
NOVÆ RES URBIS

NEWS OF THE CITY • TORONTO
VOL 4 • NO. 16 • APRIL 17, 2000

SPECIAL WATERFRONT SERIES



Docklands redevelopment: politics and structure

With the redevelopment of Toronto's waterfront NRU is running a special series of articles on waterfront redevelopments around the world. The first of a series, exclusive to NRU is about the redevelopment of London's Docklands written by Julie Wheelwright, a British journalist.

Just over a decade ago the **London Docklands Development Corporation** (LDDC) claimed on a billboard that, 'Canary Wharf – is the greatest business development in the world.' While that message seemed ironic in the early 1990s when property values tumbled and the Reichmanns went bust, the Thatcherite dream of turning London's derelict docklands into a thriving financial centre has only just begun to be realised. But as passions have cooled, politicians, architects, plan-

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MUNICIPAL VOTE 2000

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Toronto Charter a dead duck

The movement for special city-state status for Toronto appears to be a dead issue after the idea got a cool reception from the Harris Government this week.

Last week a group of three ex-mayors and 40 other citizen activists released a proposed Charter that would make Toronto an equal partner with the federal and provincial governments.

But this week the Ontario government, which would have to support any changes in the City's status turned thumbs down on the concept.

First, Municipal Affairs minister **Tony Clement** greeted the plan with skepticism. Then Premier Harris' deputy chief of staff, **Guy Giorno**, told the **Public Affairs Association**, "The separatist movement seems to have moved from Quebec to Toronto City Hall but Toronto residents don't want to miss out on the benefits of being part of the province of Ontario."

Meanwhile **Mayor Lastman** told reporters, "I don't want to break away from Ontario. I'm not a separatist. Just leave us alone. Get off our backs. Stop downloading."

However, the downloading issue has turned some councillors into separatists. Councillor **Michael Walker** (North Toronto) introduced a motion, seconded by

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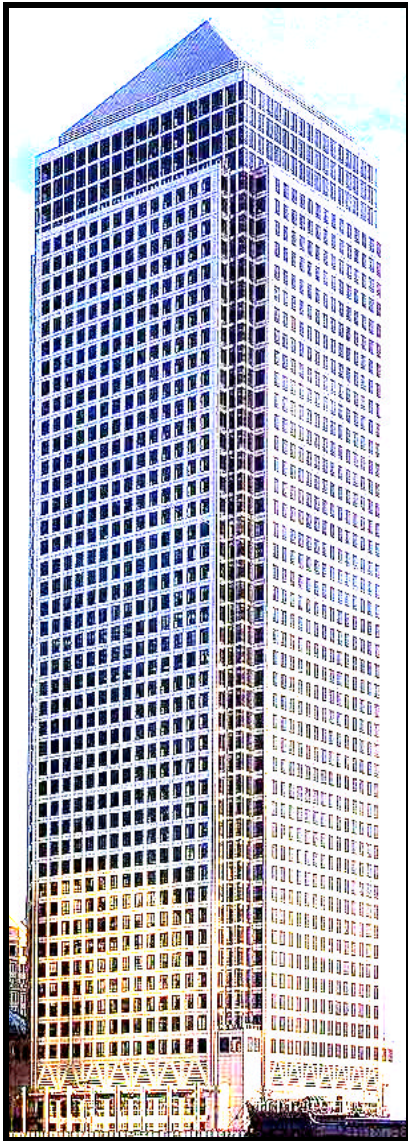
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Docklands (cont'd)

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ners and residents agree there are important lessons to be learned from London's brave experiment.

On the surface, the promise of urban regeneration in the 1980s was enticing to East London, where unem-



Docklands - One Canada Square

ployment and the cost of living were both high. Derelict industrial land lying on the Isle of Dogs, south-east of the city's financial centre would be turned into the largest office development in Europe, creating a new business capital by 1992. The local community, however, feared its destruction and losing the docklands' unique heritage.

Central government wheeled in big guns when it created the Docklands Corporation in 1981. **Eric Sorensen**, the chief executive from 1990 to 1997 says the corporation had powers to promote regeneration within the area through becoming a substantial landowner by a vesting declaration in 1981. It also controlled development through planning permission which

was a responsibility that previously belonged to local authorities and was given the money by central government to develop infrastructure. "If you want people to do things," said Sorensen currently chief executive of the **London Development Partnership**, "you need to make sure they have the power."

But in the late 1980s local authorities were still smarting from Margaret Thatcher's 1986 abolition of London's popular **Greater London Authority** chaired

by Ken Livingstone, who is currently running for Mayor, and they were deeply suspicious of the Docklands Corporation. "Tensions were inevitable," said Sorensen. "If you were a municipal authority and

someone vested your land and took over its authority, you'd feel resentful." But he defends the corporation arguing that authorities had become ideologically stuck on trying to retain the traditional docklands by building low-income housing while the support sectors were in decline. The Tories' proposal looked radical indeed.

"This was the armoury the corporation needed because it was an area of chronic dis-investment," said Sorensen, "We hunted for private investors and at first they weren't impressed. The whole area was 5,000 acres and it looked like a long term task." Indeed, the original Canary Wharf consortium headed by **Credit Suisse, First Boston, Morgan Stanley** and the **Travelstead Group** were so concerned about finding tenants that they backed out on a deal with the corporation in July 1987. Toronto's Reichmann brothers stepped in and upgraded the proposal to attract corporate head offices instead of secondary office space as originally

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"If you want people to do things, you need to make sure they have the power."

Eric Sorensen
CEO of London
Development Partnership

Toronto charter (cont'd)

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Councillor **Mario Silva** (Trinity Niagara), recommending that the question of separating from the province be put on the ballot as part of this fall's election.

Walker's resolution claims the city has been "shortchanged" by \$250 million a year because of provincial downloading.

Mayor Lastman on the other hand doesn't think the solution is a separate province. "We want a say in downloading. Work it out with us. I'd love direct transfers from the federal government. The province passed money on to us and \$5 million disappeared."

He also said that other cities like Montreal and Vancouver get part of hotel and gas taxes from their provincial governments, whereas Toronto gets nothing. •

Docklands (cont'd)

(Continued from page 2)

planned. Within 10 days the Reichmanns had taken over the original agreement and signed the closely guarded Master Building Agreement that controlled the development.

The massive central government investment and the lack of local involvement at the time created huge controversy around the docklands redevelopment. "That part of London had been characterized by low-income housing and little consumer choice," said Sorensen. "The corporation encouraged more upmarket housing and that jarred with the tradition of the community. But the port-related activities had gone by then -- there was no more traditional activity so there had to be a change."

Along came huge injections of cash, tax write-offs and a hands-off planning policy. Within the enterprise zone, developers were able to offset their building costs against income or corporate tax by 100 per cent, while the government picked up half the bill for the construction costs. During the first phase of the scheme, the government gave the developers an estimated \$3 billion in capital allowances; a tax holiday for occupiers until 1992; \$160 million towards the **Docklands Light Railway** service to the Isle of Dogs and more than \$1.2 billion for the Docklands Highway and internal road network.

The subsidies were massive. Eighty per cent of the site was covered by an 'enterprise zone' allowing the Reichmanns' company **Olympia and York Canary Wharf Ltd** to forego consultation with local authorities and to secure tax breaks. Among critics at the time were Labour MP **Nigel Spearing** who said the application for the Westferry Circus traffic island -- the size of Trafalgar Square -- was subject to less public scrutiny than "a planning application for an illuminated fish and chip shop in East India Dock road."

At the time, the building of Canary Wharf was seen as an example of local government's waning powers. **David Hall**, then director of the **Town and Country Planning Association**, said it was subject to no planning at all. "The control the public had hoped would be exercised by the Corporation had not materialised because it was not in their interest," said Hall. Another critic, **Bob Colenut** who was then with the Docklands Consultative Committee, said in 1989, "All conventional avenues of planning protest were exhausted -- this scheme will be made to work whatever happens." The Consultative Committee was set up after the

demise of the Greater London Council to monitor developments in the docklands. "If there was a council," said Colenut, "there would have been a fight to stop Canary Wharf, but without it, we failed."

Sorensen agrees that the boundaries between the public-sector driven development should have been drawn to include the neighbouring boroughs more fully. There weren't enough training and skills programs for local residents or work-related programs in local schools. He recalls looking out from the new Docklands Light Railway train onto crumbling housing estates at the time.

Canadian **Wendy Thompson**, chief executive of **Newham Council** between 1996 and 1999, agrees but says the communities on the Isle of Dogs were not well served by resisting redevelopment of docks that had been shut for 20 years. Thompson says the community would have been better off working with the Corporation because people in the local neighbourhoods really needed the public transportation, jobs and infrastructure. Although by 1996, she said, "the ideological clashes were in the past" and council moved beyond them, it missed earlier opportunities.

The biggest lesson to be learned from this is about timing. "You need to get the funding streams to work together," she said, "They never worked in the order that we needed them in Newham." Instead, the infrastructure followed commercial development and when the private housing market collapsed in the docklands in the late 1980s, public money was used to buy up homes. In the Royal Docks, families suffered with negative equity in their homes and had no access to public transport, schools or shops. "By and large this was not an easy set of conditions for a community to take root." Thompson concluded.

Perhaps the proof that the Docklands Corporation and the local authorities finally learned to work to-

(Continued on page 4)



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MUNICIPAL VOTE 2000

Election Newsflashes

Nyberg takes on Deputy Mayor

Toronto District School Board Chair **Gail Nyberg** registered to run in the new Ward 28 (Broadview Greenwood) last Friday taking on deputy mayor **Case Ootes**. Nyberg told *NRU* that she wasn't running against the deputy mayor she was running for the constituents in Broadview Greenwood.

NRU caught Councillor Ootes later Friday. Ootes said, "I look forward to the election, to focus on my record and to address the concerns of my constituents."

Zeppieri to take leave

In last week's *NRU* we reported that Toronto building employee Lorenzo Zeppieri was rejected by election officials. Due to the labour stoppage he was unable to inform us of his plans. Mr. Zeppieri will give notice of his leave from the city to resubmit his application.

Candidate Update

The following candidates have registered or re-registered for the election under the new boundaries this week:

New Ward 1 (Etobicoke North)
Suzan Hall

New Ward 27 (Toronto Centre-Rosedale)
Angus Robbie*

New Ward 29 (Broadview Greenwood)
John Papadakis
Gail Nyberg

New Ward 34 (Don Valley East)
Denzil Minnan-Wong

New Ward 35 (Scarborough Southwest)
Gerry Altobello

New Ward 43 (Scarborough East)
David Soknacki

*Correction

Campaign Event Update

Fundraiser for Councillor Bill Saundercook
Thursday May 4 - 5:00 pm to 8:00 pm
Indian Motorcycle Lounge
Tickets are \$150 per person
Call (416) 766-0606

Reception for Councillor Norm Gardner
Tuesday May 16 - 6:00 pm
Montecassino Place
3710 Chesswood Drive
Accepting donations up to \$750
Call (416) 225-2777•

Docklands (cont'd)

(Continued from page 3)

gether is reflected in the docklands' recent success. A new International Exhibition Centre is currently opening in the Royal Docks which could become a magnet for thousands of local employees. Canary Wharf is now almost fully leased and two more towers in the planning stage have already been leased. By 2006 Canary Wharf will have an estimated 90,000 employees giving local merchants a further boost.

Watch for part two of our special Waterfront series next week. •

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Sewer by-law watered down

Toronto's new sewer use by-law goes to a joint meeting of the works and economic development committees this Wednesday. The by-law will set weaker targets than originally proposed in the first draft circulated last spring. (See *NRU*, Apr 19/99 & Feb 8/99)

Environmentalists are disappointed with the final draft and hope the city will reconsider. **Shelley Petrie** of the **Toronto Environmental Alliance** told *NRU* that the by-law was originally meant to make polluters responsible for the effluent they produce rather than leaving the city to clean up hazardous waste. "With the new draft we won't have a strong by-law to remove

"With the new draft we won't have a strong by-law to remove harmful chemicals."

Shelley Petrie
Toronto environmentalist

harmful chemicals," said Petrie. When the new by-law is approved, industrial polluters will have to reduce or eliminate the chemicals they put into Toronto's waste water or face fines of up to \$100,000 for each offence. Environmentalists also worry the proposed by-law will see voluntary compliance win out over enforcement.

Toronto's amalgamation prompted the new by-law to replace the rules from the old municipal governments and the guidelines from the provincial Ministry of the Environment.

The proposed by-law eases restrictions on seven polluting chemicals. It loosens the limits on: chromium from 2.0 parts per million (ppm) to 4.0 ppm; chromium hexavalent to 2.0 ppm; copper from 2.0 ppm to 2.5 ppm; nonylphenols from 0.001 ppm to 0.020 ppm;

nonylphenol ethoxylate from 0.01 ppm to 0.20 ppm; Di-n-butyl phthalate from 0.08 ppm to 1.20 ppm; and Bis 2-ethylhexyl phthalate from 0.012 ppm to 10.000 ppm.

Industry representatives have complained about the city's lack of consultation on the by-law. Ontario director of the **Canadian Chemical Producers' Association**, **Norm Huebel** said, "We are committed to environmental protection but the new sewer use bylaw has been created by an absurd, unscientific and closed process." Huebel thinks a new sewer use by-law is welcome and his members are already involved in pollution prevention planning but he regrets that industry was kept out of the process to the detriment of good green policy.

"We are committed to environmental protection but the new sewer use bylaw has been created by an absurd, unscientific and closed process."

Norm Huebel

Gail Bolubash, spokesperson for the **Canadian Petroleum Products Institute**, echoed Huebel's concerns by explaining to *NRU* that CPPI applauds new limits and a new by-law but not without scientific or economic analysis. "(CPPI) would be happy to work with Toronto City Council on the sewer use by-law but we've only been consulted at the very end of the process. Our members won't be able to comply" she said. •

Mel wins strike

The city's inside workers went back to work last Tuesday after city and union negotiators reached a deal. The two sides agreed on all the outstanding issues except for job harmonization which both sides agreed to send to arbitration.

The deal is almost identical to the city's original offer leading some city observers to wonder if the strike was necessary. Will CUPE Local 79 president **Anne Dubas**' keep her job? One city insider told *NRU* that Dubas could weather any possible outcome from the strike because union elections are two years away and most

workers wouldn't hold a grudge.

One source close to the union described the outcome as good for workers because Local 79 got better benefits, a job retraining program and more hours for part-timers, as far as the union is concerned, they needed to strike to clarify some of the city's public and negotiating positions. Union insiders also denied that Dubas will be in any trouble as a result of the settlement. They think the union won the principles and the city won the timing. •

Six firms vie for trash diversion

Toronto's works committee examined proposals to divert Toronto trash from landfills to a variety of schemes that would compost, recycle and refine its solid waste. **All Treat Farms, Conporec/Matrec, Canada Composting/Stone & Webster, Herhof Technology (HUWS), Miller Waste/Rail Cycle North** and **SUBBOR** presented their proposals at a meeting last week.

The plans varied from trucking all the waste to building refining and composting facilities outside the GTA, to composting source separated organic materials, to building an enclosed facility in Toronto which would digest 100% of our solid waste and convert it to make compost and plastic products. The two most novel plans were by Canada Composting and SUBBOR.

Canada Composting plans to use a patented process, in York, Peel and Hawaii, to take up to 150,000 metric tons of Toronto's annual waste and convert it to useful components. The plan includes harnessing methane gas for an energy co-generation project with **Toromont** will power the plant and help Toronto meet emissions targets set out in the *Kyoto Protocol*. This plan includes options for facilities in Scarborough or Newmarket or both.

SUBBOR proposed a 100 percent diversion proposal in a similar range to the others that would be self-financing, promote tax savings and create 1,500 new jobs in Toronto. A facility in Scarborough would expand the company's existing projects in Pickering, Guelph and Maple, which use a secret anaerobic process called *enhanced digestion* to separate all garbage into components and recycle all the elements. Like Canada Composting, SUBBOR would also use gas by-products for energy. The company has received funding from the federal government's technology partnerships program to develop its technology, but the conditions of the program prevent company officials from divulging specific details. As a result, many questions from committee members weren't properly addressed.

Toronto works staff will examine the merits of the six and report back to the committee soon. One well placed source told *NRU* that the list will likely be shortened.♦

AMO wants new partnership with province

Michael Power, the President of the **Association of Ontario Municipalities (AMO)** recently challenged the province to come up with a "new Municipal Act based on partnership", between the province and its municipalities.

Citing recent legislation in Nova Scotia and Alberta, Power said it is time for Ontario to share power with municipalities. While acknowledging that municipalities only have the powers that provinces choose to give them, Power told a business audience, "we need a new deal, a new arrangement, a re-defined relationship based on a shared planning process."

Power pointed out that Nova Scotia now notifies municipalities a year in advance of proposed legislation if it will reduce the revenues or increase the expenditures of municipalities. In Alberta, mandatory consultation with municipalities is now required for major changes in funding arrangements.

By contrast, municipalities in Ontario were taken by surprise by unilateral decisions of the Harris government to download responsibility for programs like housing. "The speed with which the Harris government moved was astounding. There were no white papers or green papers and no delays of 18 months before anything happened", said Power.

Power was also critical of the current Municipal planning process saying, "one size doesn't fit all in Ontario. A solution for a large urban area like Toronto should not be transported across the province."

AMO also wants a say in how the province spends its tax money. Power demanded input on "how gasoline taxes are spent on transportation infrastructure projects across the province."

Power said "AMO is not attempting to overthrow the provincial government. Rather, we will have a discussionary revolution".

A draft Municipal Act was circulated to municipal officials last year by the province and consultations have since stalled.♦

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PLANNING & DEVELOPMENT NEWS

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FASTRACK service expanding

Commencing this week the FASTRACK building permit project will be expanded to certain *industrial* and *commercial* projects at customer service counters at North York, Scarborough, Etobicoke, York, and East York Civic Centres.

The service allows applicants to get same-day service providing no other approvals are needed and plans are satisfactory. Projects include: interior alterations up to approximately 300-square metres in existing buildings

with no change in use; interior alterations to restaurants with no change to the patron area; tents to be erected for special occasions; and minor fire damage repair.

FASTRACK applications will be received between 9 and 11 am on the following days: Scarborough and Etobicoke on Monday, North York and East York on Tuesdays, Toronto and York on Thursdays. •

• ONTARIO MUNICIPAL BOARD NEWS •

-ETOBICOKE-

Board supports homeowners' taste

A decision issued on April 5 by board member **Ronald Emo** gave **Amalia Emily Soulos** conditional approval for variance to construct a circular driveway at **51 Thorncrest Road**. Neighbour **Brian Steele** appealed the Committee of Adjustment decision to overcome an Etobicoke zoning code stipulating that "all driveways shall lead to a parking space, as required (ie attached garage, carport, detached garage or rear yard parking space)." Steele is of the opinion that the "three curb-cuts and two driveways are excessive and not in character with the Village."

Planner **Al Ruggero** and architect **Denny Maniates of Denny Maniates Architect** gave testimony on the applicant's behalf that there were similar driveway configurations in the area and that the variances sought were minor in nature. The board noted in its decision that while the appellant may not like circular driveways and curb cuts, they are not really in front of the Board and for that matter will not constitute an unacceptable adverse im-

pact on the enjoyment of his own property." Solicitor for **Amalia Emily Soulos** was **Claudio Polsinelli**. (See OMB case no. PL991242)

-TORONTO-

Home office approved for residential area

Board member **Susan Rogers** approved an application for rezoning at **85 Steeles Avenue East** but denied a motion for costs in a decision issued on April 4. **Peter Roh** appealed to the OMB because the **City of Toronto** refused to rezone his dwelling to permit a business office of 13 sq m in size for his accounting practice.

Planner **Peter Smith** of **Bousfield, Dale-Harris, Cutler & Smith Inc** gave evidence on behalf of Mr. Roh that the office would only constitute 4% of the total gross floor area, generate no parking requirements, would not have any traffic implications, and was a minor commercial uses that was ancillary to the residential use as a home occupation. The city charged that this would set a

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OMB news (cont'd)

(Toronto continued from page 7)

precedent and it was "the intent of the Official Plan to direct such home occupations either into a re-urbanisation area, or into, or near a commercial area." The board did not agree with this interpretation of the OP and found that the rezoning would not pose a destabilizing influence on the stable residential area. Solicitor for Peter Roh was **Adam Brown** of **Brown Dryer Karol**. Counsel for the City of Toronto was **Marc Kemerer**. (See OMB case no. PL991162)

New Bloor East address for building

In a decision issued on April 4, board member **Brian McLoughlin** allowed an appeal by **3170497 Canada Inc** of a Committee of Adjustment decision respecting the conversion of commercial space to residential at **620 Jarvis Street**.

3170497 Canada Inc proposed to reconfigure the ground floor to add an increase of five dwelling units on the ground floor and move the apartment building's main entrance from Jarvis Street to **Bloor Street East**. The committee previously permitted the renovation of existing commercial space and an increase in the maximum number of dwellings from 473 to 483 in 1998. Commercial tenants **Hyoung Kwan Kim** and **Amin Lakhani** appeared in opposition to the proposal. The board found that proposed increase in units was minimal and that there were no functional or amenity concerns. Counsel for 3170497 Canada Inc was **Leo Longo** of **Aird & Berlis**. Planner for 3170497 Canada Inc was **Robert Macaulay**. (See OMB case no. PL000093)

Ajax Manufacturing appeals OPA 443

In a decision issued on April 3, board member **Marie Hubbard** granted a partial appeal by **Ajax Precision Manufacturing Limited** of OPA 443 which had the effect of designating their manufacturing complex a legal non-conforming use (See *NRU* Jan 4/99, April 19/99).

Ajax is an auto parts manufacturer that has operated at **37 Penn Drive** since 1961. Ajax appealed Bylaw 33091 which introduced new industrial definitions, Bylaw 33092 which had the effect of rezoning various lands and deleting exception regulations, and Bylaw 33093 which introduced new exception regulations and protects exist-

ing uses on a site specific bases. The area was subject to an industrial review process to improve the compatibility and interface with non-industrial zones, however council did not grant a site-specific exemption for 37 Penn Drive despite recommendation of city planning staff. **Paul Stagl** of **Opus Management** was retained in April 1998 to undertake an independent assessment of the Ajax appeal and testified that Bylaws 33092 and 339093 were inconsistent and did not conform with relevant policy statements and the North York Official Plan.

The board found that Toronto council acted inappropriate and dismissed the appeal of Bylaw 33091, and allowed the appeal of Bylaws 33092 and 22093 in accordance with amendments. Ajax retained planners **William Hollo** of **William S. Hollo Consulting**, **Alan Theobald** and acoustic engineer **John Coulter**. Counsel for Ajax Precision Manufacturing Limited is **Barnet Kussner** of **Weir & Foulds**. The city retained planner **Lorne Ross**, acoustical engineer **Dr. A Lightstone**. Solicitor for the **City of Toronto** was **Brendan O'Callaghan**. (See OMB case no. PL971363)

Board supports Second Suites bylaw

In a decision issued April 7, board member **Bruce Krushelnicki** brought the issue of second suites to a conclusion by approving the **City of Toronto** OPA 4 as amended and dismissed all other appeals. The bylaw was a response to the Mayor's task force for homelessness and has the effect of permitting second suites in any single detached or semi-detached home as-of-right in the city. (See *NRU* May 17/99, July 12/99, August 3/99, Sept 29/99)

The board dismissed arguments from planner **Paul Stagl** of **Opus Management** that the second suite bylaw would eliminate exclusively single detached zoned

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OMB news (cont'd)

(Toronto continued from page 8)

neighbourhoods in the city, noting that "some neighbourhoods may not change at all or at least not in ways that are noticeable to those who live there."

The board was impressed with the arguments in favour of second suites and found that the bylaw was in conformity with the prevailing planning documents relating to housing, and constitutes good planning in light of the housing situation that the city faces. The board was confident that "it will relieve the pressure on rental supply at all levels, if only modestly." However the board amended the bylaw to provide that a "parking space be required as part of the addition of a second suite in a zone category, and where it has been removed by the amendment, it should be restored. In those zones where second suites had not previously been allowed, the addition of a suite should only be permitted where an additional parking spot can be provided wholly on the lot."

The board also directed that "wherever existing zoning bylaws provide language protecting the external appearance of a dwelling as a detached or semi-detached house that protection should be continued."

Counsel for the City of Toronto was **William Harwryliw**. **William Roberts** was solicitor for **York Mills Ratepayers Association Inc, Sherwood Park Residents Association, Bedford Park Residents Group of Toronto, Swansea Area Ratepayers Group, Lytton Park Residents Organization Inc, Oriole Park Association, Lawrence Park-Bayview Property Owners Association**. The **North Rosedale Ratepayers Association, North Hill District Homeowners' Association, Lawrence Park Ratepayers' Association, Playter Area Residents Association** solicitor was **Bruce Engell** of **Weir & Foulds**. Solicitor for the **University of Toronto** was **Neil Craik** and **Stanley Makuch** of **Casels Brock & Blackwell**. (See OMB case no. PL990850)•

• DEVELOPMENT NEWS • DEVELOPMENT NEWS • DEVELOPMENT NEWS

-TORONTO-

New hotel for Wellington West

Goldcastle Investments Limited Dawsco (Wellington) Corp has submitted an SPA for a hotel, retail, and residential condominium at **354 Wellington Street West**. The development will have 20,779 sq m of residential GFA for 241 units and 3,719 sq m of non-residential space with 232 parking spaces. There will be an amenity terrace space on the roof of level 2 and on the roof of level 13. Architect is **Barbara Dewhirst** of **Page + Steele Architects and Planners**.

New residential tower for Spadina Road

1160963 Ontario Inc has submitted an application for rezoning and OPA to construct a 19-storey 154-unit residential building with rental and condominiums at **330 Spadina Road**. The building will be 66.9 metres in height and be constructed beside an existing 23-floor building on the site bringing the total GFA of the development to 34,309 sq m GFA with 335-parking spaces below grade. Architect is **Rick Merrill** of **Page + Steele Architects and Planners**. **Stephen Diamond** of **McCarthy Tetrault** is solicitor for 1160963 Ontario Inc.

Service station renovation

Imperial Oil Limited has submitted an SPA to replace an automobile service station with a 330 sq. m GFA gas bar & convenience store with 10 parking spaces at **150 Dupont Street**. Planner for Imperial Oil Limited is **David Butler** of **The Butler Group Consultants**.

Ryerson proposes new building

Ryerson Polytechnic University has submitted an application for rezoning and OPA for a 16-storey institutional building on the parking lot at **243 Church Street**. **Lynda Grayson**, vice-president-administration told *Novae Res Urbis* that the new **Centre for Computing & Engineering** is part of the Ontario Government's **Superbuild** funding announcement and will contain approximately 2,200 student spaces to address the needs of the 'OAC double-cohort'. The development will have a 26,000 sq m non-residential GFA with a height of 66.86 meters and no parking spaces. No architect has been named for the proposal. **Marc Sterling** of **Sterling Finlayson Architects** is acting as agent on Ryerson's behalf. •

GTA/905 DEVELOPMENT NEWS

COVERING DEVELOPMENT FROM
BURLINGTON TO OSHAWA TO NEWMARKET



Mark These Dates

- Apr. 17** Monday, 9:30 a.m., **Economic Development and Parks Committee** - meets at City Hall.
- Apr. 18** Tuesday, 7:45 - 9:00 a.m., **Board of Trade** - a breakfast address by the **Honourable Dan Newman, Minister of Environment**, First Canadian Place.
- Apr. 18** Tuesday, 9:30 a.m., **Policy and Finance Committee** - meets at City Hall
- Apr. 19** Wednesday, 9:30 a.m., **Works Committee** - meets at City Hall.
- Apr. 19** Wednesday, 9:30 a.m., **Community Services Committee** - meets at City Hall.
- Apr. 25** Tuesday, 9:30 a.m., **Planning and Transportation Committee** - meets at City Hall.
- Apr. 26** Wednesday, 7:45 - 9:00 a.m., **Board of Trade** - a breakfast address by David Lindsay, CEO Ontario Super-build Corporation
- Apr. 26** Wednesday, 9:30 a.m., **Council (Special Council to consider 2000 Consolidated Operating Budget)** - meets at City Hall.

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NOVÆ RES URBIS

PUBLISHER **IAN A.R. GRAHAM** (iang@urbanintelligence.com)

EDITOR **IAN CONNERTY** (info@urbanintelligence.com)

NRU REPORTER **STEVE WILLIAMS** (info@urbanintelligence.com)

NRU² REPORTER **DARRYL SOSHYCKI** (info@urbanintelligence.com)

SALES/SUBSCRIPTIONS **SEAN HERTEL** (seanh@urbanintelligence.com)

LAYOUT **REID HENRY**

CONTRIBUTORS **JULIE WHEELWRIGHT**

NOVÆ RES URBIS is published 50 times per year and distributed via facsimile or e-mail by NRU Publishing Inc., 35 McCaul Street, Suite 305, Toronto, Ontario, M5T 1V7. Tel.: 416-979-3360 Fax: 416-979-2707.

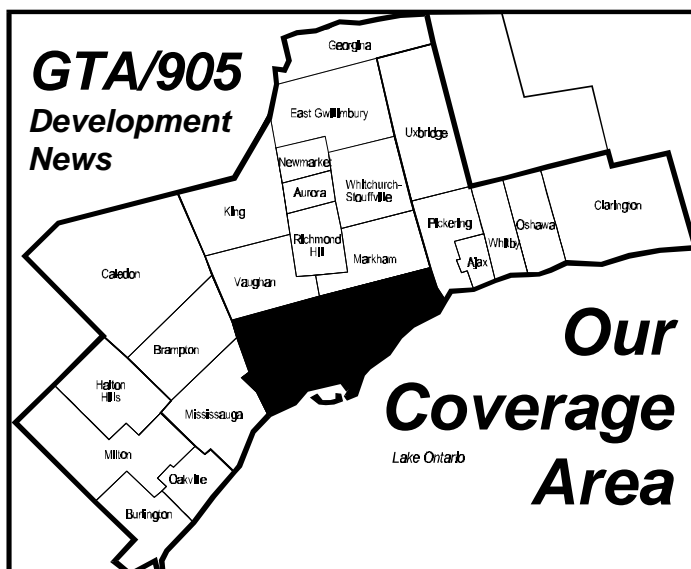
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city people

Cadillac Fairview Corporation has appointed **Peter Sharpe** to be president and CEO effective March 27, 2000. Sharpe has spent the last 16 years with Cadillac Fairview; most recently as Executive VP operations. He replaces **Bruce Duncan** who recently returned to the United States.