

NOVÆ RES URBIS

NEWS OF THE CITY • TORONTO
VOL 3 • NO. 45 • NOVEMBER 15, 1999

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OMB rejects Home Depot
on waterfront

P. 7



Toronto's Olympian vision Is it all wet?

The unveiling last Tuesday (November 9) of the “three rings” plan for the 2008 Summer Olympics made it clear that many of the city’s hopes – not only to host the Games but also to maintain its own vibrancy and livability – depend on a healthy and dynamic waterfront. Coming just one week after all three levels of government converged on the lakeshore in a ceremonial pledge to renew its entire 46 kilometres, the call to pin Toronto’s collective aspirations on its greatest natural resource seemed like a good bet. Of course, “sure bet” schemes for the lakefront may sound familiar to Torontonians, but the current situation is markedly different. If nothing else, federal and provincial leaders have at least lent their names and faces to the venture. And this time around, the whole world will also be watching what happens.

By Sean Hertel

In unveiling the **Toronto Olympic Bid Corporation’s** plans last week for a homegrown Olympics in less than 10 years, ‘70s-era mayor and TO-Bid chairman **David Crombie** kept on invoking a single, potent image: water.

“I was told,” he said to the assembled crowd, “that a

waterfront bid will be the path to our door.” And not only that – the future success of the city itself is also to be found on the waterfront, he maintained. Describing the latest vision for the Olympics, Crombie referred to the event (should we win it) as Toronto’s “waterfront Games.” And they’ll have, he said, “the power and ability to improve and transform this city.”

The rings

As revealed at the Royal York Hotel on Tuesday, the TO-Bid plan pulls the most important Olympic venues and events to the waterfront in three nodes—rings west, central and east—and links them together with a proposed ferry service by water and a transportation corridor called the “Olympic Way” by land. All three rings will connect with a **GO Transit** station on the existing Lakeshore Line and feature open-air plazas and ferry docks.

Olympic Rings West, proposed for the Exhibition and Ontario Place grounds, will host gymnastics, wrestling, boxing, tennis and cycling events. A training pool and cycling velodrome are among the proposed structures for the site.

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Olympic Bid (cont'd)

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Olympic Rings Central will take advantage of Skydome, the Metro Convention Centre and the Air Canada Centre to host baseball, boxing, basketball, volleyball and martial arts events. An open-air Olympic plaza is proposed for lands between the CN Tower and the historic **CP Rail** roundhouse building.

Olympic Rings East, proposed for the western portlands, calls for the most dramatic waterfront change. For starters, the **Imperial Oil** lands to the south of the shipping channel are slated for an athletes' village with up to 4,500 housing units and a natural recreation area that will include a private beach. The channel itself will also undergo a transformation in order to serve as the course for rowing and canoeing races. North of the channel, lands have been earmarked for the main Olympic stadium and cultural plaza as well as several sporting venues that include facilities for aquatics, baseball, field hockey and skeet shooting.

Post-Olympic uses for the eastern ring and its facilities are set out in the *2009 Waterfront Masterplan*, which envisions private ownership of the athletes' village housing units and mixed-use and employment development for the remainder of the portlands.

So, what now?

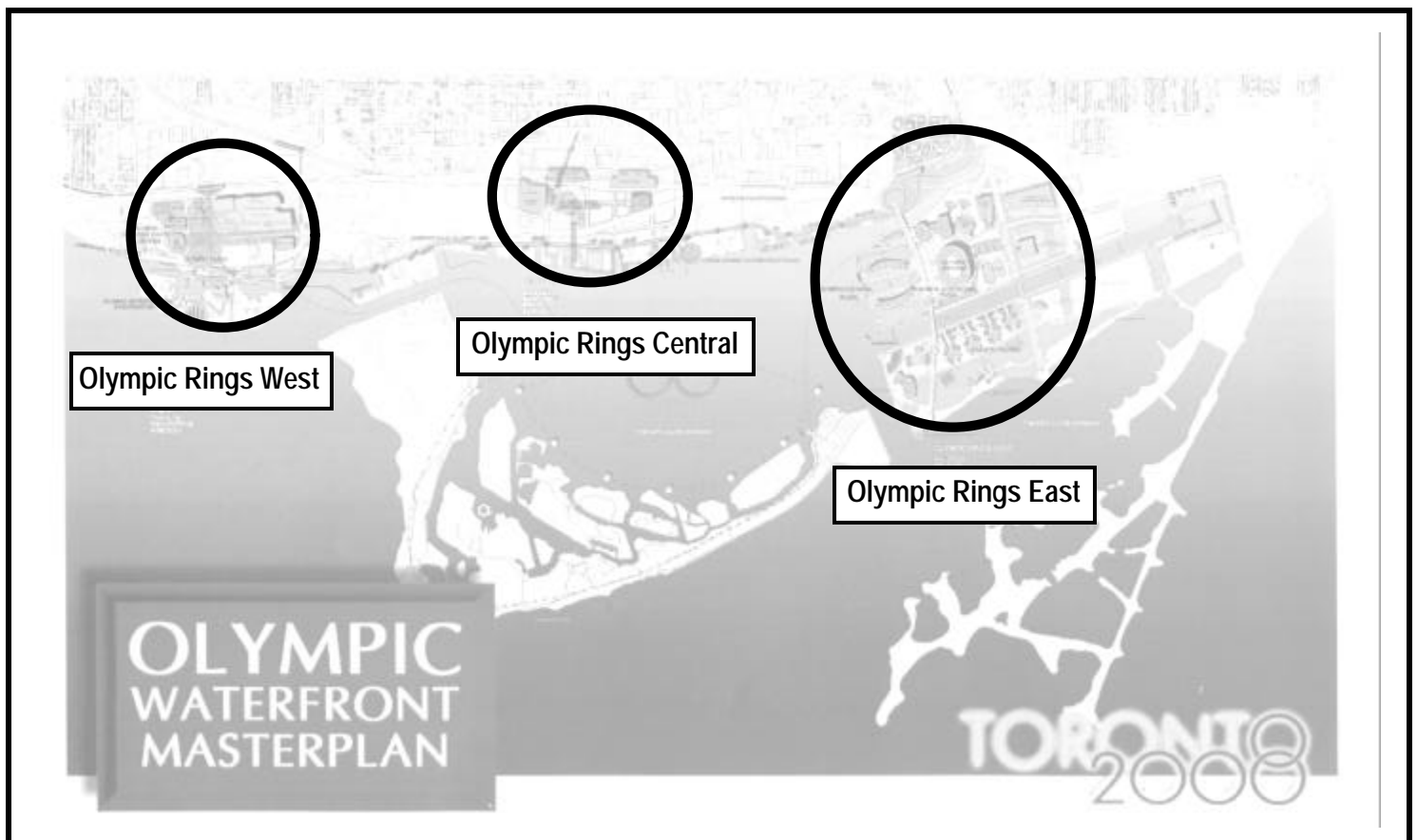
At the unveiling, a confident Crombie stood proudly behind the bid corporation's sparkling "three rings" scheme, a plan that promises to fulfil five objectives: environmental enhancement, new housing, economic prosperity, improved infrastructure and greater accessibility.

Although few details were revealed about how the plan will achieve these goals, Toronto's bid still has to clear the hurdles of land ownership, soil remediation and infrastructure funding before it premiers on the world stage early next year.

Just hours after the latest Olympic bid plans were unveiled, in fact, chief planner **Paul Bedford** met with several waterfront landowners to discuss the transportation implications of the scheme. Among them, **Lafarge Canada Inc.** and Imperial Oil will continue to meet with city planning staff to discuss plans for the Olympics as new details develop. The next meeting with landowners will take place on November 24 to discuss the "bigger picture," Bedford told *Novae Res Urbis*.

Beyond the coordination of land ownership, soil remediation poses yet another challenge to achieving the Olympic vision for the waterfront. In preparation for Sydney's Games in 2000, for example, bid organizers there initiated a clean-up plan for contaminated lands on

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Thoroughly Modern Mel

Last week, the bad boy from North York marked his second anniversary at the helm of the megacity. During the past two years, mayor Mel Lastman has battled snowstorms, averted strikes, threatened reporters with physical violence and sung Toronto's praises like nooobody else. As his outsized persona would suggest, not all of his colleagues have warmed to his style of government. But Torontonians seem to love him. And he's even grown, both personally and politically.

"I can't believe it's been two years," councillor **John Adams** (Midtown) said the other day about the current city council, a body that's been presided over by the Worshipful Mel Lastman since November of 1997.

"Time sure flies when you're having fun."

Well, maybe "fun" isn't the right word to apply to the

former North York mayor's first two years outside of the relative safety of his previously suburban domain and inside the lion's den of an amalgamated metropolis of over two million people. But it has been a wild ride. In no particular order, the mayor has taken on – in various manners and with varying degrees of success – the province, the federal government, mouthy CBC reporters and (most recently) squeegee kids. Sometimes, he's been bruised. (And I mean that literally. Earlier this year, His Worship appeared at City Hall with a mysterious black eye that was never satisfyingly explained.) But almost always, the mayor's weapons (the most lethal of which is his mouth) have been drawn in passionate defense of the things that he holds most dear: his family, public order and the best interests of the city (the *entire* city) against outside harm or

(Continued on page 4)

Olympic Bid (cont'd)

(Continued from page 2)

the Olympic village site about 10 years ago. No such plan is ready here in Toronto.

But **David Cherneshenko**, the environmental consultant for Toronto's bid, said that time could actually work in the city's favour. As 2008 creeps closer, he said, several new soil remediation technologies will emerge, making the task of readying the ground for the Olympics a more effective exercise.

But who, in the end, will pay to clean up the sites? Olympic organizers said they have "no clue" at this point in time. And while mayor **Mel Lastman** was successful in bringing the federal and provincial leaders to Toronto's lakefront this month to support an effort to renew it, he was pointedly promised no money.

Moreover, the bid could very likely be rejected by the **International Olympic Committee** during the final vote in Moscow in 2001. If that happens, will all hope be lost for the waterfront? "Our mayor won't let that happen," said **Carmen Costa**, the president and CEO of **Harbour Remediation and Transfer Inc.** "There's going to be a plan B," he told *NRU* in an interview last week.

For Costa, the three rings scheme is "a great plan" that will help to step up current efforts – including those by his firm – to rejuvenate the waterfront whether Toronto wins the Games or not. Even though Costa told *NRU* that Toronto probably has a better shot at getting the 2112 Games – Beijing, he said, echoing the conventional wisdom, is a shoo-in for 2008 – he was optimistic that enough interest in the waterfront has been sparked already to ignite a major development of the area. And according to Costa, sustainable development and housing are key.

"You've got urban sprawl (in Toronto)," he said. "And the blue suits in the big towers will buy houses down here (on the waterfront)."

Leading the bid's consulting team is **Bill Longden** of **Marshall Macklin Monaghan** in association with **Brad Nelson** of **P.C.L. Constructors Canada Inc.**

Responsible for the architectural and strategic plans of the bid, the *Core Design Team* members are architect **Bill Nankivell** of **Bregman + Hamann Architects**, **Murray Beynon** of **Brisbin Brook Beynon** (urban design), architect **Gene Kinoshita** of **Moffat Kinoshita Architects Inc.**, **Robert McBride** of **BA Consulting Group Ltd.** (traffic) and visualist **Brian Quan** of **Q Studio Ltd.** •

Mayor Lastman (cont'd)

(Continued from page 3)

political stripes. Ineglect.

As a result, no one can question his sense of loyalty, even if his shoot-from-the-hip, talk-first-think-later tactics are often interpreted as grandstanding. "You often feel like a spectator (to the workings of government)," councillor **Sandra Bussin** (East Toronto) said of serving in the age of Mel. She brought up his recent one-man show for the media on the subject of his grandiose waterfront plans. "A lot of us who represent waterfront communities," Bussin told *Novae Res Urbis*, "were not apprised of it. He needs to listen more."

In that view, councillor Bussin is far from alone. "Consultation is a problem (with the mayor)" councillor **Jack Layton** (Don River) agreed, adding that some people "may think he's a little nutty."

"They say the same thing about me," Layton conceded. "But I just think he (the mayor) is a natural ham."

And indeed, Lastman is such an unabashed showman that he might easily be mistaken for an American if his enthusiasm for Toronto wasn't so apparent. "He's got a style that I've never before seen in a mayor of Toronto – and I've seen a few mayors since (**Art Eggleton**," said councillor **Chris Korwin-Kuczynski** (High Park). "He's got such energy. And he doesn't like negativity. He only wants to see positive results."

Councillor Adams, who described the mayor (somewhat cryptically) as "remarkable," expanded on the theme. "He has a great knack for publicity

that's combined with a deep-rooted psychological need to be in the spotlight," he said, only half kidding. On the same subject, councillor Bussin offered two words (and not all that endearingly): "He's razzmattazz."

As such – and like most celebrities – mayor Lastman can sometimes be out of touch and too reliant on staff, his colleagues suggested.

"Many of the people in my riding regard him more as an entertainer than a serious politician," said Bussin, who added that he sometimes seems like his influential staffers' "mascot."

Roughly echoing that opinion, councillor Adams said: "It's clear that Mel doesn't have the time or the interest to run the city, to get at the nitty gritty."

Okay, okay, so the mayor is a bombastic individualist who just may have lost interest in the everyday banalities of municipal governing, but such a popular and seemingly indestructible politician must be doing something right. What are his strengths?

For all of the staffers who may run interference for the mayor or indeed direct his office, both councillors Layton and Korwin-Kuczynski noted that Lastman himself has long maintained an open-door policy with colleagues and is fairly accessible to them. Despite the accusations of grandstanding, councillor Bussin also remarked on the mayor's spirit of inclusiveness and ability to work well with people of all n particular, "he brought a lot of NDPers into the fold," she noted.

As such observations suggest, there almost seems

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**"It's clear that Mel
doesn't have the
time or the interest
to run the city..."**

- Councillor John Adams

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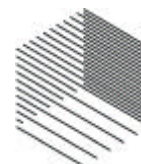
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City consults public on new OP

Torontonians from a variety of fields and walks of life will gather at the Windsor Arms Hotel today (November 15) to give their views and suggestions on the kind of city that they want to live in.

“Toronto Vision,” a series of nine workshops that runs until Friday (November 19), was initiated by urban planning and development services (UPDS) and is being run by **Urban Strategies Inc.**

Each of the 20 to 25 participants per workshop was invited by Mayor **Mel Lastman** to take part in the

exercise. Among them are representatives from major corporations, youth groups, the education and health-care systems and the arts and culture sector.

According to **Kerri Voumvakis**, the city’s official plan and zoning manager, the results will be incorporated into the amalgamated city’s new OP, which UPDS is currently putting together. “We want to come up with a collective vision of and for the city,” she said. “This (Toronto Vision) is just one piece of the puzzle.” •

Mayor Lastman (cont’d)

(Continued from page 4)

to be two mayors – one public and one private. “I like him one on one,” said Downtown councillor **Kyle Rae**, who, among the mayor’s peers, has perhaps had the biggest hand in Lastman’s widely reported “growth” since the election. (It was councillor Rae who famously served as the mayor’s entrée to the gay community and who continues to “educate” him on the particular needs of the downtown core.)

And by all accounts, the mayor has grown considerably.

“I’ve been surprised and very pleased with his terrific work on the homeless and housing issue,” said councillor Layton.

“He’s taken a leadership role in the matter and we’ve formed a great relationship there.”

“The mayor,” councillor Rae added, “is becoming increasingly aware that the old inner city cannot be serviced in the same way as the postwar suburban neighbourhoods.”

On that note, even some of the mayor’s less than seemlier qualities – like all of the noise that he’s prone to making – have been put to the service of

the megacity.

“As a match for the provincial government, he’s good,” said councillor Bussin, who brought up his success in “significantly” reducing the number of Toronto school closures from “30-odd to about 10.” “He’s good at getting his foot in the door.”

And whether its his bombast or his considerable charm that keeps it there, there is no denying that

mayor Lastman has captivated an ever-widening audience, from the halls of federal and provincial power (no other TO mayor has ever been able to get both a prime minister *and* a premier to appear at his behest) to the living rooms of the city to the imaginations of his colleagues (even – or especially – his rivals).

“As a match
for the provincial
government,
he’s good”

- Councillor Sandra Bussin

“I spoke to Mel privately and urged him to run (for office) again,” said councillor Adams. And maybe he did, but would Adams ever put a Lastman campaign sign on his midtown front lawn? “I would,” he laughed, “if he’ll put my sign on his lawn.”

Year No. 3 should be interesting indeed! •

Danny Sinopoli

Buffalo isn't burning!

The mythical Lake Erie city (at least in the imaginations of many southern Ontarians) is undergoing a "renaissance," its mayor tells a Toronto audience

By Danny Sinopoli

For many Torontonians – including this one – the New York city of Buffalo, a formerly grand metropolis that the 20th Century has not been very kind to, has frequently conjured up images of chicken wings and Sabres games, mean streets and house fires. (In the case of the latter, they are usually of the five-alarm variety, as traditionally and sensationally reported by the **ABC** affiliate there).

For an earlier generation, Buffalo also connoted a similar host of foreign wonders, although in those days they were usually tinged with sex.

"When it came to coming of age," former mayor **David Crombie** said in introducing current Buffalo mayor **Anthony Masiello** at a breakfast speech on Tuesday (November 9), "you went to Buffalo. It was full of hidden pleasures. It had cachet."

These days, mayor Masiello is hoping that Torontonians will harken back even further when they think of his city, to the days when Buffalo was a thriving steel and shipping centre, a bustling commercial and cultural capital that hosted pan-American expositions and was home to moguls and titans.

At the turn of the century, Buffalo was in the same league as such mighty American cities as Boston and Pittsburgh, but the demise of the steel industry and the modernization of transportation effectively killed its status as an important industrial centre and a major commercial hub. By the second half of the century, its population had fallen by approximately half, from a high of around 600,000 to the current 300,000. Accordingly, the city suffered a major crisis of confidence, even becoming the butt of jokes.

But now, Masiello, a former state senator who was elected as mayor in 1993 and who came here last week at the invitation of the **Canadian Urban Institute**, wants to change all of that – and he wants Toronto's support.

"I believe," he told the Metro Hall audience, "that we are the best city-region in the world. Let's take on Silicon Valley. Let's take on Dallas and Fort Worth."

At first glance, it would seem that Buffalo would have much more to gain from any partnership (unofficial or not) than Toronto, but Masiello doesn't see it that way. "We can bring a lot to the table," he insisted, citing a plethora of assets that includes the city's 60,000 students, leading medical centres, impressive cultural facilities (the Albright Knox Art Gallery, five **Frank Lloyd Wright** houses, five parks by **Frederick Law Olmstead**) and strategic geography.

According to Masiello, a proponent of lean government

who is redrawing the city's charter and has successfully wrestled its once-crippling debt of \$100 million to a more manageable \$10 million, Buffalo can serve as a gateway for the GTA and the rest of central Canada to some of the biggest and wealthiest markets in the northeastern United States, including Boston, New York, Philadelphia and Washington. If, moreover, a new highway proceeds as he and his staff are pushing for, that gateway will enable direct access to the southern US and Mexico. At any rate, "it shouldn't be 'we' vs. 'you,'" the mayor insisted. "It should be 'us' (Buffalo and Toronto) together."

To be sure, free trade has dramatically increased the amount of commercial traffic that moves across the Peace Bridge between Buffalo and Fort Erie. But while officials on both sides of the border agree on the need to replace the historic but outdated span, some controversy has arisen over the conflicting visions for it. (In Fort Erie, many want to preserve the historic structure and build a twin alongside it, but the Americans want to tear it down and put up a bigger, bolder bridge, a tone-setting monument in the same vein as the Golden Gate.)

As Masiello reported last week, the debate is not yet over in his city, especially among the many "young professionals" who are increasingly making their home in Buffalo and are consequently asserting their views about its potential and its future.

On a number of levels, tearing down the Peace Bridge – a relic of the city's noble but decaying past – might serve as an appropriate metaphor for the new and thriving Buffalo that Masiello and his constituents envision. If you look around there, the city is chockfull of them. For example, a 17-acre brownfield site on which **Republic Steel** used to operate has successfully been transformed into a hydroponic tomato field. (Both the site and Buffalo were chosen, the mayor said, because of their easy access to major markets.) And the city's derelict port, from which great steamers used to transport all manner of goods, is undergoing major redevelopment.

In that effort and others, Torontonians are playing major roles. As head of the Toronto-based **Waterfront Regeneration Trust**, former mayor Crombie is overseeing a number of Buffalo initiatives, including the negotiations over the Peace Bridge and the proposed refurbishment of those Olmstead Parks. As Torontonians prepare their bid for the 2008 Summer Olympics (*see related story in this issue*), Buffalonians also hope to contribute to and benefit from the success of the event.

"We're friends. We're neighbours," Masiello said in his speech. And then – almost ignoring the famous five-alarm fires and the chicken wings and maybe wishing aloud – he noted: "We have an awful lot in common." •

NRU²

PLANNING & DEVELOPMENT NEWS

This week's topics

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OMB rejects Home Depot on waterfront

In a ground-breaking decision, members cite outlet's incompatibility with city's vision for portlands

By Ian Graham

The Ontario Municipal Board has turned down a proposal to develop a +10,000-sq.-m. Home Depot store and 570-car parking lot on Toronto's waterfront. The decision by board members **Diana Santo** and **Robert Beccarea** last Wednesday (November 10) came just one day after Toronto's Olympic bid committee announced its "three ring" lakeside Games plan (see story on front page).

Giving its reasons for the ruling, the board members said that the proposed outlet, which would have been located on a 5.48-ha. site at the corner of Lakeshore Boulevard East and Cherry Street, was premature and would not be in the public interest to proceed "in light of the evidence of (chief city planner) **Paul Bedford** that the city is now moving forward to produce a detailed Part II plan (for the area) and has given it priority." By referring to the city's future goals for the derelict industrial zone, the decision marks a turning point in Toronto and Ontario for how governments, the public and now the board looks at the waterfront. More specifically, it wasn't urban design, traffic or market impact that tipped the scales against Home Depot, but basic land-use policy and the significance of the waterfront area in the context of the whole city. While the board noted that the proposal "would be a significant improvement to what is there today," it also felt that it had to review the entire Official Plan to determine if the amendment and development met "the intent and purpose and spirit of the policy regime at the time of application."

A key factor in the decision, which effectively sets a tone and a precedent for future portlands development, was the interpretation of the policies in Section 14 of the OP (those pertaining to the waterfront area). According to the board, Home Depot's planning witness, **Scott Burns**, approached the city's planning arguments very practically when he compared the Home Depot application in Toronto's Stockyards area to the one proposed on the Lakeshore Boulevard lands. But while both are considered brownfield sites, the OMB found that the two areas could not be compared since "the subject site is on Toronto's waterfront for which the city has very different and special goals and objectives and policies." This sentiment was

echoed by Bedford when he testified that "this is not the Stockyard by the Sea." For him, a big box retail warehouse – even without the Olympic movement – is fundamentally the wrong use for an urban waterfront. "No matter how well-designed," the chief planner said, "a retail warehouse and a five-acre parking lot exemplifies a suburban use, not an intensive urban use that will bring the richness and diversity of city life to the water."

It was the opinion of both Bedford and UPDS waterfront planner **Elyse Parker** that the policy regime for the area at the time of the application speaks to the need for a comprehensive and detailed waterfront plan. And allowing a giant retail warehouse – especially at this time – would be significant enough to negatively impact such a plan, they felt.

The hearing, which attracted an array of citizens and urban professionals both past and present, heard from architect and citizen **Tony Coombes**, who remarked on the opportunity that might have been lost if the board had approved the application. Referring to the jurisdictional overlap that has plagued the city for decades when it came to the waterfront, Coombes noted that "all of the area (to the) east of Yonge (Street) is underdeveloped as a result of a colossal history of incompetence. Fiefdoms and bureaucracy brought about sclerosis of government, a Third World performance in a first-class country. Please don't deprive the city simply because (officials) were unable to deal with (the area) in the past."

With this decision – and in light of the attention that has been focused by the federal, provincial and municipal governments on Toronto's waterfront of late (see *Novae Res Urbis* Nov. 8/99) – Coombes may have reason to be heartened. In ruling the way it did, the OMB characterized the Home Depot application as more than just a development matter. Taking the bigger picture into view, it also addressed the importance of giving a public vision the opportunity to crystallize. As the board members saw it, Section 14 recognizes, among other things, that the waterfront is one of the chief amenities of the city and the region. And though the proposal could technically have complied to each of the subsections in 14 on their own,

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Home Depot (cont'd)

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the board also noted that, "taken comprehensively and in the absence of a detailed plan...the nature of the Home Depot use...does not extend the richness, diversity and activity of city life into the waterfront."

In the end, the board "did not find it easy to refuse the application." But in weighing all of the evidence before it, it felt the "overwhelming public interest is best advanced by not allowing the development to proceed at this time" and providing "the city the opportunity to do what it says it will do and can do."

As the scope of the issue suggests, a large cast of participants were involved with the hearing. They included Bedford, Parker, UPDS urban design director **Robert Glover**, market analyst **Jeff Climans** and solicitor **Robert Balfour** for the City of Toronto, planner **Scott Burns** of **The Planning Partnership**, architect **Mark Sterling** of **Lang Sterling Finlayson Architects**, traffic consultant **Chris Middlebro** of **BA Consulting Group Limited**, market analyst **Douglas Annand** of **Pricewaterhouse Coopers (LLP)** and solicitor **Tim Bermingham** of **Blake Cassels & Graydon** for **Home Depot Canada**, solicitor **Nick Macos** (Morrison, Brown, Sosnovitch) for **1227803 Ontario Limited**, solicitor **Chris Williams** (Aird & Berlis) for **1147390 Ontario Ltd.** and **United Castan Corporation**, solicitor **Jim Harbell** (Stikeman, Elliott) for the **South East Toronto Industrial Awareness Organization**, solicitor **Michael Steinberg** (Robins, Appleby & Taub) for the **City of Toronto Economic Development Corporation**, solicitor **Steve Longo** (Goodman and Carr) for **Woodland Home Centre**, solicitor **Paul Ginou** (Fraser Milner) for the **Toronto Ports Authority**, solicitor **J.F. Smith** for **Central Soya of Canada Inc.** and solicitor **Paul Dineen** (Chapnick & Associates) for the **Toronto Area Business Improvement Areas**. Representing the **Lakeside Area Neighbourhoods Group** was resident **Elizabeth Borek**. Former City of Toronto planner **Blair Martin** gave evidence under summons. (See case nos. PL970629, PL980050) (See *NRU* Nov. 16/98, Dec. 14/98, Dec. 21/98, Jan. 4/99, Feb. 22/99, June 7/99 & Sept. 27/99.) •

Correction

An article in last week's *NRU*² section, "Streamlining process is anything but," incorrectly made reference to **Peter Gabor** as the chair of the **Toronto Board of Trade**. In fact, Gabor is the chair of the board's planning and development committee.

• OMB NEWS •

—EAST YORK—

Interim decision to be reconsidered

Board member **Calvin Beach** has agreed to review a recent decision under section 43 of the *Ontario Municipal Board Act*. In a motion by **Kosmor Construction Inc.**, a portion of a 1998 interim decision about lands on Brentcliffe Road between Eglinton Avenue East and Research Road will be reviewed in light of the technical difficulty that Kosmor has had in implementing the board's requirement over access to the site. As a result, Kosmor has rethought its development strategy and wants to present this new evidence to the board. The hearing is scheduled for November 29. Counsel for the city is **Charles Loopstra** of **Loopstra Nixon**. **Steve Diamond** and **Cynthia MacDougall** of **McCarthy Tetrault** are representing Kosmor Construction. (See OMB case No. PL957924.) (See *Novae Res Urbis* Apr. 6/98, Apr. 13/98, Aug. 16/98, Aug. 30/98.)

—NORTH YORK—

Interim ruling allows developer to request new amendment

Board member **Penny Wyger** has postponed a final ruling on rezoning, OPA and site plan applications for an Ellerslie Avenue townhouse development that would straddle an *Uptown Plan* boundary line.

The western portion of the site, which ranges from **76 to 102 Ellerslie Avenue** to the east of Bathurst Street, is designated lower density residential, while the eastern portion (the area that is covered by the *Uptown Plan*) allows more intensive development. But while the applicant, **1205373 Ontario Limited** (**Freed Development Corporation**), should have applied for an *Uptown Plan* amendment that relocates the boundary line, it instead proposed modifications to the Official Plan. Under Wyger's interim decision, the applicant was given time to propose the required *Uptown Plan* amendment, which was submitted on Friday (November 12). The board also found that the proposal, for 49 townhouse units with the possibility of 16 basement units, has planning merit and is compatible with the surrounding area.

Solicitor for the developer is **Jeffrey Goldenberg** of **Fogler, Rubinoff**. Planners **William Hollo** and **Peter Cheatly**, transportation engineer **Ray Bacquie** of **i-TRANS Consulting Inc.** and architect **Andrew Bigauskas** of **Rafael + Bigauskas Architect Inc.** gave evidence in support of the proposal. **Larry Darkes** represented the city. Planner **Paul Stagl** of **Opus Management Inc.** gave evidence in opposition. **S. Vettese** represented the **Yonge Street Ratepayers Association** and **D. Rathgeber** represented the **Lansing Community Association**. (See OMB case No. PL968050.)

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• ONTARIO MUNICIPAL BOARD NEWS CONTINUED •

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Change of parties in Downsview hearing

An October 8 re-hearing on the *Downsview Secondary Plan* (OPA 464) saw the withdrawal from the proceedings of **Loblaw Properties** and **Friends of the Downsview Lands**. The **Toronto Transit Commission** has been brought on as a new party. Board members **Diana Santo** and **Marie Hubbard** announced that the hearing is to start on November 29. The related **Costco Canada Inc.** hearing on the commercial-land designation is to begin one week later.

As of November 12, **584952 Ontario Limited (Gerrit DeBoer)** and **Paragan Health Care** have also both withdrawn.

Solicitors involved are **Irvin Shachter** for the city, **Paul Ginou** of **Fraser Milner** for the **Department of National Defence**, **Roslyn Houser** of **Goodman Phillips & Vineberg** for **Costco Canada Inc.**, **Karen McGuire** for the **TTC**, **Alan Heisey** of **Kerzner, Papazian, MacDermid** for **584952 Ontario Limited (Gerrit DeBoer)** and **Sandra Hilliard** for **Bombardier Aerospace Inc.** Other parties are **Major Johal**, **Denise Altman** and **Gerald Harquail**. (See OMB case No. PL980865.)

—SCARBOROUGH—

U of T expansion needs more planning, board rules

The **University of Toronto** is ahead of itself in its proposal to modify OPA 988 as it relates to its Scarborough campus, board member **Morely Rosenberg** has found. The modifications called for a wider range of uses, including institutional, retail, commercial, office and intensified residential. As conceptual plans have yet to be undertaken for the campus' development, the impact of the OPA changes were difficult to assess. "The board finds," Rosenberg said, "that the planning process has been deeply flawed because the normal process has not been followed." However, OPA 988 in its current form was also deemed inappropriate by the board member, who found that it is ill-equipped to accommodate a changing campus. Neither the university's proposed modifications nor the OPA in its original form were approved.

Counsel for the City of Toronto was **Brendan O'Callaghan**. Planner **David Beasley** and traffic planners **Carolyn Johnson** and **Dipak Dhrona**, all with the city, gave evidence in opposition to the modifications. **Stan Makuch** of **Cassels Brock & Blackwell** was counsel for the university. Planning evidence in support of a modified OPA 988 was given by planner/architect **Leon Kentridge** of **Kentridge Johnston Ltd.**, traffic planner **George Horning** of **Cansult**

Group and civil engineer **Roy Hylkema**. (See OMB case No. PL971011.) (See *NRU* Apr. 26/99.)

Glenarda settlement reached

A settlement was reached between **Glenarda Properties Ltd.** and residents groups over its proposed residential development of 27 single detached homes and 55 townhouses for **20 Bond Avenue**. Settlement discussions are ongoing with the **Scarsdale Employers Association**. The city must approve the settlements, which could take several weeks. Board member **Susan Rogers** adjourned the hearing to January 31. Counsel for Glenarda is **Christopher Tzekas** of **Weir & Foulds**. **Larry Darkes** is counsel for the city. **T. Woodlock** represents the **Scarsdale Employers Association**. **K. O'Sullivan** represents the **Working Group Committee**. **K. Dunsmore** represents the **Don Mills Residents Association**. (See OMB case No. PL981220.) (See *NRU* Jan. 18/99, Jun. 7/99.)

Large format retailing in the Golden Mile

A pre-hearing on a rezoning that would allow large format retailing at **1891 Eglinton Avenue East**, which is covered by the *Golden Mile District By-law*, has been adjourned to November 29 by board member **Norman Jackson** to permit the city to review a traffic study and a site plan. Counsel for the city is **Brendan O'Callaghan** with city planner **Sharyn Vincent**. **Stephen LeDrew** of **Morris/Rose/Ledgett** is counsel for **1891 Eglinton Avenue East Limited**. (See OMB case No. PL980912.) (See *NRU* Aug. 4/98, Sept. 28/98, Oct. 13/98, Feb. 1/99, Jul.19/99.)

—TORONTO—

Yorkville variance allowed

The well-publicized case of the minor variance that was originally opposed by Yorkville residents **Adrienne Clarkson** and **John Ralston Saul** – now the Governor-General and her consort – has come to an end. In an October 14 decision that was issued on November 1, board member **Wilson Lee** allowed a modified variance that reduced a proposed two-storey addition to the rear of **59 Hazelton Avenue** to one storey. Clarkson and Saul, who live next door, had objected to the original proposal but agreed to the compromise. The addition was approved on conditions that included a wrought iron railing on the rooftop deck to allow sun to pass through and a restriction on roofs or canopies over the first floor decks. **Brenda Reid**, the appellant, was the only party who was present at the hearing. Counsel for the appellant was **Lawrence Zucker** of **Kagan, Zucker, Fieldbloom, Shastri** with evidence provided by planner **Jessie Khurana**. (See OMB case No. PL990462.) (See *NRU* Oct. 19/98, Jan. 18/99, Mar. 22/99, Mar. 29/99, Apr. 26/99.) •

• DEVELOPMENT APPLICATIONS • DEVELOPMENT APPLICATIONS •

—TORONTO—

Luxury condominiums for Yorkville

A residential development for **1252-1260 Bay Street** and **61-63 Yorkville Avenue** in Yorkville has been further defined in a site plan application by **Minto (BYG) Inc.** The proposal details an 18-storey mixed-use building that steps down as it enters the Yorkville neighbourhood away from Bay Street. A combination of 125 one-bedroom and 40 two-bedroom apartments would provide a total of 17,793 sq. m. of gross floor area. The building's design is to complement the **Prince Arthur** condominium at Avenue Road and Yorkville Avenue, creating bookends for the neighbourhood. OPA and rezoning applications were submitted last month. On the consulting team are architects **Sol Wassermuhl** and **Mark Feldman** of **Page + Steele Incorporated, Architects**, planner **Peter Walker** of **Walker, Nott, Dragicevic Associates Ltd.**, solicitor **Patrick Devine** of **Goodman and Carr**, landscape architect **Paul Ferris** of **Ferris + Quinn Associates** and traffic engineer **Dan Cherepacha** of **Read, Voorhees & Associates**. (See *Novae Res Urbis* Oct. 4/99.)

New site plan for Electra Lofts

Urbancorp Developments Inc. has submitted a new site plan for an expanded **Electra Lofts** at **1029 King Street West**. The proposal is for an 11-storey residential building that incorporates some commercial and community space. A total of 258 units (10 bachelors, 164 one-bedroom and 84 two-bedroom units) would be provided in 19,861 sq. m. of residential gross floor area. Parking would be provided below-grade. On the consulting team are solicitor **Patrick Devine** of **Goodman and Carr**, planner **Ted Davidson** of **Ted Davidson (Consultants) Inc.**, architect **Catherine Friis** of **Rafael + Bigauskas Architects**, landscape architect **Paul Ferris** of **Ferris + Quinn Associates Inc.**, surveyor **Roger Avis** of **R. Avis Surveying Inc.**, structural engineers **Nerissa Hernandez** of **Kazmar Associates Limited** and mechanical/electrical engineer **David Low** of **M.V. Shore**.

New proposal for 9 Jackes Avenue

Baghai Development Limited has taken advantage of an interim Ontario Municipal Board decision by submitting new OPA and rezoning applications for **9 Jackes Avenue** in the Summerhill area. The new proposal calls for nine condominium units in a nine-storey building, amounting to a total of 2,981 sq. m. of gross floor area. Twenty-four parking spaces would be provided below grade. The original proposal, which garnered substantial community opposition, called for a 21-unit, 10-storey building with a 5,162-sq.- m. GFA. On the consulting team is architect **Andrew Bigauskas** of **Rafael +**

Bigauskas Architect Inc. (See OMB case No. PL980570.) (See *NRU* Mar. 30/98, Oct. 13/98, Feb. 15/99, Mar. 1/99, Apr. 5/99, May 3/99.)

Tridel moves into King/Spadina area

Del Real Estate Consultants Inc. (Tridel) have submitted a site plan application for the first of a two-phase condominium development at **250 Wellington Street West** at Blue Jays Way. A total of 266 units of condo and live/work tenure would be provided in the 13-storey tower. On the consulting team are architect **Roy Varacalli** of **Burka Architects** and surveyor **Roger Avis** of **R. Avis Surveying Inc.**

More residential for King Street West

King West Residences Corp. (Plazacorp Investments Limited) has submitted a site plan application for a nine-storey condominium tower with 149 units and 44 townhouses at **1006 King Street West**. The existing vacant lot on the north side of King Street West between Shaw Street and Crawford Street is 4,758 sq. m. On the consulting team is architect **Gabriel Bodor** of **Gabriel Bodor Architects Inc.**

Bay Trinity Square grows higher

TrizecHahn Corporation has submitted a site plan application to permit the north tower of the Bell Trinity Square at **483 Bay Street** and Albert Street to sprout four floors. The tower, currently 15 storeys, would be increased to 19 storeys to provide an additional 16,243 sq. m. of gross floor area, creating a total GFA of 112,100 sq. m. On the consulting team are architect **Bruce Creba** of **Bregman + Hamann Architects**, arborist **Patricia Thomson** and surveyors **Speight and Van Nostrand Limited**. (See *NRU* Jan. 19/98.)

—YORK—

Long-term care for West Park Hospital

West Park Hospital has submitted an expansion proposal for a new building to provide a 200-bed long-term care facility. The site plan application is for a mixed-height building of two and three storeys that would provide a transition between the existing four-storey and one-storey buildings on either side. The facility would be part of a seven-building complex on a 28,353 sq. m. lot at **82 Buttonwood Avenue**. On the consulting team is architect **Barbara Miszkiel** of **Dunlop Farrow Architects Inc** and landscape architects **Vertechs Landscaping**. •

Urban Intelligence Inc. and the Canadian Urban Institute present



GROWING PAINS

Can the GTA Get It Together?

Challenges facing Greater Toronto on the eve of the Millennium

PROGRAM

Friday, December 10, 1999
The Ontario Club, Toronto
30 Wellington St. W., 5th Fl.

As the GTA heads towards a population of 7 million, do we have the right systems in place to protect our quality of life? Join decision makers, policy planners, consultants and key stakeholders for a day of constructive dialogue on building a better future for Greater Toronto. Hear expert views on how we manage such key elements as:

- **Schools:** Closing in 416, scarcity of sites in 905. Is this good planning?
- **Hospitals:** Hospitals now rely on local funding. Is there one solution?
- **Transportation:** Can we agree on a transportation plan that works financially?
- **GTA urban structure:** Pushing the urban envelope. Where do we draw the line?

08:00	Registration and light breakfast
08:30	INTRODUCTION The communities of Greater Toronto have many positive attributes but in 20 years will a region of seven million still win accolades for quality of life?
08:45-09:45	SCHOOLS School closings in 416, scarcity of sites in 905. Capital funding challenges. Is there a better way to get the job done? <ul style="list-style-type: none"> • Thomas Mokrzycki, MCIP, RPP Commissioner of Planning, City of Mississauga • Angelo Sangiorgio, Superintendent of Planning & Facilities, Toronto Catholic District School Board
09:45-10:00	Break
10:00-11:00	HOSPITALS Should municipalities play a bigger role in hospital planning? Is there a winning formula that can fund high growth areas without penalizing existing facilities? <ul style="list-style-type: none"> • Mayor Ann Mulvale, Chair of 905/416 Hospital Needs Task Force • Scott Dudgeon, President, Toronto District Health Council
11:00-12:00	TRANSPORTATION Working towards agreement on a GTA transportation plan: How do we get the plan implemented? <ul style="list-style-type: none"> • Ed Levy, chair, Greater Toronto Transportation Conference and immediate past chair of Toronto Board of Trade Transportation Committee • Joyce Savoline, Chair, Region of Halton and head of Transportation Opportunities Task Force (invited)
12:00-01:00	Networking lunch
01:00-2:30	URBAN STRUCTURE Pushing the urban envelope: Where do we draw the line? <ul style="list-style-type: none"> • Ken Greenberg, partner, Urban Strategies Inc. • Elizabeth Howson, principal, Macauley Shiomi Howson Ltd. (invited) • Pat Murphy, MCIP, RPP Commissioner of Planning and Public Works, Halton Region

TO REGISTER, PLEASE FAX THE ORDER FORM **or CALL 416-979-3360**

GROWING PAINS

Friday December 10, 1999
The Ontario Club, 30 Wellington St. W., 5th Fl.

Seminar Chair: Patrick Devine, partner with Goodman and Carr

An expert panel will respond to presentations: Alan Tonks, Chair, GTSB; Ron Shishido, MCIP, RPP President of OPPI and Tony Coombes of the Neptis Foundation.

With generous support from Goodman and Carr and the Neptis Foundation



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Growing Pains — Registration

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• LETTER TO THE EDITOR •

Give designers their credit

As a fan of Toronto's streetcars (CLRVs), I read with interest your article on the history of the vehicles ("The trolleys that nobody wanted," *NRU* Nov. 8/99).

I was disappointed that your otherwise excellent article made only a brief mention of the design history of the CLRV, referring to the **Urban Transportation Development Corporation**, but failing to credit the CLRV's specific designer, **Claude Gidman**. I do not know the man personally, but I know and appreciate his streetcar design. And it was far from his only accomplishment as an industrial designer – in 1985 his reputation earned him the chair of the industrial design department at the **Ontario College of Art**.

The reporter's omission of Gidman's role as designer of the streetcar points to a blind spot that is practically endemic in the media's coverage of designed things – from buildings to cars and everything in between. Too often objects of design are appraised with only their political or economic values in mind. This approach overlooks the importance of the designer who, as one of the essential figures in the making of things, synthesizes the economic, political and cultural values that are extant at the time in the makeup of a finished product. I trust that *Novae Res Urbis* will continue to offer excellent coverage of the design in our city, but hopefully with a finer eye for the people behind the designs.

Lewis Poplak
Urban Designer, Urban Strategies Inc.
Toronto

Poplak also hosts a monthly radio show, Designers Talk, on CKLN 88.1 in Toronto.

NOVÆ RES URBIS

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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.

Subscription rates are \$169 for six months and \$269 for one year. Complimentary trial subscriptions are available at seanh@urbanintelligence.com

Advertising rates are available upon request at iang@urbanintelligence.com

NOVÆ RES URBIS welcomes letters to the editor. Send correspondence to address above or via e-mail to dannys@urbanintelligence.com

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Mark These Dates

Nov. 16, Tuesday, UNIVERSITY OF WATERLOO - Toronto Planning Alumni Dinner, Royal York Hotel, Toronto. (For tickets, contact Ornella Richichi at tel: 416-493-9112)

Nov. 23-25, Tuesday-Thursday, 9:30 a.m., City Council meets at City Hall.

Nov. 29, Monday, 9:30 a.m., Planning and Transportation Committee meets at City Hall.

Nov. 29, Monday, 9:30 a.m., Economic Development and Parks Committee meets at City Hall.

Nov. 30, Tuesday, 9:30 a.m., Administration Committee meets at City Hall.

Dec. 1, Wednesday, 7:30 a.m., The Canadian Environmental Defence Fund & Lang Michener present *Y2K and the Environment: are we prepared?* at 181 Bay St., BCE Place, Suite 2500. Contact (416) 323-9512.

city people

Senior community planner **Elyse Parker** of UPDS' waterfront section replaces **Gregg Lintern** today (November 15) in the Yonge Street regeneration initiative and east downtown area. Parker, who had worked on waterfront issues for 10 years, recently participated in the eight-week **Home Depot OMB** hearing (*see story on page 7 of this issue*). Her replacement in the waterfront section has yet to be announced. •