
NOVAE RES URBIS

NEWS OF THE CITY • TORONTO
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Policy on lobbyists in force

A city policy calling for disclosure of lobbying activity by companies bidding on city contracts worth more than \$2.5 million is in force, despite being challenged in the courts. This week, the city clerk added five completed disclosure forms to the city's website, bringing the total on the site to seven. The city awarded 39 contracts over \$2.5 million last year.

According to the policy, in place since August 2000, companies must disclose any communication (meetings, letters, telephone calls) with city staff, other than the official contact person for the project, and members of council and city agencies, boards and commissions, before the contract in question is awarded. The form lists the company name, the project number, the lobbyist name and the activities undertaken to help win the contract. If a company does not comply with the rule at the city, it faces being exempted from all requests and calls for a year.

Unlike the lobbyist registries in place in the provincial and federal governments, where lobbyists themselves must sign up and list all lobbying activity, not just that related directly to contract awards, the onus in the city policy is on bidding companies. As a result, ongoing lobbying activity at the city, particularly that related to policy development, is not made public through the city's policy. Both the provincial and federal registries are posted on government websites.

Members of the public can review lobby disclosure forms at the office of the city clerk or by going to the city's website at:

www.city.toronto.on.ca/tenders/bidders_list.htm •

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OMB pushes city on waterfront development

As soon as early spring, two key waterfront sites could go ahead for development, regardless of the aims of the *Waterfront Part II Plan*. In a decision issued January 11 board members **Marie Hubbard** and **Wilson Lee** allowed the appeal in part by **Avro Quay Limited** and **City Front Developments Inc.** against *interim control by-law 627-2000*. The by-law was extended for a further year to enable the city to undertake the requisite process leading to the *Part II Central Waterfront Plan*. The properties involved are the former **Marine Terminal 27** and **400 Front Street**. The owners requested that their properties be exempted from the by-law.

The city outlined a history of sustained interest in revitalizing the waterfront, and the pivotal importance of these two sites, one for park purposes and the other for road networks. The board agreed that "Toronto is in need of a vibrant, attractive and

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OMB pushes (from page 1)

well-designed waterfront.” But added that the city should “refrain from deploying the heavy armory of the interim control by-law. Above all, it should not use it to procrastinate.”

The city maintained that the MT 27 site might be needed for a park. What emerged at the board, was that there had been an abundance of studies undertaken over the past two or three decades, before and after the site was acquired by a private owner. In October, 1998 the city had supported a rezoning to permit primarily residential development on the site, subject to execution of a *Section 37* agreement. Therefore, without the enactment of the interim control by-law, the site would be on its way to development. The board also noted that this site was not included in the **Fung Report** as a park requirement. A park would also be permitted on the site under the zoning by-law, but the decision states “there is no other planning exercise required but for the decision whether the city wants to acquire the site.” The board concluded that the site will be exempted from the interim control by-law as of March 1st, which would allow “sufficient time for the city to consider whether to acquire the lands or leave it in the same manner as the Fung Report.”

The 400 Front Street site is described by **Rod McPhail, Director of Transportation Planning** for the city, as essential and pivotal to the future transportation plans of the city. It was clear to the board that if the city were to take down the **Gardiner Expressway** or to extend Front Street, this site would be required. “There is little doubt, that the site would be immensely important. It will be important under a number of scenarios, regardless of whether the Gardiner is to come down or not.” In

1995, the board approved an OPA and rezoning to enable residential development on the site.

“While the city may want to have its pace and schedule as to the vision of the waterfront, private landowners, for a variety of reasons, need to be told how and to what extent the ground rules are to be evolved.” The board stated it would not want to jeopardize any options for the city in the planning of its future, but it seems clear that the city has to take some steps towards acquisition of the site. On the other hand, the board has not been advised as to what are the exact plans for the site. They advise “that regardless of how the board will deal with this matter, the statutory cooling-off period for the interim control by-law will kick in and the city will not be able to stand still in its indecision. The window for indecision on this site is much smaller than the one for the plan.” The board ordered that as of May 1st, this site would be exempted from the by-law to allow the city time on the issue of acquisition.

Solicitor **Catherine Lyons (Goodmans)** represented Avro Quay Limited. **Patrick Devine (Goodman and Carr)** was the solicitor for City Front Developments Inc. Solicitor **Robert Balfour** represented the City of Toronto. (*See OMB Case No. PL001302.*)•

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• OPINION •

Resist a quick fix at city hall*by Lynn Morrow*

There is a certain amount of smoke being blown around city hall as councillors promote an auditor general for the city. It is certainly an opportune time to put the idea forward, considering the computer leasing debacle – currently off the front pages – is bound to come back again soon and the city's budget process is underway. It is outlined in a report written for the city by the former federal auditor general, **Denis Desautels**, that has been sitting on the shelf since last fall. **Mayor Mel Lastman**, who officially received the report this week from task force chair **Councillor Denzil Minnan-Wong**, backed the idea of an auditor general for the city during the last election, even after he and council voted it down during the first term of the new city.

The question one needs to ask is: what problem would an auditor general solve? It sounds nice and might help to instill some confidence in a city with a damaged record on financial controls. (This is a detail that Desautels underscores in his report.) Unfortunately, it could also serve to undermine, or at least displace, the city's current auditor, **Jeffrey Griffiths**, who by all accounts has done an admirable job under difficult circumstances to bring to light serious problems in the city's information technology and finance departments. His other high-profile work focused on the police service's approach to sexual assault, known as the "Jane Doe" audit.

According to the chair of the audit committee, **Councillor Bas Balkissoon**, the auditor could be given some more leeway through administrative changes but already has the independence required to get the job done. He told *Novae Res Urbis* last fall that the current practices at the city need to be spelled out clearly so that everyone understands what the auditor is doing and how his priorities are established.

In fact, Desautels' recommendations would not radically alter what happens now. He suggests naming an auditor general that would report directly to council through the audit committee. In addition, he would add a new internal audit function that would take its direction from the city administration and also report out to the auditor general and to council. Currently,

*(Continued on page 6)***Mel in Vancouver, more trips to come**

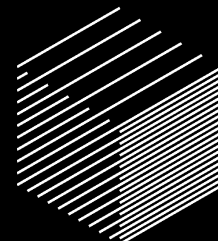
Embattled **Mayor Mel Lastman** is taking time out of his busy Toronto schedule to visit balmy Vancouver, where he is meeting with mayors from Canada's large cities and with **Jane Jacobs**. According to a spokesperson for **Vancouver Mayor Phillip Owen**, the shindig's host, the mayors will follow up on a discussion started at the first "C5" meeting last May in Winnipeg.

That means more money and power for cities – and more respect from Ottawa and the provinces – is on the agenda. We understand Mel will be making the trip by plane and not, as speculation would have it, on the back of a Harley.

The mayor's travel schedule stands to get a lot busier, too. A report going to the economic development and parks committee next Monday recommends a series of international trips as part of the mission to make alliances with other world cities. (*See Novae Res Urbis, November 23, 2001.*) If the plan is approved, Lastman will travel to California in February (and miss the special policy and finance committee meeting to make final recommendations on the city's 2002 budget), to East Asia in early April, to Europe and Israel in May, and then back to Europe next October (in the midst of the process to set the 2003 city budget).

Bon voyage, Mel!•

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'Have' and 'have-not' departments vie for dollars

During this year's abbreviated city budget process, Novae Res Urbis will bring you regular updates on the debates and decisions at city hall.

Let the games begin! As the budget and standing committees began wading through the city's 2002 budget in the last week, the pecking order of city departments and agencies was again laid bare. For example, the police came into the new city in 1998 with a \$495.9 million operating subsidy. For 2002, **CAO Shirley Hoy** is recommending a subsidy of \$585.5 million, which would be an 18 per cent increase over pre-amalgamation days. And it is not likely to stop there.

For one thing, the proposed budget does not include a wage increase for police officers, who are negotiating a new contract this year. Nor does it include money for a police helicopter, which is sure to come up again during the year, after the regular budget is approved. As well, police services board chair **Norm Gardner**, who was on hand when the city's budget committee reviewed the department's numbers on January 11, exuded confidence about the police force's chances in the budget process. He told *Novae Res Urbis* he expects to get \$700,000 more for an anti-gang unit, even before **Mayor Mel Lastman** shook hands with a Hell's Angel for the cameras.

In total, the police have asked for \$5 million for added services that are not being recommended by Hoy. Gardner would also like to see the summertime "community action policing" program brought back in order to increase the number of cops on local beats during the summer months, when the force also has to cover major events in the city. The program was introduced in 1999, when extra money was given to the police after the city's budget was approved. While it is not on **Chief Julian Fantino's** list for added funding this year, Gardner said he hopes that councillors will keep the pressure on for additional local policing.

"I would like to see some initiatives from city councillors for the community action policing to take place because that was also what I would call inexpensive policing over a short period of time," Gardner said. "If we can get some of the things that he (Fantino) is looking for in the budget passed, then perhaps we could devote some of our officers to some

of these tasks or we'll get in some of our overtime so we can capture it somewhere."

In most city departments, new initiatives are completely out of the question in the process being rolled out by Hoy and budget chief **David Shiner**. A report from the city's children and youth action committee recommending more than \$7 million worth of program enhancements in public health, parks and recreation, libraries and childcare does not figure in the formal budget process. However, costs associated with the papal visit next summer and the emergency measures package proposed last fall by Lastman are not currently accounted for in Hoy's proposed budget. Budgets for both of these initiatives will be presented next week.

Composting program risks delay

Over in the works department, necessary spending to ramp up the city's newly adopted waste diversion program is not even included in this year's recommended budget. The collection of kitchen waste from households will go ahead this year as planned in Etobicoke, where garbage collection is contracted to a private company. But money to buy trucks to start picking up organics in Scarborough early next year and to increase the processing capacity at a city plant has been deferred. At the same time, \$150,000 was added to the capital budget to study new ways of incinerating garbage, a method not included in the waste diversion task force's recommendations.

The other fly in the ointment is the proposal to implement fees for garbage collection from small businesses on main streets and to increase fees for collection at the city's schools. Small businesses are calling the proposal a back-door tax increase and some are suggesting a switch to private collection. **Councillor Betty Disero**, who chaired the waste diversion task force, was surprised to discover that, contrary to a motion she put through council last year, revenues from garbage collection are not being set aside to fund the costs associated with her recommendations.

If the proposed budget is approved, the works department will also lose air quality and noise monitoring, as well as its community outreach unit.

Meanwhile, the roads budget hasn't hit any major

(Continued on page 5)

City Centre Airport feasibility study released

The **Toronto Port Authority** commissioned report *Toronto City Centre Airport General Aviation & Airport Feasibility Study: Small Footprint – Big Impact* was released this week. The report, prepared by **Sypher: Mueller International Inc.**, in partnership with **Pryde Schropp McComb Inc.**, **Queen's Quay Architects Intl. Inc.** and **Temple Scott Associates**, outlines various business options for the future of the airport.

“The airport is at a crossroads - continuing on the current path will see ongoing deficits and ultimately the cessation of scheduled service at the airport,” states the report. Three scenarios are outlined: a continuation of the status quo; expanded turboprop service which would require provision of a fixed link, or other access improvement; and jet service. The third option would require a modification to the existing tripartite agreement between the port authority, the city and the federal government, to permit small commercial and corporate jet aircraft. To support both of the growth scenarios, a new terminal at a cost of \$20 million and improved access at \$16 million would be required. For jet service, an additional \$1.5 million for improved approach aids and \$2 million for runway strengthening would be required capital costs.

Highlighting airport issues, the report states “If the airport is to continue to operate, a master plan addressing land use planning, access to the south side and a long-term physical plan for the airport should be completed. The **City of Toronto** should protect the

airport from encroachment into its approaches in any new city plans.” Section 14.48 of the current *Toronto Official Plan* states “Council will support the continued use, for aviation purposes, of the airport on the *Toronto Island Airport Lands*, including protection of existing flight paths to and from the airport...”

In regards to ownership/management, the report states that the **Greater Toronto Airports Authority** has been expressing an interest in operating the airport, but determines that “there are no foreseeable efficiency gains if the GTAA operates the airport.” As well, the findings show that continued airport operation appears to be consistent with the economic renewal theme of the **Fung Report**.

Historically the tripartite agreement requires the federal Ministry of Transport to fund operating deficits at the airport, “but these have not been provided for some years.” The report goes on to say “the city has not honoured financial obligations to the Port Authority, and the province has ceased to provide ferry subsidies.”

The airport reached its peak in the late 1980's where traffic peaked in '87 with 400,000 passengers and has since continuously declined to 114,500 in 1998. During the airport's peak traffic years it served 13 to 20 per cent of the total passenger demand in the markets where services were offered. Since 1991, the total demand in these markets has increased by 15 per cent, but the market share of the airport has declined to a level below 5 per cent.

A letter to **Mayor Mel Lastman** and **Transport Minister, David Collenette**, states that the airport is currently underutilized, but “has the potential to make a significant contribution to the economic health of the City of Toronto.” The letter by **Henry Pankratz, Toronto Port Authority Chairman**, adds that the authority is not making any decision at this time on the business scenarios in the report and does not intend to hold a consultation process at this time. However, “the Board of Directors believes that a public consultation should, at an appropriate time, form part of any process established by the City of Toronto and the Government of Canada to decide on the future operations of the TCCA.” It adds, that the city and the federal government should “develop their own process for reviewing the options for the airport in the course of developing the Waterfront Revitalization Initiative.”•

Have and have-nots (from page 4)

snags. The recommended \$167.3 million is in line with last year's budget and was not subject to any serious concern at the standing committee. By contrast, the **Toronto Transit Commission**, which requested \$166 million from the city, stands to get \$152 million and, with rising costs and an expected wage settlement of around 3 per cent, is considering a mid-year fare increase of at least 10 cents.

Next week, standing committees continue to meet and hear deputations from the public before they make their recommendations to the budget committee. Council expects to approve the budget during the first week of March. •

A Tale of Two Cities: Montréal makes transit more affordable

It may be known as “The Better Way” in Toronto, but when it comes to subway fares, the better deal is found in Canada’s second largest city.

With the recent introduction of the new student pass, all full-time college and university students, ages 18-25, residing within the new amalgamated **City of Montréal**, can now ride the city’s sleek and comfortable *Metro* subway system for \$25 a month. This means students pay just \$300 a year for unlimited travel on the system. Meanwhile, Toronto Council is contemplating a 10 cent-plus fare hike.

Thanks to bold action taken by the new mayor of the amalgamated City of Montréal, **Gerald Tremblay**, the 60,000 post secondary students on the island of Montréal now pay \$68.50 per month *less* than their counterparts in Toronto (a yearly saving of \$600). While the **Toronto Transit Commission** now has a monthly student pass of \$80 – applicable only to high-school and not post-secondary students – the average Toronto college student now pays a regular full adult fare, forking out over \$ 1,100 a year in public transit costs.

Yet Tremblay’s leadership passed virtually unnoticed in English Canada, coming at the same time as Toronto’s flamboyant mayor was himself making front-page headlines in Quebec’s daily press with a Hell’s Angels handshake.

Darren Becker, communications advisor to Montréal’s new Mayor, says Tremblay also overruled his own transit officials, who had wanted to phase-in the new pass, starting in September 2002. “It was a commitment we made during the November election campaign,” said Becker. “The Mayor wanted it done as soon as possible. It’s a big savings for students. Aside from some major line-ups to implement it quickly, the pass is now in place and working well.” The measure was endorsed last summer as a key plank of Tremblay’s **Montréal Island Citizens’ Union**, the local municipal party that swept him into power with over 50 per cent of the vote.

With a new political re-alignment at Montréal City Hall, there may also be an opportunity for Canada’s urban transit systems to get a sympathetic ear and push the transit agenda in Ottawa. The **Montréal Transit Commission**’s new chair is politically savvy

Councillor **Claude Dauphin**, representing **Lachine** on Montréal’s new 73-member mega-council.

Dauphin, well liked by Tremblay, sits on the new city’s powerful cabinet-style executive committee, and is a member of **Federal Finance Minister Paul Martin**’s inner circle. He is a former senior policy advisor to Martin, and a Liberal member of the **Quebec National Assembly**. He says his principle mandate is to promote public transit. That’s good news considering 1.6 million motorists now clog the Island of Montréal’s road network each day.

While overall transit use (Quebec-wide) is at its highest level in years, recent statistics also reveal that car ownership, and usage, are growing at a faster rate than transit use. In Montréal, car use has gone up 30 per cent from 1987 to 1998, according to the metropolitan transit agency.

Yet there is one transportation dossier in the newly amalgamated City of Montréal that sounds eerily familiar: a rail link from the airport to downtown – a project **Federal Transport Minister David Collette** has mentioned on numerous occasions, but has yet to fund. •

see table: Montreal Transit vs TTC: the numbers

Resist a quick fix (from page 3)

Griffiths’ department does a bit of both.

A problem that persists at the city is that audit recommendations get lost in the shuffle. There is no clear procedure for monitoring implementation (and the same is true of council directions, which sometimes seem to get lost in translation). What difference would an auditor general make in ensuring that recommendations are followed? Is this not the job of the city’s top administrative staff?

The bottom line is that there are administrative changes that could be made at the city to make the operation more accountable to council and the public. But it’s important not to imagine that simply naming an auditor general will solve any of the problems that have surfaced over the last year. •

Police have MFP lease

During deliberations on the Toronto police budget on January 11, it was revealed that the police service has a three-year lease with **MFP Financial Services** for mainframe computers, scheduled to end in 2003. The financing was not put out to tender in 2000, when the deal was made.

According to police services board chair, **Norm Gardner**, the contracts are straightforward and “are not an issue.” The financing is for \$3.4 million worth of **Unisys** mainframe computers at an interest rate of 6.79 per cent.

Frank Chen, an administrator with the **Toronto Police Service**, told *Novae Res Urbis* the police had

a previous leasing agreement with MFP between 1996 and 2000. The latest contract was sole-sourced, he said, because MFP was in the best position to work out a deal with Unisys and the police to replace one of the force’s two mainframes. A report on the lease is being prepared for the police services board and the city’s budget advisory committee.

City council has still made no decision on how to proceed with a separate financing deal for computer equipment with MFP that went beyond council-approved parameters and resulted in allegations of inappropriate behaviour by city staff. (*See NRU, December 21, 2001.*)•

A tale of two cities (from page 6)

Montréal transit vs. TTC: the numbers

	Toronto Transit Commission	Société de Transport de Montréal*
City population (1996 census)	2.4 million	1.8 million
Ridership	420 million riders per year	335 million riders per year
Subway cars	672 vehicles	759 vehicles
Subway Stations	66	65
Subway Lines	2	4
Provincial operating subsidy	No assistance	\$79.2 million/year
Single adult cash fare	\$2.25	\$2.25
High school student pass (to age 19)	\$80	\$25
Seniors pass	\$80	\$25
Full-time post secondary student pass(to age 25)	\$93.50 adult pass (no student pass)	\$25 (new January 2002)

* the newly amalgamated City of Montréal came into being January 1 2002

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Conditions for Forest Hill house

In a decision issued January 4, board member **Penny Wyger** allowed the appeal in part by **William Wilder** against applications for minor variance by **Jill Adolphe** that were granted by the **Committee of Adjustment** for **404 Russell Hill Road**. The applications would allow the construction of a 1,157 sq. m. two and one-half storey detached dwelling on consolidated lands known as 402-404 Russell Hill Road. The appellant is the neighbour at 400 Russell Hill Road. Evidence showed that the property is located within a low-density residential area under the official plan, which allows a G.F.A. of up to 1.0 times the area of the lot. It was shown that neighbourhood densities range up to 0.66 times the lot area and the proposed density is 0.58. The proposed dwelling is to face Russell Hill Road, while the Wilder house is sited sideways on the lot, so its rear wall would face the south sidewall of the new house. Evidence demonstrated that a portion of the south wall of the proposed dwelling would be visible from several of the existing windows located on the second floor of the Wilder house, which would have an unacceptable adverse impact. **Sharyn Vincent (Sharyn Vincent and Associates)** gave evidence in support of the proposal, showing that it met the height limits of the zoning by-law, would create no shadow impact, and an existing hedge between the properties would serve as an effective buffer. Even though the required side yard setback was 1.2 m., Vincent showed that the location of the Wilder driveway would result in a separation distance of 5.2 m. The board concluded that all five requested variances met the four tests of the *Planning Act*. It allowed the development with the

conditions that it be built in accordance with the plans by **Climas Green Liang Architects Inc.** and for a continuous evergreen hedge along the southern boundary. Solicitor **Adam Brown (Brown, Dryer, Karol)** was the solicitor for Jill Adolphe. **Michael Vaughan** was the solicitor for William Wilder with evidence from planner **Robert Lehman (The Planning Partnership)** and architect **Peter Turner**. (See *OMB Case Nos. PL010868 and PL010332.*)

Townhouse condos on Finch

In a decision issued January 11, board member **Marilyn Eger** allowed the appeal by **Rashmi Nathwani** for a proposed plan of condominium that the city had failed to make a decision on for **1723 Finch Avenue**. The zoning by-law and site plan agreement to permit the development of 24 townhouses had already been passed. The units were substantially constructed. The board was informed that the parties had reached an agreement, and found the plan of condominium and proposed conditions represented good planning. The plan was approved with the condition that the city would have the authority to clear the conditions and to administer final approval. A further hearing date was set for February 14 to determine outstanding issues related to the condition. Solicitor **Stephen D'Agostino (Thomson, Rogers)** represented Rashmi Nathwani. The city was represented by solicitor **Jason Park**. (See *OMB Case No. PL010917.*)

Vehicle repair shop discontinued

In a decision issued January 4, board member **John Aker** dismissed the appeal by **Westport Crescent Holdings Ltd.** for a variance that was dismissed by the **Committee of Adjustment** for **431 Nugget Avenue**, Unit 12. The application was to permit the maintenance of the existing vehicle repair and service garage in the industrial building. The use is not permitted under the zoning by-law, but the existing business had operated on this site for over 14 years. Evidence from city planner, **Bruce Gray**, showed that the property is located in the *Marshalling Yard Employment District Secondary Plan* and is designated

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OMB (from page 8)

for clean industry. In his opinion, the variance doesn't maintain the general intent and purpose of the official plan and the zoning by-law. The city has received complaints about activities on the property, which were considered disruptive to neighbouring uses. The appellant did not provide planning evidence to support the variance. The board found with the city evidence and determined that the intent and purpose of the official plan and zoning by-law was not maintained. The board found that the requested variance was not minor. Solicitor **Mark Flowers** represented the **City of Toronto**. **Helga Heemsoth** represented Westport Crescent Holdings Ltd. (See *OMB Case No. PL010166*.)

High density development permitted near Fort York

In a decision issued January 11, board members **Marie Hubbard** and **Wilson Lee** allowed the appeal in part by **H & R Developments Ltd.** for official plan, zoning amendment and site plan for **640** and **650 Fleet Street**. The proposal was to allow the development with a total of 1,600 residential units on the 2 ha. site, which required an amendment to the *Bathurst & Strachan Part II Plan* and to the requisite zoning by-laws. The proposal consists of three towers, two at 38 storeys and one at 28, with the base podiums forming a street wall for **Fort York Boulevard** and **Fleet Street**. Prior to the start of the hearing, a series of settlements were reached. The city accepted the latest proposal including land exchanges to connect the parks to the waterfront through the Fort York Armoury site. The **City Centre Airport** authority came on side as a result of the accommodation made to the flight path for its north and south runway. **St. Mary's Cement** withdrew from the proceedings as a result of the last minute concession made by H & R, to defer development of a portion of its site. That left the **Friends of Fort York** the only remaining party in opposition. The main point of contention was not related to the land use, but whether the towers should be constructed. That question was settled by the Part II Plan, since intense residential uses were permitted. Concern remained as to whether the Board should "endorse the city's position in accepting the latest revision and the deviation from the limits in height or

massing." Specifically, at issue was whether the proposed massing would trivialize the Fort as a heritage feature. **Marc Kemerer (Cassels, Brock & Blackwell)** solicitor for the Friends, argued that since the Part II Plan is fort centric, any negative effect on the fort and its heritage features should not be allowed. The board determined that the Part II Plan had four overriding objectives: to rejuvenate and redevelop the area; to recognize the significance of the fort; to ensure transit and road existence to integrate the area with the rest of the city; and to promote park expansion and related linkages. The city early on recognized that land consolidation and exchanges were needed on site. As well, it was willing to grant an increase in building height. The board found that "the objectives of the city's actions would enable increased parkland east of the Armoury, to enhance the view to and from the fort and to enable a road to be constructed so that the fort would be visible, serving a larger purpose for the fort. Further, the board found that the proposed towers would have due regard for all policies, and the proposed height and massing would provide for an appropriate relationship to the area. The Friends were concerned that allowing this proposal would set a precedent for the area. In response, the board noted city staff's analysis, and determined that they could not "subscribe to the theory that the site would set the unyielding precedent or the tone for future development." In conclusion, the board found that there was a symbiotic relationship between the development of the site and the heritage enhancement of the fort. "The establishment of a new road as a result of the development, the prospect of a new visitors' center, the creation of park linkages, and the large contributions to be made to fund the improvement of the Fort," were indicators of this symbiosis. The development of the northeast portion of the site, abutting the St. Mary's Cement lands, will be deferred and dealt with at a June hearing. Otherwise, the appeals were permitted, but the order withheld until receipt of the official plan amendment and zoning by-laws necessary to implement the applicant's proposal, among other conditions. Solicitors **Raymond Feig** and **Mark Flowers** represented the City. **Stephen Diamond**, **Cynthia MacDougall** and **Calvin Lantz (McCarthy Tétrault)** were the solicitors for H & R with evidence from project

(Continued on page 10)



Mark These Dates

Friday January 18

Planning and Transportation Committee, budget review, Toronto City Hall, 9:30 a.m.

Monday January 21

Economic Development and Parks Committee, budget review, Toronto City Hall, 9:30 a.m.

Toronto Transit Commission, Toronto City Hall, Committee Room 2, 1 p.m.

Tuesday January 22

Works Committee, budget review, Toronto City Hall, 9:30 a.m.

Wednesday January 23

Community Services Committee, budget review, Toronto City Hall, 9:30 a.m.

Economic and residential market outlook for 2002, panel presented by the **Urban Development Institute**, Inn on the Park Hotel, 5:30 p.m. to 9 p.m.
Call 416-498-9121.

Thursday January 24

Administration Committee, budget review, Toronto City Hall, 9:30 a.m.

Friday January 25

Economic Development and Parks Committee, budget review, Toronto City Hall, 9:30 a.m.

Wednesday January 30

Municipal infrastructure partnership conference, sponsored by the **Canadian Urban Institute**, Four Seasons Hotel, 21 Avenue Road, 8 a.m. to 4 p.m.
Call 416-365-0816, ext. 234.

GTHBA's President's Dinner, Sheraton Parkway Toronto North (Leslie and Highway 7), 5:30 p.m. Call 416-391-3446. •

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OMB (from page 9)

architect **Salomon Wassermuhl**. Solicitor **Mike McQuaid (WeirFoulds)** represented St. Mary's Cement. Evidence for the fort was presented by **Robert Allsopp (du Toit Allsopp Hillier)**. Toronto City Centre Airport was represented by solicitor **Paul Ginou (Fraser Milner Casgrain)**. Solicitors **Brian Bucknall (Osler, Hoskin & Harcourt)** and **T. Shenks** represented **Lehman Bros. Inc.** (See *OMB Case No. PL001302.*) •