
NOVÆ RES URBIS

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Bedford picked to lead city planning

Paul Bedford, director of planning and chief planner in the former City of Toronto, has been named *executive director, urban planning*, for the new city.

Bedford is well known in city planning circles for his wealth of experience with Toronto's municipal government, including 18 years senior management responsibility in policy formulation and project management. He was selected from among ten applicants for the executive director's position, with only two candidates short-listed for last Wednesday's final interviews.

The first round of interviews was conducted by urban development commissioner **Virginia West**, chief administrative officer **Michael Garrett**, and **Ed Sajecki**, former planning commissioner in Etobicoke and now planning commissioner in Burlington.

While at the City of Toronto Paul Bedford developed the "three lenses", an innovative conceptual framework for understanding and thinking about the city's distinct areas: stable neighbourhoods, re-investment areas, and green/brownfields. He led a bold new corporate planning initiative for the revitalization of King-Spadina and King-Parliament, eliminating land use and density controls in favour of performance standards with an emphasis on the re-use of existing buildings, re-

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City prepares for final budget debate

On Wednesday Toronto councillors settle in for three days of debate on the 1998 capital and operating budgets and their first challenge will be to narrow the \$141-million gap between what the budget committee has recommended and what the pre-amalgamation municipalities levied in 1997.

After spending weeks reviewing each department's spending priorities the city's budget committee, chaired by **Tom Jakobek** (Toronto East), has presented a package that would see property taxes in the city rise 5.5%.

If council wants to maintain taxes at 1997 levels — and support Mayor Lastman's pledge for a zero tax increase — councillors can accept the offer of the \$150-million provincial loan and grant, they can reduce service levels, or they can increase user fees beyond what is in the budget committee's draft budget.

Councillors could also choose to increase taxes, although there is no indication at city hall that politicians want to incur the wrath of taxpayers over a tax increase.

The draft budget prepared by the budget

(Continued on page 2)

Bedford picked (cont'd)

(Continued from page 1)

investment and a quick approval process.

Speaking to the **New Toronto: New Era, New Opportunities** conference (organized by **Urban Intelligence Inc.** and **G.P. Murray Research Limited**) last February, Bedford said that the new city should not use a "cookie cutter" approach to planning because Toronto's six divisions are still very different.

The key is to learn why different communities fight for and value their lifestyle and neighbourhood. For example, Toronto's Annex neighbourhood is close and dense, while North York, Scarborough and Etobicoke enjoy open space and big lots. Simply creating one planning template across the entire city would be a huge mistake.

Bedford sees the new Official Plan as a *strategic plan* rather than a set of planning regulations. Currently OPs produce a lot of regulation and an inferior end product with their detailed and legalistic limitations on city planning, Bedford said at the conference. At the same time, they give residents the false hope that the OP actually protects their neighbourhood, when in fact most applications require an OPA. So why have a meaningless yet detailed city plan?

Instead the OP should not include land use designations or density numbers. It should provide a guide for the capital budget and a strategic plan for the city, not a technical one for planners and lawyers, Bedford said.

As planning director in Toronto, Bedford led his staff and managers during an exciting time in Toronto's history with dynamic new plans for King-Spadina, King-Parliament, Greenwood Racetrack, the Massey Ferguson lands, the Gooderham and Worts lands, the Raptors' Stadium, and a revitalization strategy for Yonge and Dundas, plus the approval, within a record six month time frame, of the \$2-billion Railway Land development.

Paul Bedford joined the city's planning department in 1973 as a planner in the north and waterfront sections. He has a Bachelor of Arts in urban geography and a Masters degree in city and regional planning from Southern Illinois University.

Congrats!

Budget debate (cont'd)

(Continued from page 1)

committee comes in the wake of mounting budget pressures from inside the city — \$147-million in local pressures — and from the uploading and downloading of provincial programs creating an additional \$141-million in new costs. In total the budget committee faced \$288-million in new pressures over 1997.

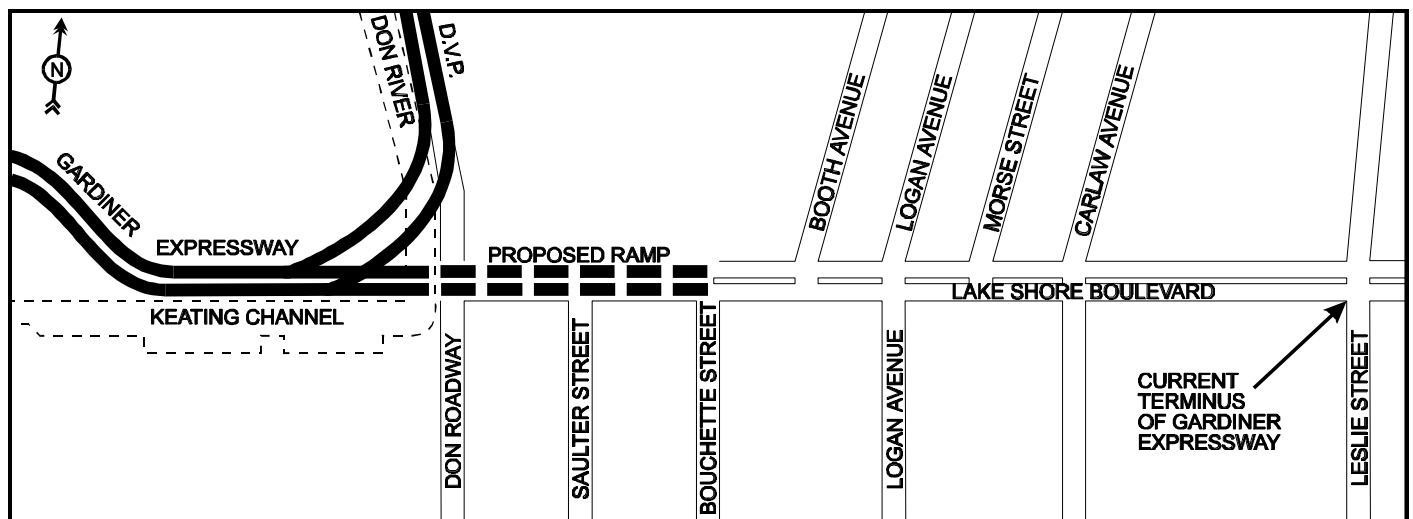
Although a number of departments have increased fees to respond to budget shortfalls, service cuts have not formed part of the budget strategy for this year. In fact, many of the service anomalies from the pre-amalgamation municipalities will continue to be funded in 1998.

North Yorkers will continue to receive twice a week garbage pick-up instead of once a week at a cost of \$300,000 for the balance of 1998. Reducing this service would save \$600,000 per year on an ongoing basis. North Yorkers will also continue to get blue box service every week unlike other areas of the city which get recycling service every other week; standardizing this service would have saved the city \$500,000 per year.

Scarborough and North York residents will continue to get the end of their driveways cleared of snow in the winter at a cost of \$3.3 million per year, whereas other residents must fend for themselves. Sidewalks will also be ploughed by the city in Scarborough, East York and North York at an annualized cost of \$4.1-million.

On the topic of increased fees, the parks and recreation budget shows an increase of \$1.2-million in user fees for 1998, which is primarily revenue from ice rental, increased green fees at golf courses and parking charges at city parks. The major political battle of charging user fees for parks and recreation programs in the former City of Toronto seems to have been postponed. Harmonizing recreation program fees across the new city would generate \$10.5-million per year according to budget documents.

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Gardiner East dismantling inches forward

The two kilometre stretch of the F.G. Gardiner Expressway between the Don Valley Parkway and Leslie Street is coming down...eventually. At council April 16, it was decided that the project endorsed by the Urban Environment and Development Committee will go ahead as planned with some revisions. Work will begin in 1999 and will be completed in mid-2001.

Essentially, council supports the dismantling but wants the opportunity to receive more information and provide opportunities for further public consultation. Council also requested the establishment of a *construction monitoring committee*, a cost analysis for the relocation of the railway from the median to the north of Lake Shore Blvd., and that meetings with objectors to the project including **TEDCO** and the **Toronto Harbour Commission** be held to develop a possible compromise.

Metro council approved the dismantling of the Gardiner east of the Don River in December of 1996. With Metro's removal of the Scarborough Transportation Corridor from the Official Plan and considering that the 33-year-old expressway is expensive to maintain, the decision seemed inevitable. This year, the Urban Environment and Development Committee developed a report that supports the Metro position: "*From a life-cycle cost perspective, this design is less expensive (\$34 million) than rehabilitating the existing Expressway structure (\$48 million), it provides approximately the same level of transportation service and permits improvements to the urban character of the Lake Shore*

Boulevard East corridor".

On the project team is lead engineer **Murray Thompson** of **Cole, Sherman Consulting Engineers and Planners**; **Ron Klatt** of **Morrison Hershfield Limited** (structural); landscape architect **John Hillier** of **du Toit Allsopp Hillier**; public art consultant **John McKinnon**; **David Dilks** and **Nicole Swerhun** of **Lura Group** (public consultation); and Manager of Project Planning and Design **Kathleen Llewellyn-Thomas** of the City of Toronto Transportation-Metro Office. •

Council delays deal with Consumers Gas

City council has sent a deal with **Consumers Gas** — to lease decommissioned gas mains for telecommunications purposes — back to the works and utilities committee for further consideration. Council has also requested that the commissioner of works and emergency services outline a comprehensive policy for the use of public rights-of-way for the development of a telecommunications network.

If the deal had been approved by the city, Consumers Gas would have paid the city \$1.00 per meter of decommissioned gas main in the 42 kilometre project per year; Consumers Gas would then have charged **Metronet Communications Group Inc.** between \$2.00 and \$2.50 per metre per year to carry their fibre optic cable (see *Novae Res Urbis*, March 23). •

The Toronto Island Fixed Link EA

Earlier this month, **Dillon Consulting Limited (Laurie Bruce)** released the *Final Environmental Assessment Report* regarding the **Fixed Link** to the Toronto City Centre Airport (see *Novae Res Urbis* Aug 25/97, Sep.22/97, Apr 6/98). The 143 page EA report concluded (in one sentence) that the bridge would not cause any significant environmental effects.

Background

In October 1995, the **City of Toronto**, the federal government, and the **Toronto Harbour Commissioners** amended the 1983 tri-partite agreement governing the island airport to permit the construction of a bridge (or fixed link), subject to an environmental assessment under the *Canadian Environmental Assessment Act* (CEAA). The CEAA allows for two types of processes: 1) a “screening” EA; and 2) a “comprehensive” EA. Only major undertakings (such as the decommissioning of a military base) require a comprehensive study. A screening process, which was recommended for the fixed link project, does not look at alternatives (i.e., comparison of a tunnel or maintaining the present ferry service). Developments subject to the *Ontario Environmental Assessment Act* all require an examination of alternatives. Thus the only real question to determine was the impact (positive and negative) of the proposed bridge on the “biophysical” environment and the “socio-economic” environment.

Before the actual EA process began, the THC and the federal government retained the firm of **Proctor Redfern** in 1995 to undertake a general study on the “scope of the planning issues”. In May 1996, Dillon was retained to examine the possible locations for the bridge and determined that Bathurst Street was the appropriate alignment to link the island with the city. The formal EA process began in February 1997. With the completion of the study, the four “responsible authorities” of the federal government (**Transport Canada- Harbours & Ports, Fisheries and Oceans Canada- Fisheries & Habitats** and the **Canadian Coast Guard, and Public Works and Government Services Canada**) are in position to review and provide final approval to the EA, subject to the provisions of the *Fisheries Act*, and the *Navigable Waters Protection Act*. Unlike the provincial process, there are no set timelines on when the review must be completed. Upon approval of the EA, detailed working drawings must be made of the bridge.

Proposed is a “double bascule bridge” design with counterweights below or above the bridge deck. Most favour the design with the weights below deck.

What the EA Study Examined

The environmental assessment included an examination of two groups of environmental components (biophysical environment and socio-economic) against activities associated with the construction and operation of the project. Of the 210 variables, only 6 were evaluated to produce positive effects. All of the 62 negative environmental effects identified in the report were classified as “not significant”, “temporary”, and/or “able to be mitigated”.

In terms of the mitigation measures identified in the report, they range from providing hoarding around construction to the *Stolport* businesses being relocated on the site and/or expropriated and compensated.

At a meeting of the **Toronto Harbour Commissioners** on April 9, the commissioners agreed, in principle, to undertake those mitigation measures identified under their responsibility in the study. The costs for these measures alone are estimated to be between \$14 and \$16 million.

In the appendices of the study is a separate report entitled “*Additional Matters Report*”, which examines the possible effects resulting from increased air traffic at the airport. This “*working paper*” was undertaken as a result of requests from the public, and is not considered part of the EA, *per se*. The air traffic assessment assumed an increase in non-jet aircraft volumes only, since jets are currently not permitted to land at the airport. The report’s assumptions are carefully worded:

“Based on current information, it is reasonable to expect that road traffic volumes and the associated affects will increase as time passes. As a result, baseline noise and air quality levels are likely lower in this study than they actually will be. The end result of this conservative approach is that the aircraft-related noise and air quality effects projected in this working paper, evaluated as the difference between existing and projected levels likely to occur, may well be overstated. Therefore, the noise and air quality effects in this working paper are projected to be more noticeable than they are actually likely to be.”

The working paper concludes that there will be some noise and air quality changes as a result of increased air traffic—although the effects are not expected to be significant, given the high ambient conditions in the area examined. Aviation safety in terms of “risk per flight” is not expected to change.

While the report addresses many matters regarding the environment and concludes that putting a bridge near downtown Toronto isn’t a big deal, it does leave out some fundamental questions. For example, how many more people will use the island airport as a direct result of having a bridge instead of a ferry service? Or better yet, how will having a fixed link turn up the pressure to consider jet aircraft in the future (regardless of their actual or perceived impact)? The bridge in itself is not an issue (as demonstrated in the EA study), but it is a stepping stone which will lead to much bigger issues in the timeless battle over Toronto’s waterfront.

Air quality and noise analyses for the EA study were undertaken by consulting engineers **RWDI (Glenn Schuyler and Mike Lepage)** of Guelph.

Councillors eye reforms

But are they looking in the mirror?

It seems that *Novae Res Urbis* staff weren't the only city hall watchers exasperated at the conduct of city council on April 16 (see *Novae Res Urbis*/Apr 20). Our page one article last Monday was followed on Wednesday by an article in the **Globe and Mail**. Last Friday the 'Miller' committee (aka the special committee to review the final report of the Toronto transition team) worked until late in the day discussing reforms to move city business along.

The 'Miller' committee reviewed in painstaking detail recommendations from the city clerk and city solicitor to reform the city's procedural by-law — the rules by which city committees and city council are governed. Three dozen suggestions were submitted by the clerk and city solicitor, most of them 'tinkering.'

However, councillors on the 'Miller' committee also ventured out on their own.

The idea of creating a position of *speaker*, who presides over council meetings with the mayor reduced to honorary chair of council was raised by the committee, although it was not supported by staff. The move to push Lastman out of the big chair is fueled ostensibly to get someone in the chair who can share the mayor's workload, but this is also clearly a move to damage the mayor and create another opening for another ambitious politician.

Don't be surprised if **David Miller** (High Park) himself jumps at the chance.

The mayor's office reports that mayor Mel has no intention of giving up the gavel. Anyone who has watched council will know that the mayor may be easily irritated at council meetings and

has been known to dismiss councillors contemptuously, but he *never tries to slow things down*.

The provincial government, in establishing the City of Toronto, created a very narrow passageway for the city's legislative function — the eye of a needle really — by not permitting community councils to deal with routine local matters. But in many cases, councillors have themselves to blame for council meetings and for the pace at which business snakes through committees.

In committee, when councillors don't know what to do, they ask for a staff report. If they have a staff report in front

of them and they don't know what to do, they refer the matter to another committee, to a sub-committee, or they defer the item to their next meeting.

At council, when councillors don't know what to do, they send the matter back to the originating committee for further consideration only to have the matter sent back unchanged to council!

The works and utilities committee is a perfect case in point. Burning waste oil was sent to the works committee's

March meeting. The item was deferred until the April meeting. At the April meeting deputants on one side of the issue were ready to speak, but because individuals affected by the debate hadn't been notified that the item was going to committee, the item was held over to hear more deputations at a special meeting of the committee in May, but not before deputants were allowed to speak.

This same committee has recycled more agenda items — use of biosolids, bulk lift garbage contracts, tipping fees, deposit return — in three months than most people put out in their blue box.

Another great time waster at city hall are the crusades that only the provincial government can fix, like creating a deposit return system for bottles. The city knows that it doesn't have the authority to create a deposit return system (according to their own lawyers), they have lobbied the provincial government, and yet they continue to deal with this item every month at the works and utilities committee, and then again at council.

These items are regurgitated because they are important (so important that they should be dealt with quickly), they are complicated, they are new to many councillors, and they also provide a reoccurring media platform for whoever is championing the issue.

And in the dying moments of the 'Miller' committee, the group looking for solutions, it happened again and again: *more staff reports for our next meeting, please*.

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Delays hit fire and ambulance services

No sooner had city council rejected fire chief **Alan Speed's** request for a new fire services logo, then it turned around and delayed a request by the fire chief, chief administrative officer, and head of ambulance services to conduct a \$700,000 facilities study for the fire and ambulance services departments. The study request, sent back to the emergency and protective services committee for further consideration, was to look at the most suitable locations for fire and ambulance stations, headquarters, training and maintenance facilities.

In 1996 **Ernst and Young** recommended that the already amalgamated ambulance service replace its 36 stations with 3 megastations. That study, for then Metro Toronto, was followed by a building audit by yet another consultant whose work has been on hold since the amalgamation of the new city. The clock keeps ticking.

Last week another report by Speed and acting ambulance general manager, **Ron Kelusky**, on developing a strategic partnership between the fire services and ambulance services was before the emergency and protective services committee. Rather than discuss the partnership concept or options for amalgamating fire and ambulance services, the committee referred the matter to a working sub-committee chaired by councillor **Brad Duguid** (Scarborough City Centre). The facilities study has also been sent to the Duguid sub-committee which meets on May 12.

It seems that the fly in the ointment is **Frances Nunziata** (York Humber) who continues to promote a wholly integrated fire and ambulance service – which neither department wants.

Let's hope that Toronto's fire and ambulance services are faster getting to a disaster than they are at getting things through council or committees. Management in these departments — which by the way are now sharing space in the ambulance service's Dufferin Street offices — has a lot to learn from their union counterparts. Fire fighters, especially in the old City of Toronto, are among the most politically active and powerful lobbyists at city hall.

Burning used motor oil

The works and utilities committee will hold a special meeting on May 11 to hear depositions on the issue of car dealerships and garages burning used motor oil. Recommendations from this committee will be forwarded directly to council on May 13.

This issue was before the works and utilities committee last Wednesday where committee members heard from supporters of used oil recycling who oppose burning used motor oil in furnaces.

Tipping fees reviewed

In Novae Res Urbis on March 30 we reported that the city was considering increasing tipping fees at Keele Valley landfill from \$50 per tonne to \$53.59 to increase the life of the landfill. Staff also recommended that fees at the city's seven transfer stations be reduced from \$70 to \$65 to increase revenue – the proposal was estimated by staff to raise \$700,000 in new fees.

It seems that city council didn't agree with this strategy when it came before its meeting on April 16 and the matter has been referred back to the works and utilities committee for further consideration.

The reduced fees at transfer stations were scheduled to take effect on May 1. Sending this matter back to committee will delay implementation by at least two months.

Today (April 27) senior staff and politicians from the works and utilities will spend the day developing longer-term strategies around waste management, diversion, recycling, et cetera. Councillors on the committee have been frustrated by the piecemeal way that issues have been coming to their attention. •

Planning fees update

This Friday, May 1, new planning fees across the new City of Toronto will take effect and staff are still trying to decipher what council has approved and how the fees will be calculated and collected.

The dust has barely settled on the chaotic April 16 council meeting when planning fees for the new City of Toronto were established and we have been able to confirm the following items:

- A 7.5% surcharge for city legal services will be added to the planning fees established by the Commissioner of Urban Planning and Development Services. This surcharge will be collected by planning staff;
- A surcharge will be added to planning fees to cover the expenses incurred by the City Clerk in processing applications. This surcharge will reflect the direct costs associated with providing notice of public meetings and notices of adoption/notices of passing of planning by-laws (see below).
- Minor variance applications for 'after the fact' variances are double the regular fee.

In defining the City Clerk's cost in processing applications, the following explanation was given: if notices are to be circulated within a 120 meter radius of the property under consideration then the tariff would reflect the printing and postage costs associated with the number of properties within that radius. It is anticipated that for notice circulation for a zoning by-law amendment the direct costs will be approximately \$0.96 per property. If the notices are advertised in the newspaper, the tariff would reflect the cost of advertising plus notices for a limited circulation list.

Please see Novae Res Urbis April 20 for a complete listing of approved planning fees.

• DEVELOPMENT NEWS •

ETOBICOKE

Site Plan for Townhouses

On April 20, **Zanini Developments** submitted a site plan application for 36 freehold townhouses at **4185 Dundas Street** at Prince Edward Drive. Comprising the 0.6 ha site was a Knights of Columbus Hall, two automobile garages and the rear portions of lots to the south. The site is currently zoned to allow general commercial uses and residential uses. The development requires a rezoning to increase the allowed residential density. The character of the homes is described as "Georgian" and includes stone and brick facades with copper roofing above windows. Units will be three stories and include a garage. Construction is expected to begin this summer. The consulting team includes planner **David Butler (Butler Group (Consultants) Inc.)** and development consultant **Irene Catsibris (Zanini Developments)**.

SCARBOROUGH

On March 19, **Monarch Construction Ltd.** submitted a site plan application for a 2,200 sq.m. addition plus 132 parking spaces to an existing 4,000 sq.m. industrial building at **300 Middlefield Road** near the marshalling yards. The building will be the future home of an employee training centre for the **Honda Motor Company of Canada**. On the consulting team are engineer **David Schaeffer** of **David Schaeffer Engineering Ltd.** of Markham; landscape architect **Robert Reynolds** of **Reynolds and Associates** of Burlington; and architect **Larry May** of **Jackson Ryder Architects Inc.** of Oakville.

On April 20, **Jack Hunter** submitted a site plan application for owner **John Scrymgeour** to build a 430 sq.m. addition to an existing industrial building on a 0.5 ha site at **64 Melford Drive** near the marshalling yards. The architect is **Ken Mullen** from **Barry Bryan and Associates** of Whitby.

Lawyer **Amnon Kestleman** has submitted an official plan and zoning by-law amendment application for owner **John Delic** to rezone surplus **CP Rail lands** south of Lawrence Avenue and east of Crockford Boulevard to permit a 350 sq.m. auto repair and sales centre. The 0.2 ha property has a frontage of 50 feet and is currently zoned industrial. The applicant seeks to add commercial as a permitted use.

Bill Christ Investments has submitted a site plan application for **1910 Kennedy Road** to build a 975 sq.m. **commercial plaza** with 50 parking spaces. The plaza will consist of a single-storey retail building on the northern area of the site and a single-storey restaurant with a drive-thru window to the south. A gas station previously occupied the site. The architects are **Perry Avdoulous and Associates**.

• OMB NEWS • OMB NEWS •

TORONTO

Appeal of Ravine Control By-Law

On April 22, board members **Wilson Lee** and **Brian McLoughlin** granted an adjournment until June 25 in **Vera Dickinson's** motion for rehearing of an appeal of Toronto By-Law 1997-0073. The motion was made under Section 43 of The Municipal Board Act, which allows for the review of any board decision, which had a procedural defect, an error in decision, or a change in circumstance including new evidence.

The by-law prohibits development of Rosedale's park drive ravine, effectively rendering Dickinson's **15 Beaumont Road** property worthless though previously assessed at over \$2 million. The owner wants to be able to sell her land, be compensated by the city, or swap her property for another of equal value. In December 1997, the by-law was appealed by Dickinson and area property owner **Derek Russel** but upheld by the board. Dickinson was present without counsel (see *Novae Res Urbis* December 22, 1997). Vera Dickinson's property has recently been reassessed at \$100,000 and the firm of **Weir and Foulds** have offered representation pro bono. In addition, other experts have come forward: planner **Peter Walker (Walker, Nott, Dragicevic Associates Ltd.)**, ecologist **Derek Coleman**, and government relations consultant and former York mayor **Gayle Christie**. Present at the motion for Vera Dickinson was solicitor **Mike McQuaid** and planner **Greg Daly** of Weir and Foulds; appearing for Derek Russel was solicitor **Steve Diamond (McCarthy Tetrault)**.

ETOBICOKE

Condo Corp. Granted Hearing Despite Minutes of Settlement

On April 1, board member **Diana Santo** issued a decision to proceed with a hearing April 28 and 29 even though *Minutes of Settlement* were reached between **York Condominium Corporation No. 340** and **Loblaw Properties Limited** because the full board of directors for the condo did not ratify the agreement. YCC No. 340 appealed to the board over City of Etobicoke OPA No.48 that would redesignate lands at 380 **The West Mall** from office to community retail to permit a retail plaza including a Loblaw food store.

In dispute is the proximity of Loblaw's southerly driveway to the main entrance of the condo. Though "dismayed" that the agreement could fall apart, the board agreed to a full hearing. To support their decision, the board referred to the Condominium Act which "stipulates that the condominium corporation can

(Continued on page 8)

Mark These Dates

- Apr 27, Monday**, 9:30 a.m. **Corporate Services** meets at Metro Hall, Committee Room A.
- Apr 27, Monday**, 2:00 p.m. **Assessment and Tax Policy Task Force** has scheduled public hearings at Metro Hall, Council Chambers.
- Apr 28, Tuesday**, 9:30 a.m. **Toronto City Council** has scheduled a special council meeting to continue unfinished business from the April 16 council meeting.
- Apr 29, 30 Community Council** meetings previously scheduled for these days have been moved to **May 6-7**.
- Apr 29, 30, May 1, Wednesday-Friday**, starting at 9:30 a.m. each day. **Toronto City Council** meeting continues over a three day period to debate the city budget.
- May 1, Friday**, 9:30 a.m. **Special Committee to Review the Final Report of the Toronto Transition Team** meets at Metro Hall, Committee Room A, if required.
- May 4, Monday**, 9:30 a.m. **Assessment and Tax Policy Task Force** meets at Metro Hall.
- May 5, Tuesday**, 9:30 a.m. **Strategic Policies and Priorities Committee** meets at Metro Hall, Committee Room A.
- May 6, Wednesday**, 9:30 a.m. **Community Councils** meet in **East York, Etobicoke, North York, Scarborough, Toronto and York**, continuing the following day if required.
- May 6, Wednesday**, 2:00 p.m. **Toronto Transit Commission** meets at Metro Hall, Room C-244.
- May 6, Wednesday**, 7:00 p.m. **Environmental Task Force** meets at Metro Hall, Committee Room A.
- May 7, Thursday**, 6:00 p.m. to 9 p.m. **Toronto Works and Emergency Services** holds a community meeting on sewage treatment biosolids. 243 Coxwell Avenue. Call 392-4312 for more info.
- May 11, Monday**, 9:30 a.m. **Works & Utilities** meets at Metro Hall, Committee Room A to hear from the public about waste oil burners.
- May 13, 14, 15, Wednesday-Friday**, starting at 9:30 a.m. each day. **Toronto City Council** continues over a three day period.
- May 18, Monday**, VICTORIA DAY HOLIDAY.
- May 19, Tuesday**, 9:30 a.m. **Urban Environment & Development** meets at Metro Hall, Committee Rm A.
- May 20, Wednesday**, 9:30 a.m. **Works & Utilities** meets at Metro Hall, Committee Room A.
- May 20, Wednesday**, 2:00 p.m. **Toronto Transit Commission** meets at Metro Hall, Room C-244.
- May 21, Thursday**, 9:30 a.m. **Community & Neighbourhood Services** meets at Metro Hall, Committee Room A.
- May 21, Thursday**, Police Service Board meets.
- May 22, Friday**, 9:30 a.m. **Emergency & Protective Services** meets at Metro Hall, Committee Room A.
- May 25, Monday**, 9:30 a.m. **Corporate Services** meets at Metro Hall, Committee Room A.
- May 26, Tuesday**, 9:30 a.m. **Budget Committee** meets at Metro Hall.
- May 27, Wednesday**, 9:30 a.m. **Community Councils** meet in **East York, Etobicoke, North York, Scarborough, Toronto and York**, continuing the following day if required.

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OMB News (cont'd)

(Continued from page 7)

only speak through its board (of directors)".

Counsel was **Stanley Stein (Osler Hoskin Harcourt)** for Loblaw Properties Limited, **Andrew Biggart (Reble, Ritchie, Green and Ketcheson)** for the City of Toronto and **Stephen LeDrew (Morris Rose Ledgett)** for York Condominium Corporation No.340.(See OMB Case No. PL970910)•

CORRECTION

Oops! Last week in early editions of Novæ Res Urbis we incorrectly listed the following fundraising event as a breakfast:

Fundraising Event for Dennis Fotinos

When: Monday April 27, 1998, 6:30 – 8:30 p.m.

Where: Club Lucky, 117 John Street

Cost: \$100 per person, includes food & wine.

Call Frank Carnavale for tickets at 416-571-8668