the City Clerk for information.

(Report No. 5, Clause No. 12(d))

5.12. Rat Control as Condition for Permit Applications

The Planning and Transportation Committee gave consideration to a report (April 18, 2000) from the Commissioner, Urban Development Services identifying rat control provisions that existed in former municipalities as they related to the issuance of building or demolition permits and providing guidance with respect to considerations towards the implementation of a City-wide process for rat control at construction and demolition sites and recommending that the current practice to control rats at construction and demolition sites continue without implementing a new specialized program for this purpose.

The Committee also had before it the following material:

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- Petition signed by 47 persons relating to the decades old MacMillan Bloedel lumber yard site on Oak Street, and the lack of protection provided in this neighbourhood by the Health Authorities, and requesting that Council re-establish the Rat Control condition as an application requirement in the City of Toronto.
- (undated) from Jane and Sandy Ross recommending that the Committee not accept the staff report on this matter, but instead recommend to Council the reinstatement of rat control measures as a requirement for development in the City of Toronto.

On motion by Councillor O'Brien, the Committee referred the report (April 18, 2000) from the Commissioner of Urban Development Services back to the Commissioner and to the City Solicitor with a request that:

- (1) the City Solicitor, in consultation with the Commissioner of Urban Development Services, report further on a method of handling industrial/commercial problems such as those outlined in the above-noted report and, after having reviewed the Building Code Act, provide options for achieving a solution; and
- (2) the Commissioner of Urban Development Services report back to the Planning and Transportation Committee with a plan to register certification that a site is rodent free prior to the issuance of a demolition permit, and that this report include recommendations on the size and type of sites that such registration should apply to along with any information on legislation changes that might be necessary.

Jane and Sandy Ross addressed the Committee with regard to this matter.

(Commissioner, Urban Development Services, City Solicitor; cc: Interested Persons, Councillor Saundercook – May 24, 2000)

(Report No. 5, Clause No. 12(e))

5.13. Design Guidelines and Development Standards for Infill Housing in R4 Areas (Townhouses in the Former City of Etobicoke)

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The Planning and Transportation Committee gave consideration to a report (February 23, 2000) from the City Clerk, Etobicoke Community Council advising that Etobicoke Community Council on February 16, 2000 referred the joint report (January 31, 2000) from the Director, Community Planning, West District and Director of Urban Design, City Planning, entitled "Design Guidelines and Development Standards for Infill Housing" to the Planning and Transportation Committee for consideration, with a request that the Committee:

- (1) forward its recommendation(s) to all Community Councils for comment thereon back to the Committee; and
- (2) schedule this matter as a deputation item when it again before the Planning and Transportation Committee.

The Committee also had before it the following reports:

- (May 3, 2000) from City Clerk, East York Community Council advising that the East York Community Council, at its meeting on May 2, 2000, took the following action:
 - (1) requested the Director, Community Planning, East District, to submit a report to the East York Community Council with respect to how the proposed Design Guidelines and Development Standards for Infill Housing for the Etobicoke community, outlined in the joint report (January 31, 2000) from the Director of Community Planning, West District and the Director of Urban Design, City Planning, addressed to the Etobicoke Community Council, might impact infill housing in the East York community, such report to include comment with respect to how the proposals compare with the guidelines and zoning code standards in the East York community; and
 - (2) directed that the Planning and Transportation Committee be advised of the East York Community Council's action in this regard.
- (May 4, 2000) from the City Clerk, Etobicoke York Community Council advising that the Etobicoke Community Council, at its meeting on May 3, 2000, requested:
 - (1) the Director, Parks and Recreation, West District, to submit a report to the Etobicoke Community Council on the adequacy of parkland and open space, and a standard for parkland contributions, for new townhouse development; and
 - (2) the Director, Transportation Services – District 2, in consultation with the Director, Community Planning, West District, to submit a report to the

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Etobicoke Community Council on parking standards for new townhouse development and, in particular, visitor parking needs.

- (May 4, 2000) from the City Clerk, North York Community Council advising that the North York Community Council, on May 2, 2000, deferred consideration of the communication (March 10, 2000) from the City Clerk, Planning and Transportation Committee, to its next meeting scheduled for May 23, 2000.
- (May 4, 2000) from the City Clerk, Toronto Community Council advising that the Toronto Community Council has:
 - (1) deferred consideration of this matter until its meeting to be held on May 23, for deputations;
 - (2) requested the Commissioner of Urban Development Services to make a presentation at that time;
 - (3) requested the Commissioner of Economic Development, Culture and Tourism to report to the Toronto Community Council, at its meeting to be held on May 23, 2000, on additional requirements for maximizing tree planting and species selection in infill projects; and
 - (4) requested the Commissioner of Works and Emergency Services to report to the Toronto Community Council, at its meeting on May 23, 2000, on maximizing the undergrounding of utilities in infill projects.
- (May 3, 2000) from the City Clerk, Scarborough Community Council advising that the Scarborough Community Council, on May 2, 2000, took the following action:
 - (1) requested that the Director of Community Planning, East District, submit a report to Community Council for its meeting scheduled to be held on June 20, 2000 outlining the impact on the Scarborough community of the proposed city-wide standards for Infill Housing; and
 - (2) directed that the Planning and Transportation Committee be requested to defer its recommendations concerning the city-wide standards until the Scarborough Community Council has considered the impact on the East District and commented thereon to the Planning and Transportation Committee.
- (May 2, 2000) from the City Clerk, York Community Council advising that the York Community Council, on May 2, 2000, submitted this matter to the Planning and Transportation Committee without recommendation.

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- (May 9, 2000) from the Commissioner, Urban Development Services clarifying that the Design Guidelines for Infill Townhouses pertain only to the Etobicoke area, with the potential for future city-wide applicability, and recommending that this report be received for information.

On motion by Councillor Pantalone, the Committee referred the joint report (January 31, 2000) from the Director, Community Planning, West District and the Director, Urban Design, City Planning and the report (May 9, 2000) from the Commissioner, Urban Development Services, together with all responses from Community Councils, to the Commissioner of Urban Development Services with a request that she report further on this matter to the Planning and Transportation Committee.

(East York Community Council, Etobicoke Community Council, North York Community Council, Scarborough Community Council, Toronto Community Council, York Community Council; Commissioner, Urban Development Services; cc: Gary Wright, Director, Community Planning, West District, Robert Glover, Director, Urban Design, City Planning – May 17, 2000)

(Report No. 5, Clause No. 12(f))

5.14. Harmonization of the Division Fence By-Law

The Planning and Transportation Committee gave consideration to a report (March 1, 2000) from the Commissioner, Urban Development Services reporting on the harmonization of the division fence by-law which recommended that the attached draft Division Fence By-law be forwarded to all Community Councils for their review and comment.

The Committee also had before it the following reports:

- (May 3, 2000) from the City Clerk, East York Community Council advising that the East York Community Council, on May 2, 2000, supported the proposed Division Fence By-law attached to the report (March 1, 2000) from the Commissioner of Urban Development Services.
- (May 4, 2000) from the City Clerk, Etobicoke Community Council advising that the Etobicoke Community Council at its meeting on May 3, 2000, received the communication (March 23, 2000) from the City Clerk, Planning and Transportation Committee, respecting the harmonization of the Division Fence By-law.

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- (May 3, 2000) from the City Clerk, North York Community Council advising that the North York Community Council, on May 2, 2000, recommended to the Planning and Transportation Committee that:
 - (1) the Harmonized Division Fence By-law, attached to the report (March 1, 2000) from the Commissioner, Urban Development Services, be adopted; and
 - (2) the amendment to the above-noted report, proposed by the Planning and Transportation Committee, embodied in the communication (March 23, 2000) from the City Clerk, Planning and Transportation Committee, be adopted.
- (May 4, 2000) from the City Clerk, Toronto Community Council advising that Toronto Community Council endorsed the draft by-law attached to the report (March 1, 2000) from the Commissioner of Urban Development Services and the proposed amendment by the Planning and Transportation Committee.
- (May 3, 2000) from the City Clerk, Scarborough Community Council advising that the Scarborough Community Council, at its meeting on May 2, 2000, deferred the report (March 1, 2000) from the Commissioner of Urban Development Services to its next meeting scheduled to be held on May 23, 2000.
- York Community Council did not consider this matter at its May 2, 2000 meeting and will be considered at its next scheduled meeting of May 23, 2000.
- (May 4, 2000) from the City Solicitor advising, as requested, on a standard condition of severance requiring the installation of a 2.5m link fence along railway lines, and recommending that this report be received for information.

On motion by Councillor Johnston, the Committee recommended to Council that authority be granted for the introduction of the necessary bill in Council, substantially in the form of the draft by-law appended to the report (March 1, 2000) from the Commissioner of Urban Development Services.

(Report No. 5, Clause No. 8)

5.15. Harmonization of the Fence By-Law

The Planning and Transportation Committee gave consideration to a report (March 1, 2000) from the Commissioner, Urban Development Services reporting on the harmonization of the fence by-law which recommended that the attached harmonized

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fence by-law be forwarded to all Community Councils for their review and comment back to Committee.

The Committee also had before it the following reports:

- (May 3, 2000) from the City Clerk, East York Community Council advising that the East York Community Council, at its meeting on May 2, 2000, requested the Commissioner of Urban Development Services to submit a report to the Planning and Transportation Committee, and to the East York Community Council, on an appeal and exemption process, such report to include comment on the various appeal mechanisms such as utilizing the Committee of Adjustment, Community Councils, or a City employee.
- (May 4, 2000) from the City Clerk, Etobicoke York Community Council advising that the Etobicoke Community Council, at its meeting on May 3, 2000, adopted the report (April 17, 2000) from the City Solicitor, headed "Harmonization of Fence By-law Clarification of Section 11 of Draft By-law".
- (May 3, 2000) from the City Clerk, North York Community Council advising that the North York Community Council, on May 2, 2000, recommended to Planning and Transportation Committee that the Harmonized Division Fence By-law, attached to the report (March 1, 2000) from the Commissioner of Urban Development Services, be adopted, subject to:
 - (a) Sections 11 and 12 of the draft harmonized fence by-law being re-worded as outlined in the report (April 17, 2000) from the City Solicitor; and
 - (b) Ward Councillors being informed when a Property Standards Officer or the Chief Building Official has made an emergency order under the Building Code Act, 1992, requiring that a fence be erected that does not comply with the harmonized fence by-law.
- (May 4, 2000) from the City Clerk, Toronto Community Council advising that Toronto Community Council endorsed the draft by-law attached to the report (March 1, 2000) from the Commissioner of Urban Development Services subject to the adoption of the proposed amendments contained in the report (April 17, 2000) from the City Solicitor.
- (May 3, 2000) from the City Clerk, Scarborough Community Council advising that the Scarborough Community Council, at its meeting held on May 2, 2000, deferred the following reports to its next meeting scheduled to be held on May 23, 2000:
 - (1) communication (March 23, 2000) from the City Clerk forwarding the report (March 1, 2000) from the Commissioner of Urban Development

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Services regarding the Harmonization of the Fence By-law, with a request that the Community Council submit its comments thereon to the Planning and Transportation Committee;

- (2) report (April 17, 2000) from the City Solicitor, recommending that:
 - (i) Sections 11 and 12 of the draft harmonized fence by-law be re-worded as outlined in this report; and
 - (ii) Ward Councillors be informed when a property standards officer or the Chief Building Official has made an emergency order under the Building Code Act, 1992, requiring that a fence be erected that does not comply with the harmonized fence by-law.

- (May 2, 2000) from the City Clerk, York Community Council advising that the York Community Council, on May 2, 2000, submitted this matter to the Planning and Transportation Committee without recommendation.

On motion by Councillor O'Brien, the Committee recommended to Council that authority be granted for the introduction of the necessary bill in Council, substantially in the form of the draft by-law appended to the report (March 1, 2000) from the Commissioner of Urban Development Services.

On motion by Councillor O'Brien, the Committee requested the Commissioner of Urban Development Services to report directly to Council for its meeting on June 7, 2000 on how corner lots relate to the draft Fence By-law.

(Commissioner, Urban Development Services – May 19, 2000)

(Report No. 5, Clause No. 9)

5.16. Development Charges – Refund Program for First Time Home Buyers

The Planning and Transportation Committee gave consideration to a report (April 19, 2000) from Councillor Michael Walker requesting the Commissioner of Urban Development Services to formulate a "Development Charge Refund Program for First Time Home Buyers" and report back to the Planning and Transportation Committee with their recommendations.

On motion by Councillor O'Brien, the Committee referred the report (April 19, 2000) from Councillor Walker to the Commissioner of Urban Development Services, in consultation with the Chief Financial Officer and Treasurer, with a request that she report to the Planning and Transportation, as soon as possible, on the suggested programme outlined therein, and indicate in her report whether it is possible and/or desirable to implement such a programme.

(Commissioner, Urban Development Services, Chief Financial Officer and Treasurer; cc: Councillor Walker – May 19, 2000)

(Report No. 5, Clause No. 12(g))

5.17. Property Standards

The Planning and Transportation Committee gave consideration to a communication (May 4, 2000) from Councillor Michael Prue attaching a Notice of Motion, seconded by Councillor Pitfield, recommending that:

- (1) the City of Toronto endorse a policy of creating a task force made up of property standards officers, and when necessary, fire safety officers and health officials, to identify and document those buildings which do not meet minimum municipal standards as set out in Property Standards Bylaws, and to take all appropriate actions to bring these properties into compliance; and
- (2) that this Task Force of City employees report every three months to the Planning and Transportation Committee through to Council, on the progress made into cleaning up those buildings and apartment units which do not meet minimum standards; and
- (3) the Task Force first focus on 65, 71, 75 and 79 Thorncliffe Park Drive.

On motion by Councillor O'Brien. The Committee recommended to Council the adoption of the following motion of Councillor Prue which recommends that:

- (1) Council establish a task force made up of property standards officers, and when necessary, fire safety officers and health officials, to identify and document those buildings which do not meet minimum municipal standards as set out in Property

Standards Bylaws, and to take all appropriate actions to bring these properties into compliance;

- (2) this Task Force of City employees report every three months to the Planning and Transportation Committee through to Council, on the progress made into cleaning up those buildings and apartment units which do not meet minimum standards; and
- (3) the Task Force first focus on 65, 71, 75 and 79 Thorncliffe Park Drive.

(Report No. 5, Clause No. 10)

5.18. Official Plan Policy Approach to Parkland Acquisition City-Wide Applicability

The Planning and Transportation Committee gave consideration to a joint report (April 26, 2000) from the Commissioner, Urban Development Services and Commissioner, Economic Development, Culture and Tourism providing an update on the policy approach that has been developed by Economic Development, Culture and Tourism and Urban Development Services to identify and address parkland acquisition priorities and recommending that the Commissioners of Economic Development, Culture & Tourism and Urban Development Services report on the findings of the Parkland Acquisition Strategy upon its completion.

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

- (1) The Commissioner of Urban Development Services and the Commissioner of Economic Development, Culture and Tourism be directed to:
 - (a) apply the Official Plan policy approach to parkland acquisition in a manageable number of test areas, including the Wychwood Park – St. Clair West neighbourhood;
 - (b) develop parkland acquisition implementation plans for each of the test areas studied in the foregoing Recommendation (1)(a); and

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- (c) report to the Planning and Transportation Committee on the results of these directions by its September 11, 2000 meeting; and
- (2) further consideration of the Official Plan Policy approach to parkland acquisition be deferred pending the foregoing report request to Planning and Transportation Committee.

On motion by Councillor O'Brien, the Committee requested the Commissioner, Urban Development Services, in consultation with the Commissioner, Economic Development, Culture and Tourism, to report directly to Council for its meeting on June 7, 2000 with details of all the open spaces in the City of Toronto, including spaces such as golf courses, hydro corridors, and explain how these open spaces would affect the parkland acquisition program.

(Commissioner, Urban Development Services, Commissioner, Economic Development, Culture and Tourism – May 24, 2000)

(Report No. 5, Clause No. 11)

The meeting adjourned at 5:15 p.m.

Chair