CITY OF
Welland

COUNCIL INFORMATION PACKAGE

Friday, July 26, 2024

CITY OF Welland

MEMORANDUM

TO: **Welland City Council**

FROM: **Lina DeChellis, Director of Economic Development & Strategic Initiatives**

DATE: **July 24, 2024**

SUBJECT: **Physician Recruitment Incentive – Dr. Hamzah Khan**

I'm pleased to inform Council that Dr. Hamzah Khan has chosen Welland for his family practice and will be practicing at Intrepid Medical Centre located at 905 Niagara St. Dr. Khan will start seeing new patients on July 25. If you know of anyone looking for a Family Physician, they can become a patient by calling 905-361-1449 or emailing welland@intrepidhealthgroup.com.

City staff have been working closely with the Region's Physician Recruitment Specialist and have been successful in attracting 6 new family physicians since the approval of the Physician Recruitment Incentive.

To date Dr. Shublaq, Dr. Zayed, Dr. Richardson, Dr. Calcagno, Dr. Patel and Dr. Khan are practicing in the City of Welland. There is currently $400,000 remaining under the incentive program.

Community Services Department
Dave Steven
Manager of Parks, Forestry & Cemeteries
905-735-1700 x3021

MEMORANDUM

TO: Welland City Council

FROM: Dave Steven, Manager of Parks, Forestry & Cemeteries

DATE: July 26, 2024

SUBJECT: Forestry Contractor SOP

This memo is a response to Notice of Motion Ref # 24-19 in conjunction with Council Report CS-2024-04: Response to NOM Ref 2024-19 Emerald Ash Borer (EAB) Tree Removal on Merritt Island.

In February 2024, Council put forward Resolution No. 2024-62 requesting a staff report on the removal of hazardous trees affected by Emerald Ash Borer (EAB) from Merritt Island. The resolution requested specifics on the terms of the contract, bidders, scoring and award of the contract as well as information re: damages, future replanting and staff oversight.

On April 9, 2024, staff presented this response to the resolution and presented Report CS-2024-04. The report identifies that this most recent phase of contracted EAB tree work in January 2024 did not go as expected and have since developed and implemented a series of corrective actions to ensure effective contract management and communication moving forward. This report mentioned the development of a standard operating procedure (SOP) for future forestry work and Council requested more details.

The attached standard operating procedure (SOP) was developed in consultation of all levels of forestry staff including frontline arborists and has been implemented to ensure consistent protection of our natural assets during contracted forestry work moving forward. The SOP includes reviewing the scope of work at a site meeting,

Dave Steven
Manager of Parks, Forestry & Cemeteries
905-735-1700 x3021

considerations for equipment, ongoing site monitoring, replanting plans, site signage, and consistent communication during projects.

In summary, all items included within Notice of Motion Ref # 24-19 have been addressed. Implementation of the standard operating procedure for Forestry Contractors will result in good governance for all stakeholders moving forward and enhance tree protection, and communication.

Attachment 1 – Notice of Motion Ref # 24-19 for Emerald Ash Borer Tree Removals
Attachment 2 – SOP – Forestry Contractors on Capital Projects

Corporation of Welland

WHERE RAILS AND WATER MEET

PROCEDURAL NOTICE

DATE	Feb 13, 2024
COUNCILLOR	Bonnie Fokkens

Conflict of Interest ☐ **Notice of Motion** ☑

Whereas, it is understood that it is the responsibility of the Municipality to remove trees affected by the Emerald Ash Borer, to mitigate the spread of EAB, and to keep residents and City workers safe
Whereas : the recent deforestation of a section of Merritt Park due high risk areas of the Emerald Ash Borer infestation using an excavator with a logging head by an external contractor is concerning to the Green Advisory Committee which includes, but is not limited to: soil compaction, the destruction of the fauna, flora, natural wildlife habitat, the tree canopy, effects and growth of buck thorn and the question of why an inventory of native trees, fauna and flora was not taken prior the deforestation of the area.
And Whereas The Niagara Region has just established a Niagara wide assessment of the tree and forestry coverage that sites the importance of the tree canopy
And Whereas, Merritt Park is Zoned as an Environmental Protection Area
And Whereas, the City of Welland has Municipal exemption to the Regional Woodland Conservation By-law for activities or matters undertaken for municipal purposes, but should be open and transparent to the public and good forestry practices should apply
Therefore be it resolved, that the Council of Welland direct staffs to provide a detailed report to Council on this project, and to include but is not limited to - the specs and terms of the contract, the bidders, scoring and the awarding of the contract, any damages, future replanting, costs and funding and to include a recommendation to Council, that a City Employee who is a Certified Arborist - review, consult and report to senior staff on future forestry projects, future trails, protected areas and including the removal of trees for infrastructure projects and their report is to be included in reports, that come to Council on these projects.

Councillor Signature Councillor Bonnie Fokkens

Corporation of Welland

FROM THE OFFICE OF THE CITY CLERK

RESOLUTION NO: 2024-62

REFERENCE NO. 24-19

March 07, 2024

Dear Sir or Madam:

Welland City Council passed the following motion

on

February 27, 2024

"THAT THE COUNCIL OF THE CITY OF WELLAND directs staff to provide a detailed report to Council on this project, and to include but is not limited to - the specifics and terms of the contract, the bidders, scoring and the awarding of the contract, any damages, future replanting, costs and funding and to include a recommendation to Council, that a city employee who is a member of the Forestry Department - review, consult and report to senior staff on future forestry projects, future trails, protected areas and including the removal of trees for infrastructure projects and their report is to be included in reports, that come to Council on these projects: and further

THAT Welland City Council refers the notice of motion regarding Emerald Ash Borer (EAB) trees back to staff for report."

TS:bl

G. Munday, Director of Planning & Development Services
c.c. - J. Ruddell, Director of Community Services
- D. Steven, Manager of Parks, Forestry, Cemeteries, Operations and Development
- A. Beres, Manager of Fleet, Equipment & Purchasing

From

T. Stephens

City Clerk

	Title:	Forestry Contractors on Capital Projects		
CITY OF Welland	Doc. Control Number:	CS-SOP-FR-Forestry Contractors on Capital Projects-V1.0-20240409		
	Effective Date:	April 9, 2024	Approved by:	Manager of Parks, Forestry and Cemeteries
	Review Date:		Area:	Forestry
	Document Type:	Standard Operating Procedure	Department:	Community Services

Table of Contents

1.0 Purpose

To ensure proper Arboriculture practices are followed when awarding and completing Capital tree related projects within the City of Welland.

2.0 Scope

This procedure applies to all contractors, their employees, and any sub-contractors that the Contractor may hire upon City of Welland approval.

Potential Contractors will be sent an email of interest to quote for specific projects. Upon receiving the response for interest to quote by contractors, contractors will receive a copy of this SOP outlining steps and procedures with regards to the project. If they are in agreement and wish to proceed with the process for quoting, the following will apply:

Before award of the contract, all contractors will participate in a Project Kick-off meeting with City staff on-site. The Project Kick-off will include:

- A detailed review of the scope of work. This scope of work will be provided by the City in writing.

- A City arborist will attend this meeting to support any technical requirements, in addition to the Supervisor of Parks/Forestry operations. Should any updates to the scope of work be required based on the meeting, these will be provided by the City to the contractor in writing.

Following the Project Kick-off meeting, the awarded contractor will supply the following documentation prior to any work being permitted on-site:

- Copies of ISA Certified Arborist(s) certification or 444 A Arborist(s) who will be completing the work or overseeing the project.
- Copies of WSIB and Certificate of Insurance
- List the number of staff (along with years of forestry experience) and types of equipment to be used on project.
- A timeline for the start and end of project.
- Understanding that a required ISA Certified Arborist or 444 A Certified Arborist must be on site during and throughout work operations of the project.

Once the required documentation is provided and the work begins, it is expected that the contractor will provide updates daily via email regarding the project's progress.

3.0 Process

The process to obtain a forestry contractor is as follows:

1. Contractors will be contacted for their interest in providing a quote in accordance with the requirements of the procurement bylaw.
2. Contractors will receive the SOP and a scope of work for their review.
3. Interested contractors must attend a scheduled pre-award site meeting with City staff including an Arborist to review the site and scope of work.
4. Contractors will submit their bid for the City's consideration.
5. Project will be awarded based on price and understanding of Project goals/objectives.
6. The awarded contractor will attend the Project Kick-off meeting and provide all required documentation as detailed above.

7. The contractor will provide daily updates to the City staff re: progress.
8. The contractor will notify the City when the work has been completed.
9. City Arborists will inspect the work site to ensure the scope of work has been completed as per best practices. Any deficiencies will be identified and shared with the contractor for remedy.
10. Once all the required work has been completed as per the Scope of Work to the City's satisfaction, payment will be made.

4.0 Payment

- Payment will be awarded based on the review of the completed project regarding all targets being met within the Scope of Work provided.
- Partial or nonpayment may result should the contractor not complete the work as required or cases where the Scope of Work has been deviated from as provided by the City.

5.0 Notes

In environmentally or politically sensitive areas of Welland, the Supervisor of Parks/Forestry may engage corporate communications to support messaging to update Council and public.

The City will retain access to the site to monitor and review progress on an ongoing basis. The work site must be left in a safe condition at all times by the contractor and clearly marked off as required according to safe work practices and all applicable legislation.

Some work locations may require the presence or assistance of a 3rd party group due to the environmental sensitivities of the work area. These locations could be protected zones that include but are not limited to wetlands, forests, and watershed areas. These parties may include but are not limited to NPCA (Niagara Peninsula Conversation Authority), Niagara Region, and NEC (Niagara Escarpment Commission).

Any change or deviation from the Scope of Work provided by the City will need to be discussed and approved by the City before any such action be taken. Failure to do so could result in termination of contract and/or forfeiture of payment.

Exemptions to the SOP may apply when Emergency Tree related events arise such as but limited to Storm/Weather related events, inability to get City Forestry staff to respond to event, or Strike. This exemption may be used in a manner to mitigate potential or hazardous conditions that pose a risk of injury or death to the public.

6.0 Revision History

Date	Description of Change	Initials

Office of the City Clerk
Tara Stephens
Director of Legislative Services/City Clerk
905-735-1700 x2159
tara.stephens@welland.ca

MEMORANDUM

TO: Mayor and Council

FROM: Tara Stephens, Director of Legislative Services/City Clerk

DATE: July 26, 2024

SUBJECT: Updated Timeline #2 – Procedural By-law Review Report

On May 17, 2024, a memorandum in the Council Information Package notified Council that the Procedural By-law review report would be considered on July 30, 2024. However, upon finalizing the agenda for the July 30th Council Meeting, it has been decided to reschedule this item for the September 17, 2024 Council meeting.

This rescheduling is due to the reduced summer schedule and the need to prioritize more time-sensitive matters, such as those related to the upcoming budget process. The agendas for the July 30th and subsequent meetings include items that may require extensive discussion, potentially limiting the time available to thoroughly consider the Procedural By-law recommendations.

The September 17th meeting has been designated specifically for the Procedural By-law review. The City Clerk has communicated to all staff that the primary focus of this meeting will be the comprehensive review of the Procedural By-law. This notification allows staff to plan accordingly and consider alternative dates for presenting other items to the Council, ensuring that the meeting is dedicated exclusively to this significant review. This approach aims to provide ample time for a thorough discussion of the Procedural By-law and to maintain an efficient and organized meeting schedule.

Office of the City Clerk
Tara Stephens
Director of Legislative Services/City Clerk
905-735-1700 x2159
tara.stephens@welland.ca

Staff remain committed to a collaborative approach in refining our governance practices and appreciate the understanding and cooperation of all council members.

Office of the City Clerk
Tara Stephens
Director of Legislative Services/City Clerk
905-735-1700 x2159
tara.stephens@welland.ca

MEMORANDUM

TO: **Mayor and Councillors**

FROM: **Tara Stephens, Director of Legislative Services/City Clerk**

DATE: **July 26, 2024**

SUBJECT: **Future Procedures of General Committee Meeting and Chair Appointments**

Following Mayoral Decision 2024-02, the Vice-Mayor will now chair the General Committee meetings. This decision increases the responsibilities of the Vice-Mayor, who also serves as a stand-in for the Mayor when necessary. The longstanding governance structure of the General Committee has traditionally involved appointing Chairs to oversee proceedings on various topics, consistent with the city's organizational framework.

With the procedural changes to General Committee meetings, the need for multiple Chair positions has been eliminated. A review of records revealed that there is no documentation concerning the background for these Chair positions. The two current Chair appointments will expire on August 1, 2024, and will be replaced by a new system where the Vice-Mayor chairs the entire General Committee meetings, including any Legislative Public Meetings held under the *Planning Act.*

To improve efficiency, the City Clerk has reviewed Legislative Public Meeting processes under the *Planning Act* and determined that they could be more effectively managed if held during General Committee meetings. This practice is permitted under the *Planning*

Office of the City Clerk
Tara Stephens
Director of Legislative Services/City Clerk
905-735-1700 x2159
tara.stephens@welland.ca

Act and is already used by other municipalities. Although the 2024 Council Meeting schedule includes a limited number of General Committee meetings, additional meetings will be arranged as needed. Clerks staff will coordinate with Planning staff to ensure that public meetings are held regularly and meet service requirements.

As preparations begin for the 2025 Council Meeting schedule, additional General Committee meetings will be tentatively scheduled to ensure legislative public meetings occur within the designated timeline mandated by the *Planning Act*. If a planning matter requires a public meeting before the next scheduled meeting, a Special General Committee meeting will be arranged. Information regarding these public meetings will be promptly communicated to staff and council and posted on the city's website upon scheduling.

This new governance structure also provides an opportunity for all Councillors to chair General Committee and Legislative Public Meetings under the *Planning Act* during their tenure as Vice-Mayor. This approach aims to streamline meetings and enhance operational efficiency within the city's governance framework.

NOVÆ RES URBIS
GREATER TORONTO & HAMILTON AREA

WEDNESDAY, JUNE 26, 2024

Vol. 27 No. 26

TOWN RENOWNED FOR ITS BEACH UNVEILS PLANS TO REDEVELOP HISTORIC WATERFRONT AFTER 2007 FIRE

PUTTING WASAGA BACK ON THE MAP

Matt Durnan

Some major changes are on the horizon for the **Town of Wasaga Beach**, with plans underway to redevelop the town's once-iconic beachfront with a brand new hotel, residences, restaurants and shops, and a new public square, all along the world's-longest freshwater beach.

At a public meeting on June 20, Town of Wasaga unveiled its plans to redevelop the waterfront in partnership with **FRAM Building Group** and **Sunray Group of Hotels**, a plan that aims to bolster tourism in the town while reinvigorating an important community asset for the town's permanent residents.

The plans to redevelop the beachfront have been a long time coming, after a massive fire along the town's waterfront in 2007 destroyed more than eight buildings accommodating 21 businesses, causing more than $5 million in damage.

"Really how this whole development came to be was back in 2013 when I made a decision that I was kind of

CONTINUED PAGE 7

Rendering of the proposed redevelopment of Town of Wasaga Beach's beachfront, showing a proposed 120-room hotel right on the beach, with retail uses at grade and potentially a rooftop patio for a restaurant/bar. Wasaga Beach residents got a first look at the proposal at a public meeting on June 20.

SOURCE: TOWN OF WASAGA BEACH

UPCOMING DATES

JUNE

26 Brampton Council, 9:30 a.m.

Durham Regional Council, 9:30 a.m.

Georgina Council, 7:00 p.m.

Hamilton Council, 9:30 a.m.

Innisfil Council, 7:00 p.m.

Markham Council, 1:00 p.m.

Mississauga Council, 9:30 a.m.

Richmond Hill Council, 9:30 a.m.

27 Peel Regional Council, 9:30 a.m.

York Regional Council, 9:00 a.m.

JULY

2 Caledon Planning & Development Committee—Public Meeting, 7:00 p.m.

3 Markham Development Services Committee (special), 9:00 a.m.

Richmond Hill Committee of the Whole, 9:30 a.m.

8 Brampton Planning & Development Committee, 7:00 p.m.

Burlington Committee of the Whole, 9:30 a.m.

Halton Hills Council, 3:00 p.m.

Hamilton General Issues Committee, 9:30 a.m.

Oakville Planning & Development Council, 6:30 p.m.

Uxbridge Council, 10:00 a.m.

9 Caledon General Committee, 2:30 p.m.

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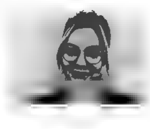
BRAMPTON APPROVES UPDATED PARKS AND RECREATION MASTER PLAN

RETHINKING PARKS & RECREATION



Lana Hall

As the **City of Brampton** continues to see intensification, staff are taking steps to continue building out the city's parkland and recreation facilities, even if means looking at different ways of defining and acquiring that parkland, including increased private/public partnerships.

At its meeting on June 19, Brampton city council approved the Parks and Recreation Master Plan 5-Year Review and Update (PRMP), an updated version of the 15-year guiding document for the development of parks, open space, and recreational opportunities across Brampton. As Brampton's population continues to increase and diversify, the City's park planning must reflect that, say City officials.

"With our city's population expected to continue to grow significantly in the coming years, this plan provides a comprehensive roadmap to enhance our green spaces and recreational facilities, ensuring Brampton remains vibrant and residents are active for generations to come." said City of Brampton chair of community services and Wards 1 and 5 regional councillor **Rowena Santos** in a statement.

Since the last PRMP update in 2017, Brampton has added over 100 hectares of recreational parkland and built or renovated almost a dozen recreational and community facilities, including constructing multiple dedicated cricket grounds with new turf and lighting. Brampton is the first city in Canada to develop its own indoor and outdoor cricket programs in partnership with formal cricket associations.

While these efforts are significant, Brampton's population is set to grow from around 757,000 people now to over 900,000 by 2036. This population growth—and the land development that will accompany it—is evolving with Brampton's new official plan, which will guide land development and intensification in strategic growth areas throughout the city. But this growth will

CONTINUED PAGE 3

> With our city's population expected to continue to grow significantly in the coming years, this plan provides a comprehensive roadmap to enhance our green spaces and recreational facilities, ensuring Brampton remains vibrant and residents are active for generations to come.
>
> -Rowena Santos

NRU PUBLISHING STAFF

Ian A.R. Graham, Publisher
iang@nrupublishing.com
Ext. 222

Irena Kohn, Editor
irenak@nrupublishing.com
Ext. 223

Matt Durnan, Senior Reporter
mattd@nrupublishing.com
Ext. 225

Lana Hall, Senior Reporter,
lanah@nrupublishing.com
Ext. 226

Peter Pantalone
Planning Researcher
peterp@nrupublishing.com

Jeff Payette
Design/Layout
jeffp@nrupublishing.com
Ext. 228

Samantha Lum
Sales and Circulation
samanthal@nrupublishing.com
Ext. 224

NRU PUBLISHING INC

SALES/SUBSCRIPTIONS
circ@nrupublishing.com

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Corporate Office
1200 Bay Street, Suite 1101
Toronto, ON M5R 2A5
Tel: 416.260.1304
Fax: 416.979.2707

Billings Department
NRU Publishing Inc.
PO Box 19595 Manulife PO,
Toronto, ON M4W 3T9

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RETHINKING PARKS & RECREATION

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also require a different approach to finding land and developing parks and recreation spaces than in decades past.

"Provincial changes have happened where we are going towards more higher-density building, more intensification…" says City of Brampton supervisor of parks planning **Jaskiran Bajwa**. "[We have] to cater for that community and that dense living."

The updated PRMP is built around seven goals: Uniting the community through parks & recreation, supporting complete communities & neighbourhood revitalization, proactively planning greenfield areas, connecting Bramptonians to the outdoors, providing pathways for sport, positioning parks & recreation for success, and realizing the potential of the PRMP.

Within those goals, there is an emphasis on developing more spaces and resources for youth—including community space and relevant athletic programming, in addition to including Indigenous values in parks and recreation development, investing in aging infrastructure, and considering creative partnerships and land use planning strategies to create more parkland opportunities for the growing city.

The latter is one of the main areas of research being undertaken through the updated PRMP, but it could prove to be a challenge, as new housing developments increasingly encroach on land that could otherwise be used for parks or recreation, says Bajwa.

To get creative, staff consider opportunities to establish public/private partnerships with school boards, residential and commercial developers, and stratas she says. Those partnerships could result in joint recreational uses for multiple demographic groups. Staff will also determine whether existing trails could be connected to form linear parks and active transportation corridors.

"We need more parkland … but as we progress and evolve in the planning world, things change," she told *NRU*. Bajwa adds that redeveloping existing publicly-owned parkland is a priority in the new PRMP as well. This could take the form of redeveloping that land for multiple, shared uses, or enhancing existing facilities to better align with what the growing community needs, such as alternative or additional programming or resources. The City's investment in cricket programs and facilities is one example of this.

"[We are asking ourselves], 'What have we done in the past? And could we change it now to align it with a community that's also growing and evolving?'"

Brampton is not the only municipality juggling its housing growth requirements with a need for greenspace to serve those new residents, say some.

"We're seeing it across the GTHA and in other communities," says **Monteith Brown Planning Consultants** associate **Anand Desai**, who was a consultant on the Brampton PRMP.

"… We have potentially hundreds of thousands of new people moving into established neighbourhoods and mature communities, but we don't always have the same amount of parkland to service both needs. …What we're finding in acquiring new parkland is whereas you might've been able to get two or three acres for a park in the past for a neighbourhood, the ability to find that same amount of land is more difficult. And changes to the *Planning Act* are such that municipalities are probably entitled to about half the amount of parkland than they used to be."

Desai says these challenges are increasingly encouraging the development of more privately-owned-publicly-accessible spaces in new developments, and consideration of alternative locations for recreation, such as the **City of Toronto**'s Bentway Project, which has seen various activations deployed under the Gardiner Expressway.

"We're trying to find ways to make parks more flexible, more multi-generational, more multi-seasonal. At the end of the day, when we're looking at communities and mature neighbourhoods undergoing transition to more intensification, we need to recognize that the needs of the people living around those parks is perhaps greater than people living in a single-detached house living in a suburban area."

INCENTIVIZING INTENSIFICATION

Lana Hall

A recent report by the **Institute on Municipal Finance & Governance** (IMFG) examines various land-use development patterns throughout Ontario and their impacts on regional greenhouse gas emissions, ultimately finding that infill development has the most potential to help municipalities meet regional climate goals, and suggesting that all levels of government provide incentives to support intensification.

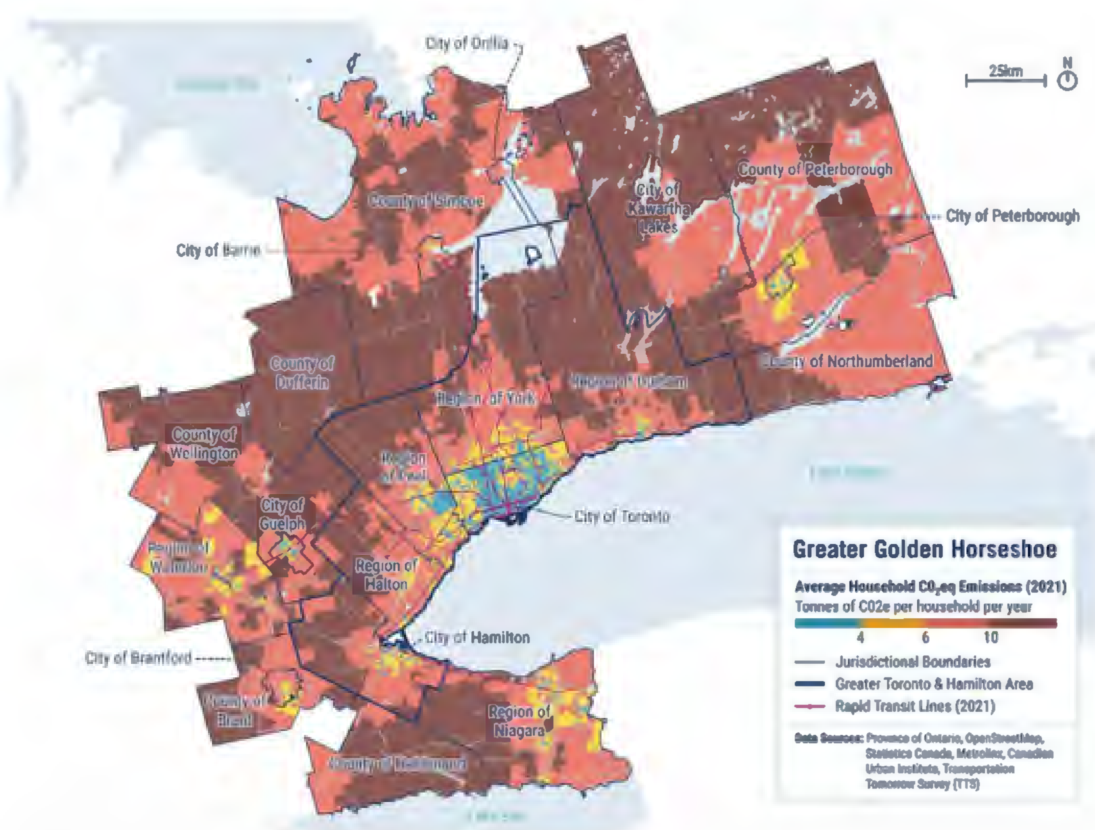
In 'Land Use Planning to Mitigate Climate Change in the Greater Golden Horseshoe,' released in late May, report co-authors **Clara Turner**, **Jeff Allen**, **Karen Chapple**, and **Sarah A. Smith** assess the impacts of various residential development patterns within the Greater Golden Horseshoe (GGH, on Ontario's greenhouse gas (GHG) reduction targets. The housing and development patterns evaluated range from sprawl-adjacent to built-up areas, to predominantly infill development. The report found substantial variation in emissions based on different development patterns, ultimately suggesting that aggressive intensification would reduce greenhouse gas emissions by as much as 26 per cent.

The **Government of Canada** has pledged to reduce Canada's greenhouse gas (GHG) emissions by up to 45 percent of 2005 levels by 2030. Municipalities can play a part in reaching that goal by minimizing the use of carbon-generating transportation modes and by creating patterns of sustainable land use development. But, the report authors argue, many Canadian municipal and regional plans do not fully consider the potential effects of housing development on regional GHG emissions.

"We have these climate goals as a country, but our land use policies are going in the opposite direction," says **University of Toronto**'s School of Cities director **Karen Chapple**, one of the report's co-authors.

The report's methodology involves modelling the effects of land use intensification on GHG emissions generated from both residential building operations and personal vehicle kilometres travelled

CONTINUED PAGE 5



Map showing average household greenhouse gas (GHG) emissions by area throughout Ontario's Greater Golden Horseshoe (GGH) for the year 2021. Areas shaded in blue are on the lower end of the emissions scale, while areas shaded in burgundy are on the higher end. A new report from the Institute on Municipal Finance and Governance (IMFG) examines various land-use patterns throughout the GGH and their impact on regional GHG emissions, ultimately finding that areas with more infill development produce fewer emissions.

SOURCE: INSTITUTE ON MUNICIPAL FINANCE & GOVERNANCE

INCENTIVIZING INTENSIFICATION

CONTINUED FROM PAGE 4

(VKT), and estimating the average emissions per household for homes located within the GGH's 21 upper and single-tier municipalities.

Using this modelling, the report authors found that cities generating lower emissions, such as the **City of Toronto** and the **City of Peterborough**, had higher rates of infill development and more walkable communities, while municipalities generating higher emissions—such as the **County of Dufferin**—had more low-density, single-use 'sprawl' and vehicle-dependent development.

This, say the report authors, is largely because developing on undeveloped land releases carbon sequestered in the soil, and prevents future carbon sequestration. Additionally, smaller, denser, multi-unit residential buildings—which are more common in infill developments—require less energy to heat and cool than single-detached buildings dispersed across a wider geography. And thirdly, sprawling, low-density neighbourhoods require more vehicle use than denser, transit-supported neighbourhoods.

For some, the report findings have once again highlighted the tension between those seeking to push for higher-density development and those who are determined to oppose it.

"…It's so frightening and frustrating to hear these [suburban politicians] talking about accommodating homes in existing neighbouhoods, as if it's some kind of bitter pill to swallow that's been forced on them because we have population growth," says **Environmental Defence** Ontario environment program manager counsel and land use and land development manager **Phil Pothen**.

"The reason why suburban politicians oppose intensifying existing neighbourhoods has nothing to do with any harm that's caused by intensifying neighbourhoods. It has to do with the fact that they're under immense pressure from land speculators who have purchased farmlands and are agricultural landlords outside of existing built-up areas, that are desperate to see a huge return on the bet that they've placed."

But as construction costs continue to climb, Pothen told *NRU*, communities need to house at least 100 people per hectare to make it cost effective for municipalities to provide reliable, higher-order transit and amenities like grocery stores and schools within walking distance of housing. Building in neighbourhoods that already have this infra-

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Household CO_2eq Emissions by Region in 2021 (tonnes of CO_2eq / year)

	Region	Household Average	Total
GTHA	Region of Durham	8.85	2,151,093
	Region of York	7.15	2,796,536
	City of Toronto	3.14	3,650,659
	Region of Peel	6.34	2,857,973
	Region of Halton	7.86	1,639,385
	City of Hamilton	6.33	1,409,131
Outer Ring	County of Northumberland	10.69	399,079
	County of Peterborough	8.77	225,721
	City of Peterborough	5.05	181,809
	City of Kawartha Lakes	10.16	332,423
	County of Simcoe	10.04	1,336,319
	City of Barrie	7.85	434,009
	City of Orillia	6.59	95,018
	County of Dufferin	12.76	297,472
	County of Wellington	11.71	414,015
	City of Guelph	6.18	349,478
	Region of Waterloo	6.70	1,490,114
	County of Brant	9.48	136,075
	City of Brantford	6.74	281,055
	County of Haldimand	10.79	201,981
	Region of Niagara	6.91	1,353,261
	Overall	6.09	22,032,606

Graph showing total and average household greenhouse gas (GHG) emissions in the Greater Golden Horseshoe by region (in tonnes) in 2021, with the City of Toronto having the lowest average household emissions– at 3.14 tonnes per household – and the County of Dufferin having the highest – at 12.76 tonnes per household. IMFG report authors attribute this to Toronto's land use development and housing production patterns. Toronto has higher rates of infill development, for which multi-unit residential buildings require less energy to heat, cool and operate, and the city's more intense, transit-oriented communities reduce the need for private vehicle travel to accomplish daily tasks.

SOURCE: INSTITUTE ON MUNICIPAL FINANCE & GOVERNANCE

INCENTIVIZING INTENSIFICATION

CONTINUED FROM PAGE 5

structure is one way to mitigate those costs, costs that can make some developments unfeasible.

"…The only way to get more homes out of our constrained construction capacity … is to build them in existing neighbourhoods where they can use existing infrastructure and build them in high-density, labour-efficient formats," says Pothen. "Density is the only way to solve the housing crisis, and any politician who chooses to continue sprawl, is choosing to continue the housing shortage."

Part of the problem preventing more infill from being built, says Chapple, is the lack of planning tools, policies and incentives available to regions and municipalities that could reward more infill development. Chapple says the research team conducted interviews with select municipalities across the GTHA during the research process and found few options to incentivize this type of growth.

"They just had so few tools. It was really shocking to me," she says.

The report recommends encouraging density in urban growth centres and transit station areas through density bonuses, high minimum-density zoning, and elimination of parking requirements. It also suggests governments explore stronger, more flexible financial incentives for developers, including development charge waivers, low-interest loans, assistance with infrastructure development, and tax abatements.

Chapple adds that the passing of the **Province of Ontario**'s *Bill 23: More Homes Built Faster Act*, which introduced policy changes for land use planning at the regional level, has also made it more challenging for regional municipalities to coordinate these types of incentives and development supports across their lower-tier municipalities.

"The region has to really coordinate infrastructure across these municipalities and also coordinate programs and incentives," she says. "You can't have one city like Oshawa able to offer a ton of incentives and then the city next door is not."

To read the full report "Land Use Planning to Mitigate Climate Change in the Greater Golden Horseshoe: An Analysis of Potential Scenarios", please visit the IMFG website here.

WASAGA BACK ON THE MAP

CONTINUED FROM PAGE 1

getting tired of the status quo and what was happening in our community, and I decided I was going to run for mayor. Part of my platform was to redevelop our main beach and create a downtown proper," Wasaga Beach Mayor **Brian Smith** told *NRU*.

"I believe that any community with no downtown proper to Main Street is a community that has little to nothing to offer to its full-time citizens."

Shortly after Smith was elected mayor in 2013, Wasaga Beach town council made the decision to purchase seven waterfront properties which included eight buildings and 28 units at a cost of $15 million, giving the town control over roughly 80 per cent of the lots on the town's beachfront.

- Many of the buildings the Town purchased were in a state of disrepair and would have required significant renovation to bring them up to current Ontario Building Code standards.

The Town set out to establish a downtown masterplan in 2017. The downtown masterplan envisions the beach district of Wasaga as taking cues from its cultural heritage, bringing back family-

CONTINUED PAGE 8

Map showing the location of Town of Wasaga Beach's downtown and beachfront. Town of Wasaga Beach set out a planning vision for the entire area in its 2017 downtown master plan, including plans for its historic beachfront (purple). At a public meeting on June 20, the Town unveiled plans for the redevelopment of its beachfront, proposing to develop a new 120-room hotel, hundreds of residential units, new retail and commercial space and a new public square there.

SOURCE: TOWN OF WASAGA BEACH
PLANNERS: FORREC LIMITED, N. BARRY LYON CONSULTANTS LIMITED

Rendering of the proposed redevelopment of Town of Wasaga Beach's iconic beachfront. Wasaga Beach residents got a first look at the proposal at a public meeting last week. Proposed for the site are a new hotel (coloured building right side of rendering), residential buildings (shaded white), a new public square, and amenities.

SOURCE: TOWN OF WASAGA BEACH

WASAGA BACK ON THE MAP

CONTINUED FROM PAGE 7

friendly indoor and outdoor entertainment spaces, anchored by a mix of uses and a large festival square.

Much of the planning framework for the beachfront area is already in place, as existing zoning already permits a mix of uses along the waterfront, though Smith says some minor tweaks may be needed as plans progress.

One major piece of infrastructure improvement will be required for the development to move forward—Beach Drive, the roadway closest to the beach, will need to be raised five feet in order to mitigate flood risk.

When speaking about the proposed redevelopment of the waterfront, Smith made it abundantly clear that while this revitalization project will serve as a significant contributor to the revival of the town's tourism industry, Wasaga's permanent residents were top of mind at all times in conceptualizing the redevelopment.

"This is about putting Wasaga Beach back on the map. We were one of Ontario's premier tourist destinations for many years, and we've kind of fallen away from that. This council is intent on getting us back there, and we're confident that it's going to happen," Smith said.

"One thing that's lacking in Wasaga Beach is we have to leave town if we want to get a nice shirt, or dress, or pair of shoes. We only have two casual fine dining restaurants, so this [redevelopment] is really going to build on that. We're looking to build a community in an area that, first and foremost, our full-time residents love, and that tourists are going to love just as much. This has always been about our full-time residents. The mayor and council's job is to do what is best for our citizens."

The 120-room hotel that is proposed to serve as an anchor for the redevelopment of the area is emblematic of the Town's approach to the beachfront revitalization.

While hotels are geared primarily towards tourists, the proposed hotel will integrate retail uses at grade, with plans to potentially include a rooftop restaurant/patio that would serve the Wasaga Beach community as a whole.

"We know that anywhere you go in the world, where you get a lot of people on a boardwalk, it's just natural to have beautiful commercial space on the ground level, so that people can come up from the beach and grab a coffee or food of whatever," Sunray Group of Hotels director of real estate development **Amir Fatemi** told *NRU*.

"So the debate is going on, and this is something that happens in the design process of the final design—whether we should put a restaurant on the rooftop or a bar? These are things we'll study. Our goal is to maximize [this space], and we'll have retail shops. We're thinking about a small courtyard behind the hotel that's easily walkable from the public square. I think these are all elements that residents can enjoy. They're not going to stay in the hotel, but they can benefit from all of the other services that are going to come with this."

The redevelopment project also includes a number of residential units for town residents at various stages of their lives, ranging from smaller apartments to three-plus bedroom units and townhouses. While no firm number has been determined for how many residential units will be included in the beachfront redevelopment, the Town's downtown master plan indicates that the district could accommodate as many as 1,200 new residential units and a total residential population of 1,700 people.

With a clear and focused plan for the waterfront's redevelopment, Mayor Smith is excited for the future of Wasaga Beach, a town that has experienced firsthand the lasting impacts of both a thriving and a stagnant waterfront.

"We've learned from what happens when you don't plan a waterfront, and when you don't create a waterfront that is lasting. It shows that you can take a community that is thriving and is a thriving tourism destination, and you can deplete revenue generation very quickly," Smith said.

"When the fire occurred in 2007, the council of the day decided they were going to wait until they decided what was best to do, when in fact they should have been, in my opinion, getting the experts in here to figure that out as quickly as possible, and getting the landowners back to building. If they had done that, we wouldn't be where we are. But it has given us a clean slate that a lot of municipalities would love to have, and it has put us in a really great position, and it's a great opportunity for Wasaga Beach."

Demolition of derelict structures on the now Town-owned properties is expected to get underway later this year, with construction slated to begin in mid-2025.

IN BRIEF

2024 Governor General's medals in architecture announced

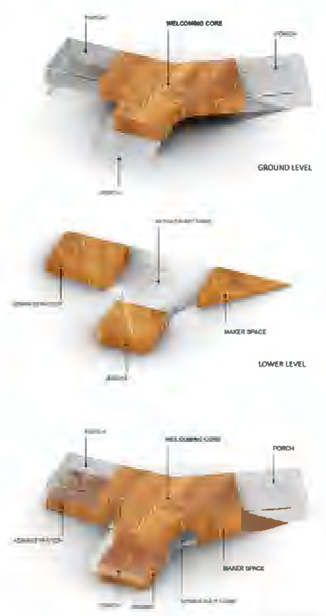
The **Royal Architectural Institute of Canada** (RAIC) and the **Canada Council for the Arts** announced the recipients of the 2024 Governor General's Medals in Architecture late last week. The medals are awarded biennially, to recognize and celebrate outstanding design by Canadian architects in recently completed built projects of any size, type, or geographic location. Exemplary approaches to sustainability and the advancement of equity, diversity, and inclusion are considered in evaluating project design.

This year, 12 projects from across the country were recognized with medals; including three GTHA-based projects and two Toronto-based projects. The GTHA-based projects awarded 2024 Governor General's medals are as follows:

The **King City Library and Seniors Centre** (King City, Ontario). The 1,951-square-metre facility functions as both a multi-generational urban social space and a seniors' centre. Spatially, the library is designed to resemble an open hand, with branching fingers alternating between the intimate spaces of wood-lined study rooms and light-filled, glazed reading/activity rooms with views onto the surrounding landscape. The building's simple materials—stone, wood, and glass—define its interior spaces alternately as mass and void. In its remarks on the merits of the project, the jury praised the integration of the building's combined uses, its contextual approach, its material detailing and "the sustainable strategies which included bio-swales, natural daylighting, natural ventilation, and optimized heating and cooling systems".

Below: Building concept rendering of the King City Library and Seniors Centre in King City, Ontario. Spatially, the library is designed to resemble an open hand with branching fingers alternating between the intimate spaces of wood-lined study rooms and glazed, light filled reading/activity rooms with views onto the surrounding landscape. The project was recognized with a 2024 Governor General's medal in architecture last week.

ARCHITECT: KONGATS ARCHITECTS
SOURCE: ROYAL ARCHITECTURAL INSTITUTE OF CANADA



Project team members for the King City Library and Seniors Centre were **Kongats Architects** (architectural), **WSP** (structural, mechanical, electrical, audio-visual, information technology), **MGM Consulting** (civil engineering), **Brook McIlroy** (landscape), and **A.W. Hooker & Associates** (cost consultants).

The **Churchill Meadows Community Centre and Sports Park** (Mississauga, Ontario). The community centre and sports park, which opened in 2021, has converted a 50-acre site into parkland with a 75,000-square-foot community centre as its focal point, forming a local landmark and a

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Below: Aerial photo of the King City Library and Seniors Centre in King City, Ontario, looking south. The project was recognized with a 2024 Governor General's medal in architecture last week.

ARCHITECT: KONGATS ARCHITECTS
PHOTO: RILEY SNELLING
SOURCE: ROYAL ARCHITECTURAL INSTITUTE OF CANADA

Below: Exterior photo of the Churchill Meadows Community Centre and Sports Park in Mississauga, Ontario, showing the west elevation. The project was recognized with a 2024 Governor General's medal in architecture last week.

ARCHITECT: MJMA ARCHITECTURE & DESIGN
PHOTO: DOUBLESPACE PHOTOGRAPHY
SOURCE: ROYAL ARCHITECTURAL INSTITUTE OF CANADA

IN BRIEF

CONTINUED FROM PAGE 9

city-wide destination. The mass timber structure features an arrangement of glulam columns that serve as structural and curtain wall framing. Indoor amenities include swimming pools, a gymnasium, a teaching kitchen, and fitness rooms. Park programming outside is connected by a trail loop that runs alongside environmental stewardship zones, protected wetland, and a storm management pond. In its remarks on the project, the jury praised the "safety, accessibility, and equity" of spaces within the building for all users. It also lauded "the scale and massing of the building" and the way in which its "nuanced understanding of light and transparency between the inside and outside creates a delightful plan of shadow and light."

Project team members for the Churchill Meadows Community Centre and Sports Park were **MJMA Architecture & Design** (architectural, landscape, interiors, graphic design and wayfinding), **Blackwell** (structural engineering), **Smith + Andersen** (MEP), **EMC Group** (civil engineering), **PMA Landscape Architects** (landscape design), **Footprint** (sustainability), and **Aquicon Construction** (general contractor).

The **Neil Campbell Rowing Centre** (St. Catharines, Ontario). This St. Catharines year-round training facility and competition venue reflects a simple, elemental design while supporting a broad range of uses. In its remarks on the project, the jury noted "the Neil Campbell Rowing Centre illustrates how a powerful singular gesture against a natural backdrop delivers a flexible program in a beautiful, restrained manner." The jury also praised the project's "clear construction and use of mass timber, Passivehaus envelope detailing, PV array and other sustainability features as well as the architect's ambition to meet zero-carbon and net-zero energy aspirations."

Project team members for the Neil Campbell Rowing Centre were **MJMA Architecture & Design**, **Raimondo + Associates Architects** (architects), MJMA Architecture & Design (interiors), **Blackwell** (structural engineering), **Smith + Andersen** (MEP), **Upper Canada Consultants** (civil engineering), **Footprint** (sustainability), and **Aquicon Construction** (general contractor).

For more information on all 12 of the 2024 Governor General's medals in architecture, please visit the RAIC website here. A write-up of the two Toronto-based projects awarded medals will appear in this Friday's issue of NRU Toronto.

Bruce County launches local data resource to support expansion of deeply affordable housing

Bruce County has launched a new resource designed for non-profit housing providers to support the expansion of deeply affordable housing in the County by providing key information on core housing need there. The Bruce County Local Data Resource for Non-Profit Housing Developers is available on the Bruce County website here. To explore additional resources to support the development of affordable housing in Bruce County, please visit the County website here.

Below: Photo of the interior of the Churchill Meadows Community Centre and Sports Park in Mississauga, Ontario, showing winter views of the park from the aquatic centre. The project was recognized with a 2024 Governor General's medal in architecture last week.

ARCHITECT: MJMA ARCHITECTURE & DESIGN
PHOTO: NIC LEHOUX
SOURCE: ROYAL ARCHITECTURAL INSTITUTE OF CANADA

Below: Photo of the Neil Campbell Rowing Centre in St. Catharines, Ontario, showing the east elevation of the building, with views of the mass timber canopy and spectator seating. The project was recognized with a 2024 Governor General's medal in architecture last week.

ARCHITECT: MJMA ARCHITECTURE & DESIGN, RAIMONDO + ASSOCIATES ARCHITECTS
PHOTO: SCOTT NORSWORTHY
SOURCE: ROYAL ARCHITECTURAL INSTITUTE OF CANADA

VAUGHAN DESIGN REVIEW PANEL AGENDA

The Vaughan Design Review Panel will consider the following matter at its virtual meeting Thursday, June 27 at 11:00 a.m. A recording of the meeting will be posted online at vaughan.ca.

11:00 a.m.

3812 Major Mackenzie Drive West—The **City of Vaughan** Design Review Panel will undertake its first review of a proposed high-rise, mixed-use development for a site at 3812 Major Mackenzie Drive West in Vaughan.

Blackthorn Developments is proposing to develop eight mixed-use towers ranging in height from 14 to 19 storeys on six to eight-storey podia, in addition to one block of townhouses. The site would include a park, a public piazza, an urban square, and private outdoor amenity space. The gross floor area (GFA) of the development would be 16,722.5 square metres. A total of 2,398 residential units is proposed.

Below: Rendering of a view of Blackthorn Developments' proposal for a mixed-use high-rise development at 3812 Major Mackenzie Drive West in Vaughan. The City of Vaughan design review panel will undertake its first review of the proposal at its meeting on Thursday, June 27.

SOURCE: CITY OF VAUGHAN
IMAGE: GRAZIANI + CORAZZA ARCHITECTS

Below right: Site plan for Blackthorn Developments' proposed mixed-use high-rise development at 3812 Major Mackenzie Drive West in Vaughan. The City of Vaughan design review panel will undertake its first review of the proposal at it meeting on Thursday, June 27.

SOURCE: CITY OF VAUGHAN
IMAGE: SGL PLANNING & DESIGN

The development would occur in six phases. Phase 1 would entail the development of two 16-storey towers with private outdoor amenity space. Phase 2 would deliver a portion of the public piazza to the site, in addition to one 14-storey building on a six-storey podium and one 18-storey building on an eight-storey podium. A total of 478 dwelling units would be developed in phase 1 of the project. A total of 732 dwelling units would be developed in phase 2.

Presentations will be made by Blackthorn Developments principal **Maurizio Rogato**, by **SGL Planning & Design** principal **Catherine Jay** and urban designer/landscape intern **Shikha Jagwani**, and by **Graziani + Corazza** Architects principal **Berardo Graziani** and associate **Robert Lincoln**.

12:10

Adjournment

COMMITTEE AGENDAS

PEEL

Modified approval recommended for Clarkson development

At its June 24 meeting, **Mississauga** Planning & Development Committee considered a public meeting report recommending a modified approval of official plan and zoning by-law (OPA and ZBA) amendments for 2620 Chalkwell Close. Applicant **1672735 Ontario Inc.** (**Dunpar Ho**mes) has filed applications to permit the development of 180 three-storey back-to-back townhouses grouped into 12 blocks. Mississauga staff have concerns that Dunpar's proposal does not satisfy built form compatibility policies of the Mississauga Official Plan pertaining to overlook and privacy, that inappropriate buffering and building setbacks are proposed, in addition to an inappropriate interface with the adjacent city park. Staff recommend approving Dunpar's OPA application to re-designate the site from *Residential Low Density II* to *Residential Medium Density*. At the same time, staff recommend refusal of Dunpar's ZBA application, which seeks to re-zone the lands to RM11-Exception, and instead recommend that the lands be rezoned to RM11 with a holding provision, to ensure that future redevelopment addresses the concerns outlined in the staff report.

Draft OPA proposed for Dixie Outlet Mall lands

At its June 24 meeting, **Mississauga** Planning & Development Committee considered an information report regarding a proposed official plan amendment (OPA) for the 19-hectare Dixie Outlet Mall, located at the southwest corner of South Service Road and Dixie Road within the Lakeview Neighbourhood Character Area. The proposed OPA would establish a policy framework for the transformation of the existing Dixie Mall into a complete mixed-use community accommodating 15,000 square metres of non-residential space and approximately 4,700

CONTINUED PAGE 13

COMMITTEE AGENDAS

The applicant proposes to develop an eight-storey, 80-unit condominium apartment building.

Milliken Centre Secondary Plan recommended for approval

At its June 25 meeting, **Markham** Development Services Committee considered a recommendation report recommending that council adopt an official plan amendment to implement the Milliken Centre Secondary

Minister's Zoning Order (MZO) for a 21.4-hectare area representing the eastern part of Langstaff Gateway. The requested MZO would permit greater development than is contemplated by the existing Langstaff Gateway Secondary Plan, including: permission to develop up to 9,238 residential units; up to 50,492 square metres of non-residential space; the provision of 5.1 hectares of parkland; and permitting building heights ranging from eight to 58 storeys. The MZO would complement a separate MZO that was approved in April 2022 for the western part of Langstaff Gateway to permit the development of the Bridge

OLT NEWS

SETTLEMENT APPROVED FOR MT. JOY TOWERS

In a June 7 decision, OLT Member **Carolyn Molinari** allowed an appeal, in part, by **Fouro Towers Builders Ltd.** and **Sasson Construction Inc**. against the **City of Markham**'s failure to make a decision on its rezoning application for 9351 & 9399 Markham Road.

Fouro and Sasson originally proposed to develop the lands with two 23-storey residential towers containing a total of 438 dwelling units. The City did not make a decision on the application within the statutory *planning Act* timeframes, and Fouro and Sasson appealed to the OLT.

Subsequently, Fouro and Sasson acquired an additional adjacent property at 9331 Markham Road, and reached a settlement with the City for the expanded site on the basis of a revised proposal for two 39-storey towers. The settlement offer proposes approximately 1,214 square metres of commercial space and 74,579 square metres of residential space, inclusive of four ground floor townhouse-style units that would accommodate affordable housing.

The Tribunal convened a settlement hearing and heard evidence from planner **Andrew Ferancik** (**WND Associates**) in support of the revised proposal. Based on Ferancik's planning evidence, the Tribunal allowed the appeal, in part, approving the zoning by-law amendment in the form found appended to the decision.

Solicitors involved in this decision were **Paul DeMelo** and **Sarah Kagan** (**Kagan Shastri DeMelo Winer Park**) representing Fouro Towers Buildings Ltd. and Sasson Construction Inc. and **Pitman Patterson** and **Julie Lesage** (**Borden Ladner Gervais**) and **Maggie Cheung-Madar** representing the City of Markham. [*See OLT Case No. OLT-23-000747*.]

BRAMPTON APARTMENT BUILDINGS APPROVED

In a June 19 decision, OLT Member **Steve DeBoer** allowed appeals, in part, by the **Rotary Club of Brampton Glen Community Centre** against the **City of Burlington**'s refusal of its official plan and zoning by-law amendment applications for 1857 Queen Street West.

In May 2021, Rotary Club submitted applications proposing to develop the Queen Street West site with two apartment buildings of 12 and 14 storeys, respectively. Although planning staff were supportive of the proposal, Brampton city council refused the applications in March 2023. Rotary Club appealed.

Prior to the hearing, Rotary Club filed a "with prejudice" revised application reducing the height proposed for the north building from 14 to 10 storeys, maintaining the height proposed for the south building at 12 storeys, and incorporating various changes to the proposal including increased soft landscaping, slightly larger building footprints, and changes to balcony design. Despite the revisions to the proposal, the City remained opposed to the applications.

On behalf of Rotary Club, the Tribunal heard evidence from planner **Michael Gagnon** (**Gagnon Walker Domes**) and architect and urban designer **Rod Rowbotham** (**onespace unlimited**). City planner **David VanderBerg** appeared under summons by Rotary Club, having prepared the supportive planning staff report for the original proposal.

On behalf of the City, the Tribunal heard evidence from planner **Allan Ramsay** (**Allan Ramsay Planning Associates**) and from urban designer **Ryan Mounsey** (**Urban Insights**).

The City preferred the evidence of Rotary Club's witnesses and allowed the appeals, in part, approving the revised official plan and zoning by-law amendments on an interim basis, subject to finalization of the wording, as well as the submission of an updated functional servicing report.

Solicitors involved in this decision were **David Bronskill** and **Rodney Gill** (**Goodmans**) representing Rotary Club of Brampton Glen Community Centre, **Mary Flynn-Guglietti** (**McMillan**) representing 1951 Queen Street West Inc. (Cesta) and **Eugenia Bashura** and **Steven Ross** representing the City of Brampton. [*See OLT Case No. OLT-23-000295*.]

SETTLEMENT APPROVED FOR CHEDOKE BROWLANDS DEVELOPMENT

In a June 13 decision, OLT Member **Pavel Tomilin** allowed appeals, in part, by **Valery (Chedoke Browlands) Developments Inc.** against the **City of Hamilton**'s failure to make decisions on its applications for official plan and zoning by-law amendments and draft plan of subdivision for 801, 820, 828, 855, 865 & 870 Scenic Drive and 828 Sanatorium Road.

The site, which was once occupied by the Chedoke Hospital complex, is 9.425 hectares in size and is predominantly vacant, other than the presence of the historic Long & Bisby Building. In late-2020, Valery filed applications to permit a 630-unit residential development on the site. The west side of the site would be developed with 56 townhouses and

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OLT NEWS

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204 apartment units to be contained within two eight-storey buildings; the east side of the site would be developed with 370 apartment units across three buildings of four, five, and eight storeys.

The original applications also proposed a 1.1-hectare open space, the retention and adaptive re-use of the Long & Bisby Building, as well as blocks for a protected woodlot, conservation, and other open space purposes. The City of Hamilton did not make a decision on the applications within the prescribed *Planning Act* timeframes, and Valery appealed to the OLT.

Prior to the hearing, Valery and the City reached a settlement agreement based on various revisions to the proposal, which now seeks to develop 35 townhouses and 601 apartment units to be distributed across several apartment buildings ranging from five to eight storeys in height. The settlement proposal continues to provide for the conveyance of more than five hectares of land for open space, trail, and environmental conservation purposes.

Planner **Matt Johnston** (**Urban Solutions**) provided evidence on behalf of Valery, in support of the settlement proposal, which he characterized as representing good planning in accordance with the applicable policy framework.

The Tribunal adopted Johnston's uncontested planning evidence and allowed the appeals, in part, approving the official plan and zoning by-law amendments and draft plan of subdivision as appended to the decision.

Solicitors involved in this decision were **Russell Cheeseman** and **Stephanie Fleming** (**Municipal Law Chambers**) representing Valery (Chedoke Browlands) Developments Inc., **Peter Krysiak** representing the City of Hamilton, and **Ken Hare** and **A. Landre** representing Niagara Escarpment Commission. [*See OLT Case No. OLT-21-001169*.]

PEOPLE

Newly-elected **City of Mississauga** Mayor **Carolyn Parrish** and newly-elected Mississauga ward 5 councillor **Natalie Hart** took their oaths of office at a special council meeting on Monday at the Living Arts Centre in Mississauga. Parrish replaces former City of Mississauga mayor **Bonnie Crombie** who resigned from the position in January after being elected leader of the **Ontario Liberal Party**. Hart replaces Parrish as ward 5 councillor after Parrish resigned her seat on council in March to focus her energy on vying to become Mississauga's next mayor.

Oxford County has appointed **Paul Michiels** as its new director of community planning, effective July 1. Michiels, who began his career with Oxford County as a development planner, has over 30 years of progressive community planning experience. Since 2010, he has served as the County's manager of planning policy. Michiels replaces previous Oxford County director of community planning **Gordon K. Hough**.

Government of Ontario Minister of Infrastructure **Kinga Surma** confirmed last week that **David Lindsay** has been reappointed chair of **Infrastructure Ontario** for another three-year term. Lindsay has been serving in the role since 2021, advising the Province on the renewal and expansion of provincial infrastructure.

NOVÆ RES URBIS
GREATER TORONTO & HAMILTON AREA

WEDNESDAY, JULY 3, 2024
Vol. 27 No. 27

MISSISSAUGA SETS OUT PLANNING VISION TO TRANSFORM HISTORIC MALL SITE INTO A COMPLETE COMMUNITY

MAKING MORE OF A MALL SITE

Matt Durnan

The **City of Mississauga** is in the early stages of reimagining the site of one of its oldest malls, introducing a draft official plan amendment to councilors as the developing planning framework for the creation of a new complete community. The mall site's redevelopment will see the addition of thousands of new housing units, the establishment of new parks and a pedestrian travel network, while maintaining the historic retail character of the area on the Dixie Outlet Mall lands.

At its June 25 planning and development committee meeting, City of Mississauga councillors got an early look at the draft official plan amendment (OPA) for the 19 hectares of land currently occupied by the Dixie Outlet Mall near Dixie Road and Queen Elizabeth Way in Mississauga's Lakeview neighbourhood.

"We have had interest

CONTINUED PAGE 7

Aerial image showing the location of the Dixie Outlet Mall in Mississauga's Lakeview neighbourhood. The City of Mississauga is in the process of establishing an official plan amendment for the 19-hectare site to guide future development on the land once the nearly 70-year-old mall is eventually demolished. The draft official plan amendment was presented at a City of Mississauga planning and development committee meeting on June 25, outlining plans to create a new complete community on the site featuring new parks, roads, amenity spaces and the addition of up to 4,700 new residential units.

SOURCE: CITY OF MISSISSAUGA

IN BRIEF

UPCOMING DATES

JULY

3 Markham Development Services Committee (special), 9:00 a.m.

Richmond Hill Committee of the Whole, 9:30 a.m.

8 Brampton Planning & Development Committee, 7:00 p.m.

Burlington Committee of the Whole, 9:30 a.m.

Halton Hills Council, 3:00 p.m.

Hamilton General Issues Committee, 9:30 a.m.

Oakville Planning & Development Council, 6:30 p.m.

Uxbridge Council, 10:00 a.m.

9 Caledon General Committee, 2:30 p.m.

Hamilton Planning Committee, 9:30 a.m.

Markham General Committee, 9:00 a.m.

Oakville Council, 6:30 p.m.

Richmond Hill Council Public Meeting, 7:00 p.m.

10 Brampton Council, 9:30 a.m.

Georgina Council, 9:00 a.m.

Halton Regional Council, 9:30 a.m.

Richmond Hill Council, 9:30 a.m.

11 Peel Regional Council, 9:30 a.m.

12 Hamilton Council, 2:00 p.m.

15 Brock Council, 10:00 a.m.

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Town of Ajax comprehensive zoning by-law amendment review

The **Town of Ajax** is completing a comprehensive review of its zoning by-law to bring it into conformity with the Town's official plan and to incorporate best practices from across Ontario.

The Town is hosting three in-person and one virtual open house events over the next few months where members of the public can learn more about the proposed amended zoning by-law and the technical reports that are informing it, and can give staff feedback.

One in-person and one virtual public open house event will be held this month.

The July in-person open house event on Ajax's draft zoning by-law is scheduled for Wednesday, July 10 from 6 p.m. to 8 p.m. at the Ajax Community Centre. This is a drop-in event for which registration is not required.

The virtual open house for the proposed new zoning by-law will be held on Wednesday, July 24 online from 6 p.m. to 8 p.m. To register to participate in the July 24 virtual open house on the draft zoning by-law, please visit the Zoom platform here.

Additional in-person open houses on the draft zoning by-law will be held on Thursday, August 8 from 6 p.m. to 8 p.m. at the Audley Recreation Centre and on Wednesday, September 11 from 6 p.m. to 8 p.m. at the McLean Community Centre. These are drop-in events for which no registration is required.

To learn more about the Town of Ajax comprehensive zoning by-law amendment review, please visit the Town website here.

Niagara Falls seeking public input on vision for new official plan

The **City of Niagara Falls** is developing a new long-term land use vision by creating a new official plan that will guide future growth in the City while ensuring quality of life for residents and visitors from around the world. The City has posted a series of six discussion papers on aspects of city life that will inform the new official plan and is seeking public feedback on these subjects through an online survey. The discussion papers cover cultural aspects of Niagara Falls, transportation, connectivity, and mobility, attractiveness, sustainability, housing and employment growth, and economic opportunities. To learn more about the City of Niagara Falls new official plan or to read the discussion papers, please visit the Niagara Falls website here. To participate in the online survey on Niagara Falls new official plan, please visit the Metroquest website here by Monday, July 29 at 11:59 p.m.

Burlington undertaking new zoning by-law project, seeking public input

The **City of Burlington** is starting its New Zoning By-law Project to develop a new set of rules for land use planning and development across Burlington. The project seeks to update the existing zoning by-law by making it easier to use, ensuring that it reflects modern zoning practices,

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NRU PUBLISHING STAFF

Ian A.R. Graham, Publisher
iang@nrupublishing.com
Ext. 222

Irena Kohn, Editor
irenak@nrupublishing.com
Ext. 223

Matt Durnan, Senior Reporter
mattd@nrupublishing.com
Ext. 225

Lana Hall, Senior Reporter,
lanah@nrupublishing.com
Ext. 226

Peter Pantalone
Planning Researcher
peterp@nrupublishing.com

Jeff Payette
Design/Layout
jeffp@nrupublishing.com
Ext. 228

Samantha Lum
Sales and Circulation
samanthal@nrupublishing.com
Ext. 224

NRU PUBLISHING INC

SALES/SUBSCRIPTIONS
circ@nrupublishing.com

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Corporate Office
1200 Bay Street, Suite 1101
Toronto, ON M5R 2A5
Tel: 416.260.1304
Fax: 416.979.2707

Billings Department
NRU Publishing Inc.
PO Box 19595 Manulife PO,
Toronto, ON M4W 3T9

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IN BRIEF

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designing it to streamline development approvals where possible, and ensuring that it implements the policies and objectives of the Burlington Official Plan, 2020.

The City of Burlington is seeking to better understand what members of the public know about Burlington's existing zoning by-law, if and how you have used it, and how well you understand it. This will help City staff assess how to share information about the New Zoning By-law Project and to make useful updates.

To learn more about the City of Burlington New Zoning By-law Project and to participate in the online survey, please visit the City website here until 11:59 p.m. on Wednesday, July 31.

Brampton launches building and business portal

The **City of Brampton**'s building division has launched the Brampton Building and Business portal, a one-stop online service that will enable users to apply for building permits and book inspections virtually. Portal users will also be able to search for property information or check the status of a permit application on Brampton Maps, request documentation from the building services division, or register as a user to access a number of other related services. To learn more about the City of Brampton's Building and Business Portal, please visit the City website here. To access the portal, please visit the City of Brampton website here.

Bracebridge adds building permits to suite of applications available online

The **Town of Bracebridge** has expanded its online offerings to include building permit applications. Residents and contractors can now apply for building permits and monitor the status of their applications online, reducing the need for in-person visits. To learn more about the new online service or to submit an application and track the status of your building permit request, please visit the Town of Bracebridge website here.

INDUSTRY PUSHING FOR BUILDING CODE TO PERMIT SINGLE-STAIR BUILDINGS FOR MISSING MIDDLE HOUSING TYPES

MAKING THE CASE FOR SINGLE-STAIR

Matt Durnan

Momentum among planning industry professionals is building in the push to see change to the National Building Code that would permit the development of multi-unit residential 'missing middle' buildings with a single means of egress in Ontario, potentially unlocking substantial opportunities to bring more missing middle housing to the market.

On May 21, **Urban Land Institute** (ULI) **Toronto** hosted a webinar "Affordable Development Obstacles: The Single Staircase", with discussion focused on national and Ontario Building Code regulations that stipulate that multi-unit residential buildings exceeding two storeys in height are required to have two means of egress.

Some industry experts argue that this building code regulation may be an outdated condition of pre-modern fire safety practices and that the National Building Code fails to recognize that a second means of egress may be unnecessary for contemporary mid-rise housing typologies where other safety measures are in place.

"I had previously worked on condo projects and buildings in Toronto, but also in other countries, and I always knew this was a bit of a recurring thing that is kind of odd about the Canadian code. I looked at the requirement in Canadian code: where does it come from? And then compared it to other jurisdictions around the world," **LGA Architectural Partners** intern architect **Conrad Speckert** told *NRU*.

"In British Columbia, their provincial ministry of housing and the buildings and safety branch are currently studying single-stair, and the findings of their report should come out soon. In the United States, Seattle has had it in their code since the 1970s [to permit apartment buildings of up to six storeys to be served by a single-exit stair. They were realizing [prior to the code change in 1977] with zoning reform, this issue kept coming up, so they changed their code, and since then, there are hundreds of these buildings in Seattle."

Speckert and **David Hine Engineering** president **David Hine** submitted a building code change request to the **Canadian Commission on Building and Fire Codes** on April 18, 2022. They requested the National

CONTINUED PAGE 5

Comparison of two floor plans of mid-rise residential buildings with the same gross floor area. The building on the left complies with current Ontario Building Code regulations for two means of egress in residential buildings greater than one storey in height, with a 'scissor stair' separated by a fire wall, with two access points to the stairs. A scissor stair helps to reduce the amount of gross floor area required in the building code for two means of egress, which helps improve cost efficiency for missing middle developments. However, the building on the right shows a single-stair layout, which would net an increase of nearly five per cent building cost efficiency (how much gross floor area (GFA) you can build vs. how much GFA you can sell).

SOURCE: LGA ARCHITECTURAL PARTNERS

THE CASE FOR SINGLE-STAIR

CONTINUED FROM PAGE 4

Building Code to be modified to permit the development of single-exit multi-unit residential buildings of up to six storeys. This request also seeks the addition of alternative safety measures for these buildings such as placing limits on the number of dwelling units per storey to be served by a single exit, with Speckert and Hines' request indicating a maximum of four units per storey would be adequate.

The need for significant zoning reform has been an ongoing conversation in Toronto and the GTHA of late, with a good number of municipalities across the Greater Golden Horseshoe recently making sweeping zoning reforms to permit the development of multiplexes and four-storey multi-unit apartment buildings as-of-right in their Neighbourhoods.

However, despite municipal policymakers working to reduce the barriers to getting mid-rise multi-unit residential building projects built, the building codes themselves governing multi-unit residential development make it quite difficult to get these projects off the ground.

For example, if a homeowner wishes to convert their single-family home into a multiplex, it's not as simple as converting the upstairs and downstairs levels of the home into separate units. In order to adhere to the Ontario Building Code, a second staircase would be required for the conversion.

Retrofitting an existing single-family home into a multi-unit apartment can become quite cost-prohibitive when the need to build a second staircase enters the equation.

This building code requirement also makes it much more difficult for smaller residential projects like four to six-storey multi-unit buildings to pencil, and is a contributing factor to why these housing types simply aren't being built in significant numbers.

"On new buildings, this [the requirement to build a second staircase] drops the efficiency [for missing middle housing types], which is how much [gross floor area] you build versus how much you can sell. In bigger buildings like mid-rise or a tall building, there's enough meat on the building where you'll have the full circulation and an additional staircase and still be okay [on cost recovery]," **Smart Density** architect **Naama Blonder** told *NRU*.

"When we're talking about these smaller developments, it drops the efficiency and the best [buildable vs. sellable efficiency ratio] I've seen is around 78 per cent. With missing middle housing, the problem is that these developments are small to begin with, and you can't underestimate how much room that second staircase takes, so a lot of these smaller buildings are deemed to be financially unfeasible right from the get go."

In other words, when proposing a low-rise multi-unit residential development, with the need for a second means of egress, the best an applicant can hope for in terms of sellable/rentable space, is 78 per cent of the gross floor area within the building.

Speckert explains that when comparing buildings of similar size and floorplate with two staircases versus single-stair, the single-stair buildings see roughly a five per cent better cost efficiency.

"From a pro forma perspective, that's the same as the HST. The federal government is removing that five per cent HST on purpose-built rental. The pro forma impact of doing that and this [permitting single-stair in missing middle development] is the same," Speckert said.

The main reason for current building codes requiring two means of egress in multi-unit residential buildings exceeding

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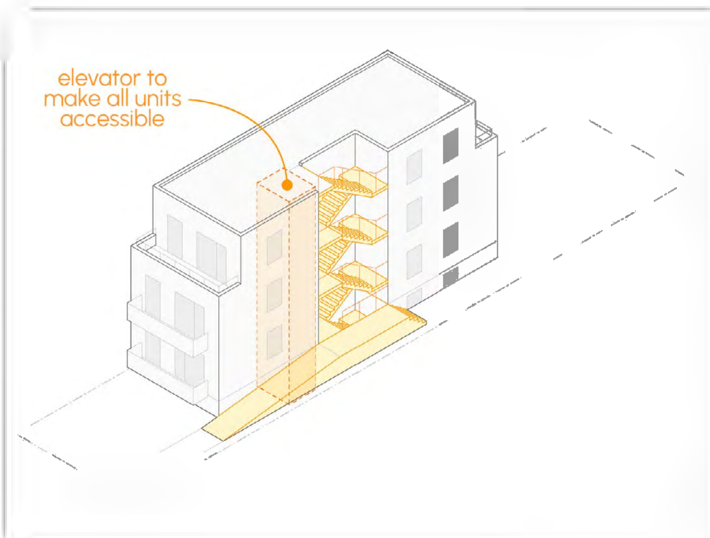

Illustration of a model for a three-storey residential building with a single staircase. Under the Ontario Building Code, this type of building would not be permitted to be developed, as it would require the addition of a second means of egress. Conrad Speckert, an intern architect at LGA Architectural Partners and David Hine of David Hine Engineering Inc. have submitted a request to change the building code to the Canadian Commission on Building and Fire Codes to permit the development of residential buildings of this type [single-stair], potentially unlocking more missing middle housing by reducing the costs associated with providing a second staircase. The increased design flexibility afforded by a single-stair layout would make it possible to include an elevator within a small three-storey building, though it does not offer an alternative means of egress as defined by the building code.

SOURCE: LGA ARCHITECTURAL PARTNERS

THE CASE FOR SINGLE-STAIR

CONTINUED FROM PAGE 5

two storeys is for fire protection. However, Speckert says that technology and building materials have evolved to a point today where single-stair buildings can be built without compromising the resident safety.

"I've always tried to repeat and sort of push home that the very basic assumption of this [request for change to the building code] from the start is that it's about adding the appropriate conditions to meet the same or better level of safety," Speckert said.

These conditions would include things like the installation of sprinkler systems, of smoke detector and fire alarm systems, and better, of fire-resistant—all things that could add costs to the building's construction, but could be offset with the increased cost efficiency realized by not having to construct a second staircase.

"I've been careful, and we'll never say that this is going to impact housing affordability or make housing cheaper… What we will say is this will impact housing supply because the cost of the additional measures like sprinklers and alarm systems may cost more in some cases, or they may cost less. The goal is to provide design flexibility and housing supply and to ensure that the conditions that come with this change [to the code] meet the same or better minimum level of safety."

The Ontario Building Code's stringent safety requirements make it one of the most rigid and strict building codes in the country, and it is going to take the advocacy of people like Speckert and **Assembly Corp.** founder and principal **Leith Moore** to change it. Moore has seen first-hand how long it can take to get big changes to the building code made.

"I've been fighting a lot of these code issues for a long time, and Conrad at LGA is taking this on as a focal point for advocacy. And I think I almost had an arrangement with [former **City of Toronto** chief building official, the late] **Ann Borooah** when she was building commissioner in Toronto a decade ago, but it never transpired. But I was trying to get single-stair buildings like they have in Bologna, Italy, for five or six storeys done here," Moore told *NRU.*

Moore spent the better part of six years pushing for building code changes to permit the development of mass timber buildings of up to six storeys in Ontario. The Ontario Building Code has since become more permissive, allowing the development of mass timber buildings of up to 12 storeys.

Submitting a building code change request is an important first step towards making it more financially feasible to build missing middle housing, and Moore adds that bringing more "proof-of-concept" projects to the market in the meantime is integral to inspiring change at the policy level.

Proof-of-concept applications can be brought forward through "alternative solutions", where proponents can present a case for a project that might be outside of what the Ontario Building Code currently permits. These projects often take months of work and research to develop and if municipal planners approve of an alternative solution project, the proposal is applicable only to the address it is being proposed for; it is not a blanket approval that can be applied to projects on other sites.

"These are based on you coming in with documentation and research and persuasive arguments that you put in front of code people and see if they agree," Moore said.

"For instance, until last year, cross-laminated timber (CLT) was an alternative solution for residential buildings. So, I've got alternative solutions approved—because CLT wasn't in the code. Now it is. You have to go in and make an argument: 'Here's the burn test, here's the science, here's the reasons why it works'. If you're going in for alternative solutions, it's on things that are either coming into [the building] code or they [the building code officials] are leaning towards it and have gotten a bit comfortable with it."

"Leaning towards it" may be too strong of a descriptor for where the Canadian Commission on Building and Fire Codes stands with Speckert's single-stair code change request, but at the very least, the discussions are taking place, and Speckert says that the conversation also has the ear of **Municipal Affairs and Housing** Minister **Paul Calandra**.

"I can't tell you what the Ontario government is thinking—they have their own mind. As the proponents, our code change request that we submitted is for a maximum of six storeys of building height and four dwelling units per storey. And [it includes provision of] a number of fire separations, smoke control and fire alarm systems that come with that. It's very much based off Seattle and other jurisdictions around the world," Speckert said.

"If the government, provincially or federally, decides they're going to do it [change the building code to permit single-stair means of egress] for four, or eight, or three [storeys], or four storeys with six units, or six [storeys] with two units, whatever they go with, that's up to them."

MAKING MORE OF A MALL SITE

CONTINUED FROM PAGE 1

from the landowners on this property for a number of years [to redevelop], and in 2022, the Province kind of mandated that municipalities should be looking for opportunities to increase housing supply with Bill 23 [*More Homes Built Faster Act, 2022]*," City of Mississauga manager of planning programs, strategies division **Luisa Galli** told *NRU*.

"So [ward 1] Councillor [**Stephen**] **Dasko** moved a motion back in February of 2023 directing staff to look that the Dixie Mall site and come up with a sort of policy review, and that's what started this process."

The mall site is owned by **Choice Properties** and **Slate Asset Management,** with the latter in the planning application process for a proposed redevelopment of the northwest corner of the mall site that would demolish around 13 per cent of the mall to make way for four new mixed-use towers ranging in height from eight to 19 storeys.

"Slate's proposal is retaining most of the mall and this is only phase one of the development application," City of Mississauga planner **Karin Phuong** told *NRU*.

"In terms of the official plan amendment that the City is introducing, that will set out the policy framework for the remainder of this site."

The 19-hectare mall site is designated "Mixed-Use" in the City of Mississauga's official plan and currently permits building heights of up to four storeys. Through the policy review and draft official plan amendment, city planning staff are looking to maintain that mixed-use designation while allowing for taller buildings and setting out a framework for the transportation system, along with parks and other amenities to be included.

All told, the draft official plan amendment prepares the site for a buildout that could see the addition of as many as 4,700 new residential units, within mixed-use buildings ranging up to 15 storeys in height. One key piece of the official plan amendment is the commitment to maintain the historic retail character of the site where Dixie Outlet Mall has stood since 1956.

"We're trying to make sure that as we develop this area, it's going to be a new mixed-use complete community that has a lot of amenities. And there must be opportunities for people to be able to walk and cycle and get around the area, not just by vehicle," Phuong said.

"The site-specific policies would require that there be at least 15,000 square metres of non-residential space at all times."

Mississauga's ward 1, and the Lakeview neighbourhood in particular, has been a hotbed of activity when it comes to development proposals. Massive master planned community proposals such as Lakeview Village *(See: "Council Blindsided by Lakeview MZO", Novae Res Urbis GTHA, May 17, 2023*) and Rangeview Estates (*See: "Envisioning Homes on the Range", Novae Res Urbis GTHA, December 6, 2023*), have come forward recently. Together, those proposed developments

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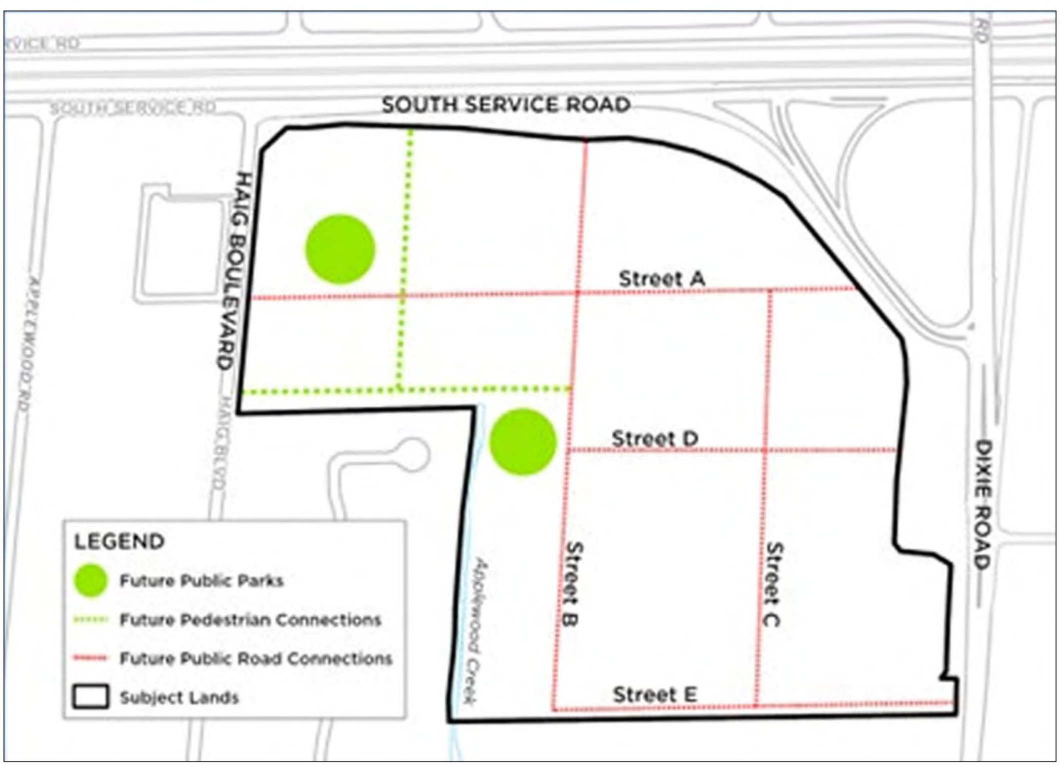

Concept plan for the location of new parks, pedestrian connections and public roads on the Dixie Outlet Mall lands. The City of Mississauga is in the process of creating an official plan amendment for the 19-hectare mall site that would create the planning framework for a new complete community in Mississauga's Lakeview neighbourhood.

SOURCE: CITY OF MISSISSAUGA

MAKING MORE OF A MALL SITE

CONTINUED FROM PAGE 7

account for nearly 95 hectares of land that would bring more than 20,000 new homes to the area near Mississauga's waterfront.

While the Lakeview and Rangeview sites are being planned for greater building heights and densities due to their proximity to the Lakeshore GO train line, the Dixie Mall site is being planned a bit differently than its neighbours to the south. Located roughly three kilometres north of Lakeshore Road East and not within the boundaries of a Major Transit Station Area (MTSA), the Dixie Mall Outlet lands have other priorities to achieve.

"One thing to mention is that this site is a bit more unique and we see it as an 'opportunity site', but we don't see this as being a priority growth area, it's not identified in our official plan for that," said Galli.

"This isn't in a priority transit corridor either, so those are the two key things that we looked at when we're drafting the policies. We kept in mind that this is not where we want to be focusing all of our servicing resources, especially now that the Province has made it a priority for us to really focus a lot of our growth in our downtown and our MTSAs."

The Dixie Mall site is surrounded by low-rise residential neighbourhoods to the east and west, as well as to the north of the QEW, so planners drafting the OPA had to anticipate what is likely to occur when the mall is eventually demolished and redeveloped with housing. Staff are proposing transition areas between the mall lands and the nearby low-rise neighbourhoods so that future building heights on the Dixie Mall site will not be so dense as to impose on existing nearby single-detached neighbourhoods.

"The Lakeview and Rangeview sites are down the street and Lakeshore Road is a major node, and it's almost a completely different hierarchy in terms of density and intensification," said Phuong.

"The Dixie Mall site is within the Lakeview neighbourhood, but it is quite isolated. It's flanked by Dixie Road [to the east] and South Service Road [to the north], and there is some existing residential and the Lakeview golf course to the south. Even though it's an opportunity site for more housing and employment, it has limited access to transit as well."

Having introduced the motion to conduct a policy review for the Dixie Mall site more than a year ago, Mississauga ward 1 councillor Stephen Dasko is pleased to see the progress being made with respect to the draft OPA and is looking forward to seeing the framework for how the area will take shape.

"It's an important site. It's got a lot of history, and I think I, like a lot of others in this community, remember it as an open-air mall that went from being that local mall to being more broadly known as an outlet mall, to having the flea market downstairs that has been an institution for a number of years," Dasko told *NRU*.

"This is an opportunity to take a step back and look at what the transition is going to look like from those single-family homes and its proximity to the highway. And I think we have that nucleus set in place right now, and I think this is going to be an opportunity for some good planning."

The City will be seeking feedback from the community and stakeholders on the draft OPA in the coming months, and a community meeting on the OPA is likely to be held some time in September. Should no major changes need to be made to the draft OPA, staff expect that final policy recommendations for the OPA will be brought forward for council approval by the end of 2024.

The draft official plan amendment for the Dixie Outlet Mall lands can be found in the Lakeview Local Area Plan and viewed online on the City of Mississauga website here.

OLT NEWS

THIRD-PARTY APPEAL OF SUDBURY RETIREMENT RESIDENCE DISMISSED

The **Ontario Land Tribunal** has ruled for the first time on provisions in Bill 185, the *Cutting Red Tape to Build More Homes Act, 2024* (Bill 185) pertaining to the dismissal of existing third-party appeals.

In a June 27 decision, OLT Member **Kurtis Andrews** dismissed an appeal by **1000726343 Ontario Inc.** (the Appellant) against the **City of Greater Sudbury**'s approval of a zoning by-law amendment application by **11415573 Canada Inc**. (the Applicant) for a site at 0 Algonquin Road.

Sudbury city council had approved a zoning by-law amendment application by the Applicant to permit the development of a six-storey retirement residence containing 150 suites on the Algonquin Road site. A group of opposed residents incorporated as 1000726343 Ontario Inc. and appealed council's approval of the application.

A case management conference (CMC) was held on April 4, 2024. At the April 4 CMC, the Tribunal rendered an oral decision scheduling a merit hearing to commence on September 16, 2024. The Tribunal then issued a written memorandum of oral decision and an associated written order on April 18, 2024.

Subsequently, on June 6, 2024, Bill 185 received Royal Assent. Among many other changes to Ontario's legislative framework for land use planning, Bill 185 has the effect of dismissing all existing third-party appeals except those for which a merit hearing was scheduled by order of the Tribunal prior to April 10, 2024.

The Appellant argued that because the OLT had made an oral ruling at the April 4 CMC regarding the scheduling of the merit hearing—prior to the April 10 Bill 185 cut-off—its appeal should be grandfathered and should proceed to the merit hearing.

The Applicant, in contrast, argued that the relevant and determinative date is the date of the Tribunal's written order—issued April 18. The Tribunal's written order was released after the April 10 Bill 185 cut-off. Therefore, the Applicant argued that the appeal should be dismissed in accordance with the relevant provisions of Bill 185.

In considering the issue, the Tribunal distinguishes between a decision, and an order, writing that "The Tribunal accepts that a Decision can be defined as an outline of an adjudicator's judgement, and may include findings, reasons, and the surrounding narrative-context of a Decision. By contrast, the Tribunal finds that an Order can be defined as an outline of an adjudicators' directions (paragraph 19)."

Further, the Tribunal ruled that the Tribunal's decision at the April 4 CMC to schedule a merit hearing does not constitute a *bona fide* order as contemplated by the newly-enacted provisions of the *Planning Act.*

Therefore, the Tribunal ruled that the appeal should, in fact, be dismissed.

Solicitors involved in this decision were **Matthew Hodgson** (**Barriston Law**) representing 1000726373 Ontario Inc. and **Denise Baker** (**WeirFoulds**) representing 11415573 Canada Inc. [*See OLT Case No. OLT-23-001256*. Although *NRU* does not usually publish summaries of decisions pertaining to municipalities outside of the Greater Toronto & Hamilton Area, we do so on occasion where there is an appeal or a decision that has unique implications or precedent-setting interest.]

SETTLEMENT APPROVED FOR BOLTON DEVELOPMENT

In a June 19 decision, OLT Member **Kurtis Smith** allowed appeals, in part, by **336 Kings Ridge Inc.** (the Applicant) against the **Town of Caledon**'s failure to make a decision on its applications for a zoning by-law amendment and draft plan of subdivision for a site at 336 King Street East.

The Applicant originally submitted applications for official plan and zoning by-law amendments and draft plan of subdivision to permit the development of 16 four-storey townhouses grouped into two blocks of eight units.

Through subsequent discussions with the Town and with **Toronto & Region Conservation Authority** (TRCA), the Applicant amended its proposal, seeking instead to develop six single-detached dwellings on the King Street East site. Consequently,

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OLT NEWS

CONTINUED FROM PAGE 9

an official plan amendment is no longer required.

The revised proposal came before the OLT as the basis of a settlement between the parties, supported by evidence from the Applicant's planner **Miles Weekes** (**Fotenn Planning + Design**).

The Tribunal was advised that the TRCA had undertaken a staking exercise to determine the stable top of slope and an associated 10-metre buffer area. The settlement proposal would result in a minor encroachment of 68.13 square metres into the buffer area to accommodate a proposed private road and hammerhead for vehicle turnaround.

Based on Weekes's planning evidence, the Tribunal allowed the appeals, in part, approving the zoning by-law amendment and draft plan of subdivision as appended to the decision.

Solicitors involved in this decision were **Patrick Harrington** and **Laura Dean** (**Aird & Berlis**) representing 336 Kings Ridge Inc. and **Chantal deSereville** and **Raj Kehar** (**WeirFoulds**) representing the Town of Caledon. [*See OLT Case No. OLT-22-002861*.]

PEOPLE

Last week, the **City of Mississauga** has appointed **Geoff Wright** as Mississauga's city manager and chief administrative officer (CAO) effective immediately. Newly-elected Mayor **Carolyn Parrish** used her strong mayor powers to make the appointment. Wright replaces previous Mississauga city manager and CAO **Shari Lichterman**, who served in the position since May 2023. Wright has served the City of Mississauga in a number of senior roles over the past 17 years, most recently, since 2016, as commissioner of transportation and public works.

Led by newly-elected Mayor **Carolyn Parrish**, **City of Mississauga** council has appointed ward 8 Mississauga councillor **Matt Mahoney** as the City's new deputy mayor. The role is a new one for the City and empowers Mahoney to support the Mayor and serve as acting mayor at functions or activities including official City events, intergovernmental and third-party meetings, and other events at the Mayor's discretion. Mahoney also becomes chair of general committee through this appointment and will preside at city council and at other committee meetings as required. Councillor Mahoney is currently serving his third term on Mississauga council, having first been elected as ward 8 councillor in 2014.

The **City of Hamilton** has appointed **Matthew Trennum** as its new city clerk, effective July 1. Trennum succeeds previous Hamilton city clerk **Andrea Holland**, who resigned from the position in September 2023. Trennum comes to Hamilton after serving as **City of Thorold** clerk for just over two years. Previously, Trennum served **Niagara Region** in a number of senior administrative positions over the course of 10 years, culminating in his role as deputy regional clerk from 2018 to 2022.

The **Governor General of Canada** Her Excellency the Right Honourable **Mary Simon** named 83 new appointees to the Order of Canada last week. Among the appointees is **Trent University** research fellow and adjunct professor and **Ontario Archeological Society** silver medallist **William Fox**. A retired public servant, Fox has devoted his career to advancing knowledge of Canada's archeological past. Fox was among the first in his field to advocate for the participation of Indigenous communities in preserving and researching their material heritage.

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WEDNESDAY, JULY 10, 2024

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MIXED-USE PROPOSAL AN IMPORTANT PIECE OF THE EVOLUTION OF RICHMOND HILL'S "NEW DOWNTOWN"

TRANSITIONING WEST

Matt Durnan

A mixed-use development proposed for a site currently occupied by an automobile dealership in Richmond Hill would bring new housing to an area of the city that is on the precipice of significant change as it evolves towards becoming the city's new downtown.

At a June 25 public meeting, **Richmond Hill** city council received a staff report on an application by **1921318 Ontario Ltd.** for official plan and zoning by-law amendments to permit the development of a 23-storey mixed-use building at 8790 Yonge Street.

The site is within the city's Richmond Hill Centre secondary plan area. The roughly 0.7-hectare site currently accommodates a **Land Rover** automobile dealership, service shop and surface parking lot that would be demolished to make way for the proposed development.

The property owner is proposing to re-introduce the auto dealership to the site within the base of the new building on the property, reflecting the evolving nature of urban auto dealerships away from large sprawling car lots to more of a sales office layout within a large mixed-use building (*See: "Ingredients for a Successful Downtown", NRU Toronto, Friday, August 18, 2023*). The new mixed-use building would also contain 395 residential units.

"This seems to be the new trend in auto retailing. It's more of that storefront urban model, and that's fine because we want mixed-use, and this would definitely be mixed-use," City of Richmond Hill Mayor **David West** told *NRU.*

The site at 8790 Yonge Street is within the Richmond Hill Centre neighbourhood, which is divided into a number of different character areas.

CONTINUED PAGE 9

Rendering of 1921318 Ontario Ltd.'s proposed 23-storey mixed-use building for 8790 Yonge Street in Richmond Hill. The building would accommodate an automobile dealership storefront at grade and 395 new residential units above. The building design includes multiple stepbacks to create a smooth transition to the nearby low-rise residential neighbourhood to the west of Yonge.

SOURCE: CITY OF RICHMOND HILL
ARCHITECT: ARCADIS

UPCOMING DATES

JULY

10 Brampton Council, 9:30 a.m.

Georgina Council, 9:00 a.m.

Halton Regional Council, 9:30 a.m.

Richmond Hill Council, 9:30 a.m.

11 Peel Regional Council, 9:30 a.m.

12 Hamilton Council, 2:00 p.m.

15 Brock Council, 10:00 a.m.

Milton Council, 7:00 p.m.

16 Burlington Council, 9:30 a.m.

Caledon Planning & Development Committee, 2:30 p.m.

Caledon Planning & Development Committee—Public Meeting, 7:00 p.m.

Markham Development Services Committee, 9:30 a.m.

17 Caledon General Committee, 2:30 p.m.

Markham Council, 1:00 p.m.

23 Caledon Council, 7:00 p.m.

East Gwillimbury Committee of the Whole, 2:00 p.m.

East Gwillimbury Council, 6:00 p.m.

Vaughan Committee of the Whole (Public Meeting), 7:00 p.m.

25 East Gwillimbury Committee of the Whole, 10:00 a.m.

East Gwillimbury Council, 2:00 p.m.

AUGUST

6 Caledon General Committee, 2:30 p.m.

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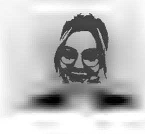
TORONTO • GREATER TORONTO & HAMILTON AREA

REPORT CALLS FOR MORE AND INNOVATIVE SOLUTIONS TO FUND MUNICIPAL INFRASTRUCTURE

EVERYBODY INTO THE POOL



Lana Hall

A recent report highlights the increasing number of infrastructure projects municipalities must take on to support growth, and asks a question. How can those infrastructure projects be financed in non-traditional ways to keep up with the demand?

The report, 'A Jump Start: Providing Infrastructure for More Housing,' was authored by consultant and former **Province of Ontario** deputy minister of municipal affairs and housing **Michael Fenn** for the **Canadian Urban Institute** (CUI). It examines the challenges that come with building and funding the amount of municipal infrastructure that will be needed to double the volume of housing starts in Canada and considers potential solutions.

The conversation about building and funding infrastructure that supports new housing has become increasingly public as municipalities wrestle with achieving increased provincial housing targets, and developing the roads, water and sewage systems, and other forms of social infrastructure that will support new residents. Meanwhile, events like the **City of Calgary**'s recent critical water main break, which ultimately resulted in the local mayor calling a state of emergency and placing limits on city-wide water usage, have made the consequences of failing to invest in aging infrastructure more visible than ever.

"We know that infrastructure ultimately enables economic development. It ensures public safety, it has all sorts of public goods [benefits], so I don't think anybody ever questions that infrastructure is a bad investment…" says CUI president and CEO **Mary Rowe**. "…The issue is where does the money come from upfront? Who takes the risk? How do you make sure the project is delivered on time and on budget? Where's the accountability?"

For municipalities, which traditionally have limited capacity to increase their revenues, planning and funding an influx of housing-enabling infrastructure projects can stretch the limits of how much they can borrow—and how much debt they can carry. In fast-growing parts of

Canada, the cost of providing a full range of infrastructure to support new housing could exceed $100,000 per home over time, according to data from the **Canadian Federation of Municipalities**.

In Peel Region, for example,

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NRU PUBLISHING STAFF

Ian A.R. Graham, Publisher
iang@nrupublishing.com
Ext. 222

Irena Kohn, Editor
irenak@nrupublishing.com
Ext. 223

Matt Durnan, Senior Reporter
mattd@nrupublishing.com
Ext. 225

Lana Hall, Senior Reporter,
lanah@nrupublishing.com
Ext. 226

Peter Pantalone
Planning Researcher
peterp@nrupublishing.com

Jeff Payette
Design/Layout
jeffp@nrupublishing.com
Ext. 228

Samantha Lum
Sales and Circulation
samanthal@nrupublishing.com
Ext. 224

NRU PUBLISHING INC

SALES/SUBSCRIPTIONS
circ@nrupublishing.com

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Corporate Office
1200 Bay Street, Suite 1101
Toronto, ON M5R 2A5
Tel: 416.260.1304
Fax: 416.979.2707

Billings Department
NRU Publishing Inc.
PO Box 19595 Manulife PO,
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EVERYBODY INTO THE POOL

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new provincial housing targets mean the Region will need to build 2.5 times more housing-enabling infrastructure than originally proposed in its 2051 Regional Plan.

"It's almost as if this curve is a very steep curve that we're having to plan against and budget against," said **Peel Region** chief financial officer **Davinder Valeri** in a webinar hosted by CUI on June 12 to highlight the report's release. "We're having to build more infrastructure in a shorter timeline with more money that we are perhaps not budgeting for."

Traditionally, municipal infrastructure development is heavily subsidized by development charges on building projects, which are calculated on a "growth pays for growth" basis, meaning a municipality's projected infrastructure costs inform the development charge amounts. But with expansive planned developments, much of that infrastructure must be built before a developer even breaks ground.

"For water and wastewater, it might take 20 years to collect some of those [development charge] revenues that are coming. So we're having to fund this pot upfront and that pot is bigger. That's challenging me in terms of how much can I borrow before I reach that limit of what is available for me to borrow," said Valeri.

The report proposes four strategies that could make it easier for municipalities to achieve the infrastructure funding requirements tied to their housing targets. These strategies include moving from pre-payment to secured-payment for infrastructure that amortizes its cost over its potential lifespan, and ensuring that all beneficiaries contribute to infrastructure's cost over time, including developers and those whose homes will increase in value due to the new infrastructure. Other potential strategies include reducing municipalities' infrastructure financial risks and limitations by using innovative financial models and private capital, and tailoring financing models to the fiscal risks and realities of Canada's small, rural and remote municipalities.

As municipalities scramble to fund these infrastructure projects, other entities, like the federal government's **Canada Infrastructure Bank** (CIB), for example, are trying to fill that gap in a way that makes sense for all end users. CIB recently launched the Infrastructure for Housing Initiative (IHI), a loans program designed to target both "last mile" infrastructure funding needs, as well as long-term projects. The Bank's main challenge is reducing risk associated with investing in these projects. One of CIB's solutions as part of the IHI was to link municipal loan repayments for these infrastructure projects to the number of housing units expected to increase as housing growth materializes.

'That was a way to ensure that we're not creating a burden on the current ratepayers or the current tax base," said CIB managing director of investments **Jonathan Duguay-Arbesfeld**, speaking at the webinar.

Another solution involved "bundling" projects across several smaller municipalities, allowing them to borrow money at a similar interest rate as a larger city, as was the case with five municipalities in Manitoba seeking CIB's help to borrow funds for water and wastewater infrastructure. Ultimately, the $140-million-dollar infrastructure projects were financed with a combination of federal and provincial grants, a loan from CIB, and private financing.

"One of our objectives was to make sure that regardless of the municipality, we will structure something that will let them borrow at the same rate as the highest-rated municipality in the region," said Duguay-Arbesfeld, "… to try and level the playing field."

Ultimately, says Rowe, the conversation about funding infrastructure projects needs to involve multiple funding players, as well as the levels of government involved with building these projects.

"You want to make sure that all the pieces on the chessboard are in the right space and have the capacity to move the best way they can," she told *NRU*.

"This is one of those good things about housing being everybody's topic. It means we're now looking for everybody to be part of the solution. So what's the solution for the provincial government, the federal government, for municipal governments? For private investors, for institutional investors, for philanthropists? This is an opportunity for other sectors, other pools of capital to join with public sector partners in imaginative ways and accountable ways to get this stuff done."

To read the full report "A Jump Start: Providing Infrastructure for More Housing", please visit the CUI website here.

DURHAM REDEVELOPMENT TO ADD MORE THAN 500 NEW DWELLING UNITS ACROSS TWO OSHAWA SITES

REIMAGINING COMMUNITY HOUSING

Matt Durnan

A proposed redevelopment of two community housing sites in Oshawa would substantially increase the city's community housing supply while also increasing the range of housing options on the sites, and opening up more units for residents from a broader range of income levels than are currently represented on the sites.

Region of Durham announced on June 28 that regional council has endorsed a feasibility analysis for the redevelopment of two of its community housing sites in Oshawa, a site on Christine Crescent and a site on Malaga Road.

The smaller of the two sites at Christine Crescent currently accommodates 12 semi-detached dwelling units, while the Malaga Road site accommodates 65 townhouses. The proposed redevelopment would demolish all of the existing buildings on both sites to bring a mid-rise apartment building and a number of stacked townhouses to the Christine Crescent site (for a total of around 160 new residential units), while adding two new mid-rise buildings and a number of stacked townhouses to the Malaga Road site (for a total of 440 new dwelling units).

"Both of these sites were originally constructed in the 1970s. The Christine site has 12 semi-detached dwellings and they're on pie-shaped lots; because of the size of the properties, it was a great opportunity to intensify and redevelop and make this site more efficient," Region of Durham director of affordable housing development **Gary Muller** told *NRU*.

"The Malaga site has 65 townhouses, some of which are beyond good state-of-repair, and we felt there is a good opportunity to reinvest in the site in a way that made more sense in terms of additional units, unit mix, and to allow for intensification on that site."

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Aerial image showing the location of the Durham Regional Local Housing Corporation community housing site on Christine Crescent in Oshawa. The site, which currently accommodates 12 semi-detached homes, is one of two sites in Oshawa that Durham Region is planning to redevelop. The 12 existing homes on this site would be demolished to make room for a new mid-rise building and a number of stacked back-to-back townhouses that would bring a total of 160 new residential units to the site, ranging from rent-geared-to-income to market rental units.

SOURCE: REGION OF DURHAM

Aerial image showing the location of the Durham Regional Local Housing Corporation community housing site on Malaga Road in Oshawa. The site, which currently accommodates 65 townhouses, is one of two sites that Durham Region is planning to redevelop. The proposed redevelopment would entail the demolition of the existing townhouses to make way for the development of two mid-rise buildings, and a number of stacked townhouses and back-to-back townhouses. In total, the redevelopment would bring 440 new community housing units to Oshawa.

SOURCE: REGION OF DURHAM

REIMAGINING COMMUNITY HOUSING

CONTINUED FROM PAGE 4

The increase in the total number of units from 77 to approximately 600 across the two sites significantly moves the needle when it comes to Durham's master housing strategy, which seeks to initiate the development of 1,000 housing units by the end of 2024. But as imperative as the increase in the number of units is, so too is fact of the creation of a true mixed-income community.

"For both sites we're looking at a mix of affordable, rent-geared-to-income (RGI) and market. We're looking at a 50/50 split between market and affordable, and then for the affordable, it's going to be a mix of RGI and standard affordability," Muller said.

"This improves the long-term sustainability of each site from a capital perspective and from a rental income perspective. Best practices that we have seen elsewhere in the Greater Toronto Area have [elements of] both intensification and providing for a mix of affordable and market units within the same development, and that's the approach we've elected to take going forward."

In addition to the creation of more homes for a broader cross-section of the community in terms of income, the proposed redevelopments demonstrate a rethink of the community housing sites as comprising more than just a location for affordable housing, but in addition, places for the creation of more well-thought-out communities.

When the two sites were built back in the 1970s—specifically the Malaga Road site—they were developed in a manner that prioritized function over form, aiming to get housing built, with little to no common amenity space even considered.

"With the Malaga Road redevelopment…that one is a poor design, not only in

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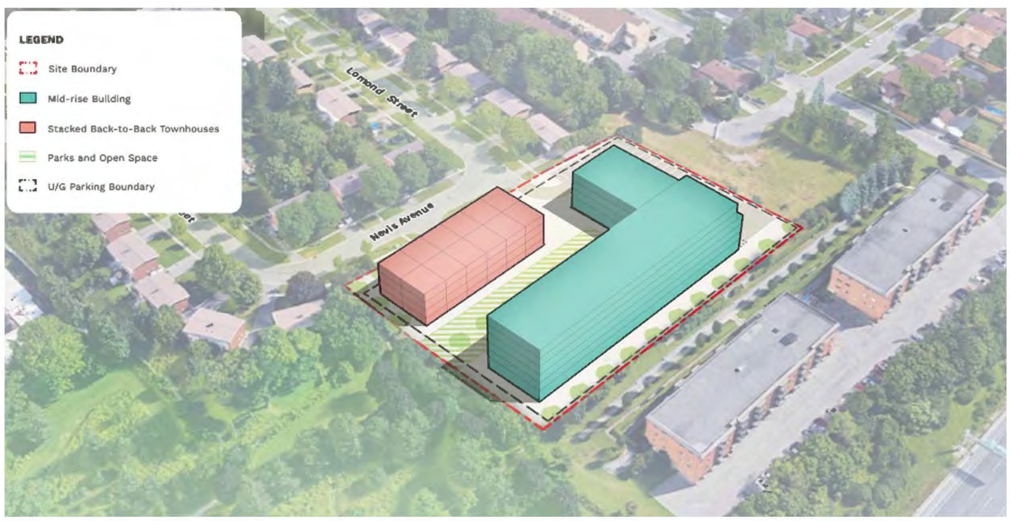


Concept rendering for the redevelopment of the Durham Regional Local Housing Corporation community housing site on Christine Crescent in Oshawa. Durham Region's planned redevelopment would demolish 12 existing semi-detached homes on the site to make way for a mid-rise residential building (shaded turquoise) and stacked back-to-back townhouses (shaded pink) on the site, for a total of 160 new residential units.

SOURCE: REGION OF DURHAM
PLANNER: BOUSFIELDS

Concept rendering for the redevelopment of the Durham Regional Local Housing Corporation community housing site on Malaga Road in Oshawa. Durham Region's planned redevelopment would bring 440 new residential units to the site within two mid-rise buildings (shaded turquoise), stacked townhouses (shaded yellow) and back-to-back townhouses (shaded pink).

SOURCE: REGION OF DURHAM
PLANNER: BOUSFIELDS

REIMAGINING COMMUNITY HOUSING

CONTINUED FROM PAGE 5

regards to the physical units, but also poor design in regards to the layout of the community. Our strategy is really to redevelop those sites so that they're healthier and more vibrant," **Oshawa** Mayor **Dan Carter** told *NRU*.

"This is, in my opinion, one of the most exciting times because we're taking a lot of that old [community housing] stock that we have in Oshawa, demolishing it, and rebuilding it in a modern way that really meets the needs of today's families and individuals. I think this is a giant step forward in regards to us really addressing the housing requirements in our community."

Durham Region is in the midst of an initiative that seeks to revitalize a number of **Durham Region Local Housing Corporation** (DRHLC) locations across the region. In 2022, the Region identified several of these properties for revitalization.

The two Oshawa sites at Christine Crescent and Malaga Road were identified in 2022 as the first projects in line for the revitalization and renewal project.

In the time since the Region made it known that the two Oshawa sites would be the first up for redevelopment, the **City of Oshawa** has been undertaking some revitalization efforts of its own to ensure the renewal of these housing projects is successful.

"Near the Malaga site, there is an area where we have just developed a whole green space through there, and that's a huge attribute when it comes to living environments. It's not like a quarter of a mile away—it's within 100 yards of this site," Carter said.

"[The green space] has a dog park, shaded areas, a play structure, a splash pad. It has all of those really good attributes that really support families and environments.

That's a big part of how we're trying to address the redevelopment of these older, traditional sites, to really bring them up and modernize them so that the quality of life of individuals is lifted up. It's not just about the physical aspects of the build, it's about the aesthetics and the supporting elements that are necessary in the area."

The redevelopment plans for the Christine Crescent and Malaga Road sites are still in the very early stages, but with Durham Regional council endorsing the feasibility analysis for the sites, the Region is now able to move forward and undertake the capital planning work for the two sites and to include the financial investments needed to support those projects in future capital budgets.

"The next steps are absolutely about getting the required planning approvals from the City [of Oshawa] and then from there, getting the capital budget passed in our next budget cycle. We see the Christine Crescent site going forward first, simply because that site is less complex than the Malaga site," Muller said.

Additionally, proceeding with the Christine site first will allow for a much smoother relocation process of the current residents of the community housing sites, as only six of the 12 dwelling units at Christine Crescent are currently occupied.

"This gives us the ability for some real capacity building to enable tenant relocation from the other sites to the Christine site so that we can progress in a pretty sequential way to enable redevelopment on the other sites," Muller said.

In other words, the Region only has to temporarily relocate the residents of the six Christine Crescent homes when those homes are demolished. Once construction of the new mid-rise apartment building and townhouses is completed, the Christine Crescent residents will be given priority on the new units on the site. Meanwhile, the Malaga Road residents will be able to be relocated to the Christine Crescent site to allow for the demolition of the 65 existing townhouses on Malaga Road to make way for the development of the two new mid-rise apartment buildings and stacked townhouses on that site.

"This is a very exciting and important project and it helps build positive momentum for the long-term redevelopment of not just these sites, but other sites owned by DRLHC. Within the next 10 years or so, we're looking at a total of four sites," said Muller.

"This is our first foray into the re-imagination of these sites, and we think that it's a good framework going forward."

TRANSITIONING FROM TOURISM?

Lana Hall

A proposal for two-tower residential development on a site in Niagara Falls near the Marineland Canada theme park could signal a change for the predominantly tourist-oriented stretch.

At its meeting on June 18, **City of Niagara Falls** council approved official plan and zoning by-law amendment applications by **Placemaker Co.** for Part Lot 175 Portage Road, a vacant parcel of land located just north of Marineland Parkway. Placemaker is proposing to develop a two-tower residential complex on the site, with tower heights of 29 and 38 storeys on a shared podium. The development would accommodate a total of 812 rental apartment units, indoor and outdoor amenity space, and on-site parking.

The site is located just inside the Fallsview Tourist Subdistrict, a stretch that is home to Fallsview Casino, Marineland, and Horseshoe Falls, a popular tourist destination for both Canadian and American visitors. Previously, the site was zoned as Tourist Commercial (TC), a designation that permitted maximum building heights of four storeys. To accommodate the proposed rental towers, the applicant secured a rezoning that changes the property's status to a site-specific TC zone, which will permit the standalone apartment dwellings, as well as a reduced parking rate. The rezoning also eliminates the maximum lot coverage requirement, establishing Portage Road as the front lot line, and secures loading spaces on-site.

In terms of design, the building is proposed to reflect the natural elements bordering the site, such as the nearby embankment and the falls themselves, as well as City-owned parkland that borders the site. Given the site's location on the edge of the Tourist District, the building has an opportunity to serve as a gateway to the area, helping transition the tourist zone to the natural elements surrounding it, explained **Bousfields** partner **David Falletta** at the Niagara Falls city council meeting on June 18.

Designed by **Giannone Petricone Associates**, the building's tiered podium will curve and undulate to mimic the surrounding landscape's natural curves. "It's a different type of urban edge than we're used to," Falletta told council. The podium will also feature a green roof, which Falletta said will help further link the design to the landscape.

As one of the first residential towers that will be developed in the area, the building needs to incorporate an appropriate level of amenity space for its residents, said Falletta. Currently, the proposal calls for 30,000 square feet of indoor amenity space and 25,000 square feet of outdoor amenity space, as well as the inclusion of a green boulevard that would parallel the adjacent rail corridor and connect the site to the rest of the tourist district. This tangible connection will help slowly shift the Fallsview Tourist Subdistrict into a more complete community, a goal in line with the City's plans for housing and intensification, Falletta told council.

CONTINUED PAGE 8

Map showing the location of the site at Part Lot 175 Portage Road in Niagara Falls where Placemaker Co is proposing to develop two residential towers of 29 and 38 storeys respectively, containing a total of 812 rental apartment units. The site is located within the Fallsview Tourist Subdistrict and zoned as Tourist Commercial. To accommodate the towers, Placemaker submitted official plan and zoning by-law amendment applications for the site, which were approved at a Niagara Falls city council meeting on June 18.

SOURCE: CITY OF NIAGARA FALLS

TRANSITIONING FROM TOURISM?

CONTINUED FROM PAGE 7

"In terms of the official plan, we know that the tourist district really is an important intensification area for the city," he told council. "…And adding a permanent population is one of the key objectives for that district."

Though future residents of the new rental towers will have to sign a warning clause indicating they are aware of the nearby tourism activities, as well as an adjacent railway corridor and electrical substation—a common provision for residential projects being built near tourist-commercial or industrial zones—Falletta told council that the Province's **Ministry of Environment** has not flagged any potential adverse effects on the future tower residents stemming from nearby noise or pollution.

According to Placemaker president **Jeremia Rudan**, who was born and raised in Niagara and is familiar with this busy tourist stretch, the area would appeal to potential residential tenants for the same reason it attracts visitors.

"I think there's an opportunity to really complement that area," Rudan told *NRU*. "There's no reason why people wouldn't want to live there and have those views." And although currently there's little on offer in terms of day-to-day amenities within walking distance, says Rudan, that could change.

McLeod Road, just to the west of the Portage Road site, is the subject of some recent townhome development, and other vacant sites along Marineland Parkway could also present other types of development opportunities, notes Rudan.

The Portage Road site is also approximately a kilometre from the Marineland theme park, which is in the process of transitioning ownership. Changes like this, as well as shifts in the tourist economy and an ongoing housing availability crisis, have led some cities to think differently about their predominantly tourist-oriented neighbourhoods.

For example, just north of the Fallsview Tourist Subdistrict, sits the historic Lundy's Lane, another tourist commercial zone within Niagara Falls. Lundy's Lane is the subject of a community improvement plan (CIP), as well as a set of urban design guidelines approved in 2018, aimed at encouraging more residential and mixed-use development within the tourist-oriented zone.

Though the Fallsview Tourist Subdistrict is not formally subject to any City studies the way Lundy's Lane is, the region's increased demand for housing and walkable communities means it's an area whose texture is likely to shift with competing land use needs, Falletta told council.

"It provides a great opportunity to be a gateway development for the city that can add a permanent population to your tourist commercial district."

Rendering of Placemaker Co's proposed two-tower development for Part Lot 175 Portage Road in Niagara Falls. The two residential rental towers are proposed to be connected by a podium, which will be designed to curve and flow, mimicking the natural landscape of the Niagara escarpment. Members of the project team say the building is well-situated to serve as a link between the bustling tourist district and the natural features to which it is adjacent, including the falls themselves and City-owned parkland.

SOURCE: CITY OF NIAGARA FALLS
ARCHITECT: GIANNONE PETRICONE ASSOCIATES

Rendering of the shared podium proposed for Placemaker Co's two-tower development for Part Lot 175 Portage Road, which will contain 30,000 square feet of indoor amenities and be designed to animate the street. As one of the first residential tower developments planned for the immediate area, it will be important to provide amenity space for residents, as the immediate area may lack local day-to-day amenities within walking distance. But providing a permanent population to what has historically been predominantly a tourist district, project team members say, will help shift the district into becoming a more complete community.

SOURCE: CITY OF NIAGARA FALLS
ARCHITECT: GIANNONE PETRICONE ASSOCIATES

TRANSITIONING WEST

CONTINUED FROM PAGE 1

The proposed development is located in the West of Yonge character area, which has some decidedly different planning visions and policies in place than sites directly across Yonge Street on the east side of the major north-south thoroughfare.

The West of Yonge Street area is characterized predominantly by large single-detached estate-style homes within established neighbourhoods. The West of Yonge Street character area frontage features a variety of built forms and commercial and mixed uses such as auto dealerships, gas stations, mid-rise office, and some newer mixed-use buildings.

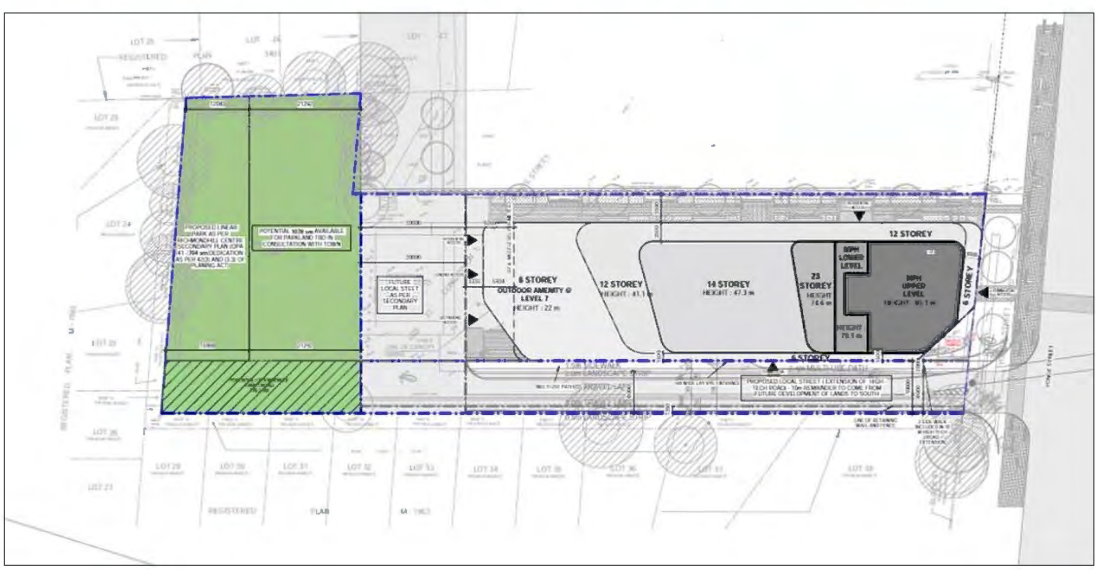
"We are definitely going to see more intensification [along this stretch of Yonge Street] and this is one of the reasons why I was very emphatic when we were writing the Richmond Hill Centre secondary plan that the west side of Yonge Street needs to be very specifically identified," Richmond Hill Ward 5 councillor **Karen Cilevitz** told *NRU*.

"It's all very well and good to put high-rises on the east side of Yonge because there are no established neighbourhoods there and it's going to be redeveloped with the subway station. But the west side, we have a very well-established neighbourhood, South Richvale."

CONTINUED PAGE 10

Aerial image showing the location of the site at 8790 Yonge Street in Richmond Hill where 1921318 Ontario Ltd. is seeking to develop a 23-storey mixed-use building. Currently, the site accommodates an automobile dealership, a service centre and a surface parking lot. The proposed mixed-use development would re-introduce the automobile dealership into the base of the new building, while bringing 395 new residential units to the site.

SOURCE: CITY OF RICHMOND HILL



Concept site plan for the site at 8790 Yonge Street in Richmond Hill where 1921318 Ontario Ltd. is proposing to develop a 23-storey mixed-use building to the site, with its tallest point fronting Yonge Street to the east. The building would step down to 14, 12 and finally six storeys at the western-most point of the building in order to create a transition to the existing low-rise residential neighbourhood to the west of Yonge Street. A park would be included on the western-most portion of the site to create an additional buffer between the new building and the existing neighbourhood west of Yonge Street.

SOURCE: CITY OF RICHMOND HILL
ARCHITECT: ARCADIS

TRANSITIONING WEST

CONTINUED FROM PAGE 9

While the proposed mixed-use building would stand 23 storeys at the east side of the site, fronting Yonge Street, it has been designed with angular planes in mind and multiple stepbacks, stepping down to as low as six storeys at the rear (west side) of the site, closest to the existing neighbourhood.

In addition to the building stepbacks, the proposal also includes parkland at the rear of the site, creating an additional buffer/transition area from the existing low-rise residential neighbourhood to the west.

"What those area residents are most concerned about is privacy, so you have to have a bit of a balance," Cilevitz said.

"You also have to understand that you live off of Yonge Street and it's an intensification corridor that is going to be developed. That was, again, one of the reasons that I was so insistent that the west side of Yonge needs to be something different and have different land use planning parameters, because it needed it."

This entire section of Yonge Street in Richmond Hill Centre is on the verge of some significant change, as directly across the street from 8790 Yonge Street is a large commercial plaza that includes a **York Region Transit** station.

The plaza is part of **Infrastructure Ontario's** transit-oriented communities program that will see the plaza transformed into a new transit-oriented community and developed into one of the GTA's largest transit hubs.

"Richmond Hill Centre will be the new downtown for Richmond Hill and is ideally situated at the geographic centre of the Greater Golden Horseshoe and connected by a network of transit service, including the Yonge north subway extension, GO Transit, VIVA bus rapid transit, York Region Transit and the future 407 Transitway," Richmond Hill director of economic development **Anthony Ierullo** told *NRU*.

"It has the highest-priority for intensification within the city's urban structure under the city's official plan and will provide the greatest range of transit-oriented uses in a mixed-use format, including residential and employment."

While the east side of Yonge will see significantly taller buildings—50 storeys and up—as the area becomes increasingly intensified, more modest-sized developments like the one proposed at 8790, on the west side of Yonge, also have an important role to play.

"Across the street we're going to have very significant heights and densities eventually, but the west side of Yonge is an area that, while still on Yonge, has to be respectful of the existing neighbourhood because it's in a bit of a transition zone," West said.

"That's one of the things from the public meeting that resonated with me was how do we make this type of application fit better into the neighbourhood? No transition zone is going to be perfect, but we need to do all that we can on a case-by-case basis, as well as on a broad policy basis, to make this fit into the existing neighbourhood."

The proposal is one piece of a much larger puzzle that will see Richmond Hill establish a new downtown in Richmond Hill Centre. And while it is not the first development proposal for the area, there is a feeling of excitement among both the Mayor and councillor for the coming change that this proposal represents.

"It's an exciting proposal in and of itself, but it's also part of a broader vision for the whole area, and it's really important that we get all the details right on this, and that's why the public was engaged and has talked to us about this," West said.

"Richmond Hill has been in a state of change, and to some degree, growing pains for quite some time now. And it will continue for some time to come, but we're here to make sure we have as much policy in place, and we're more than willing to listen and evolve that policy over time based on what we hear from residents. All of this stuff has to happen in order to make sure that we build the kind of community that we want to see."

> No transition zone is going to be perfect, but we need to do all that we can on a case-by-case basis, as well as on a broad policy basis, to make this fit into the existing neighbourhood.
>
> - David West

COMMITTEE AGENDAS

HALTON

Burlington New Zoning By-law Project

At its July 8 meeting, **Burlington** Committee of the Whole considered a staff report regarding the New Zoning by-law Project: Phase 1: Residential Zones – Discussion Paper and Project Update. The City is in the first phase of developing a new zoning by-law, and the staff report reviews the research and analysis that has been undertaken to date, including key themes and considerations pertaining to Residential Zones. The report also highlights the project's connections with other City planning initiatives underway.

Approval recommended for Burlington towers

At its July 8 meeting, **Burlington** Committee of the Whole considered a final report recommending approval of official plan and zoning by-law amendment applications by **Molinaro Group** for 784 Brant Street. The applicant proposes to develop two towers of 18 and 25 storeys respectively, containing ground floor commercial uses and 444 residential units above. The lands comprise the northwest corner of Brant Street and Ghent Avenue. The applicant's planning applications also encompass future development of the northeast and southeast corners of the intersection, although no recommendation is being made regarding those parcels at this time.

Sixth Line-McCraney mid-rise development proposed

At its July 8 meeting, **Oakville** Planning & Development Council considered a public meeting report regarding an official plan amendment (OPA) application by **Creditmills Development Group** for 1295 Sixth Line. The applicant proposes to develop a six-storey 70-unit apartment building. The OPA would re-designate the site from *Low Density Residential* to *High Density Residential*, and a future zoning by-law amendment application will be required to re-zone the lands for the proposed development.

Dundas-Trafalgar 33-storey towers proposed

At its July 8 meeting, **Oakville** Planning & Development Council considered a public meeting report regarding an official plan amendment application by **3064 Trafalgar Partnership** for 3060 & 3068 Trafalgar Road. The applicant proposes to develop the lands with two 33-storey towers, where there is a standing approval for two 30-storey towers.

Approval recommended for North Oakville subdivision

At its July 8 meeting, **Oakville** Planning & Development Council considered a final report recommending approval of rezoning and draft plan of subdivision applications by **Rampen Holdings Inc.** for 1086 Burnhamthorpe Road East. The applicant proposes to develop the 15.46-hectare site in accordance with the North Oakville East Secondary Plan, proposing 136 single-detached dwellings, 52 townhouses, a village square, and lands for the natural heritage system.

Refusal recommended for Old Oakville infill subdivision

At its July 8 meeting, **Oakville** Planning & Development Council considered a final report recommending refusal of rezoning and draft plan of subdivision applications by **Spruce Rose Inc.** for 304 & 318

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COMMITTEE AGENDAS

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Spruce Street. The applicant proposes to re-develop the lands, which currently contain a defunct place of worship, with seven single-detached dwellings. Staff are of the view that the built form, massing and scale of the proposed dwellings, as well as the lot configuration of the proposed lots, are inappropriate for the site given the surrounding area context.

Midtown Oakville considered for TOC

At its July 8 meeting, **Oakville** Planning & Development Council considered an information report providing an update on the **Province of Ontario**'s consideration of Midtown Oakville for the Transit Oriented Communities (TOC) program, which seeks to develop mixed-use communities in the vicinity of transit stations. Oakville council recently hit the reset button on the Midtown Oakville Growth Area Review, and in May 2024, **Infrastructure Ontario** sent a letter to the Town advising that it was considering the area around Oakville GO station, including lands subject to development applications and appeals by **Distrikt Developments Inc.**, for a TOC. The Town will begin engaging in regular meetings with the **Ministry of Infrastructure** over the summer, with the goal of achieving certainty on the viability of a TOC for the area by the end of the summer.

HAMILTON

Approval recommended for tower next to Hamilton GO

At its July 9 meeting, **Hamilton** Planning Committee considered a final report recommending approval of official plan and zoning by-law amendment applications by **75 Catharine Holdings Inc.** for 101 Hunter Street East. The applicant proposes to develop a 28-storey mixed-use building containing 349 square metres of ground floor commercial space and 293 residential units above.

Approval recommended for Stoney Creek mid-rise development

At its July 9 meeting, **Hamilton** Planning Committee considered a final report recommending approval of official plan and zoning by-law amendment applications by **2752037 Ontario Inc.** for 365 Highway 8. The applicant proposes to develop a nine-storey mixed-use building containing ground floor commercial space and 189 residential units above.

PEEL

Approval recommended for Clarkway-Castlemore subdivision

At its July 8 meeting, **Brampton** Planning & Development Committee considered a final report recommending approval of rezoning and draft plan of subdivision applications by **Redcliff Homes** for lands east of Clarkway Drive and north of Castlemore Road (no municipal address). The applicant proposes to develop the lands in accordance with the Highway 427 Industrial Secondary Plan with 67 single-detached and 16 semi-detached dwellings, 54 townhouses, three medium-density blocks, and blocks for residential reserves, an elementary school, stormwater management, natural heritage protection, parks, buffers, walkways, roads and road widenings.

OLT NEWS

SETTLEMENT APPROVED FOR APPEAL OF VAUGHAN HIGH-RISE DEVELOPMENT

In a July 4 decision, OLT Member **Jean-Pierre Blais** allowed appeals, in part, by **United Parcel Service Canada Ltd.** (UPS) against the **City of Vaughan**'s approval of official plan and zoning by-law amendment applications by **Zancor Homes (Steeles) LP** for 2600-2700 Steeles Avenue West.

Zancor proposes to develop its Steeles Avenue West lands with seven buildings ranging in height from 12 to 59 storeys, containing approximately 3,100 residential units. The City of Vaughan approved Zancor's applications for an official plan amendment (OPA), and for zoning by-law amendments (ZBAs).

UPS, which owns and operates a parcel distribution and storage facility approximately 500 metres away from Zancor's site, appealed the OPA and ZBA approvals. Its primary concern was with noise—and specifically the introduction of sensitive residential uses to the Zancor site, which could in the future give rise to potentially increased scrutiny and regulation of activities of the UPS facility.

The parties engaged in Tribunal-assisted mediation. As a result of the mediation, the parties reached a settlement which involves minor modifications to the ZBAs as well as the designation by Vaughan council of the Zancor site as a Class 4 area pursuant to the Ministry of Environment, Conservation and Parks Noise Guidelines NPC-300.

The Class 4 designation allows for higher daytime and nighttime sound level limits (associated with a nearby industrial facility, such as the one UPS operates) than would otherwise be permitted for a noise-sensitive land use, including residential units.

Planner **Kate Cooper** (**Bousfields**) provided the Tribunal with her opinion that the settlement and related modifications to the ZBAs represent good planning. The Tribunal adopted Cooper's planning opinion and allowed the appeals, in part.

Solicitors involved in this decision were **Tara Piurko** and **Jesse White** (**Miller Thomson**) representing United Parcel Services Canada Ltd., **Marc Kemerer** (**McMillan**) and **Zaynab Al-Waadh** representing the City of Vaughan, **Quinto Annibale** and **Brendan Ruddick** (**Loopstra Nixon**) representing Zancor Homes (Steeles) LP and **Max Reedijk** (**Dentons**) representing **Canadian National Railway Company**. [*See OLT Case No. OLT-23-000711*.]

TRIBUNAL UPHOLDS APPROVAL OF BRADFORD CEMETERY

In a July 3 decision, OLT Member **Jean-Pierre Blais** allowed appeals, in part, by **Len Ferragine** against the **Town of Bradford-West Gwillimbury**'s approval of official plan and zoning by-law amendment (OPA and ZBA) applications by **Ahmadiyya Muslim Jama'at Canada** (AMJC) for 3999 10th Sideroad.

The 10th Sideroad property is 48.6 acres in size, and is located at the northern edge of the Town's settlement area. AMJC maintains a place of worship on the property, and proposes to establish a cemetery there, occupying approximately 15 acres, to be supported by five ancillary buildings, including the existing place of worship, as well as a gravel parking area and driveway.

The Town of Bradford-West Gwillimbury approved AMJC's OPA and ZBA applications. Ferragine appealed. Also under appeal by Ferragine and by nearby residents **Doris Becher Neinhaus** and **Kevin**, **Darryl**, **Kristen**, **David** and **Patricia Eek** was the Town's approval of AMJC's application to establish a cemetery under Section 84(1) of the *Funeral, Burials, Cremation Services Act*, 2022 (FBCSA).

The Ahmadiyyan community are followers of the Islamic faith who for various reasons, are considered by "mainstream" Muslims to be 'heretics', and who are not permitted to be buried in Muslim graveyards. Although there are approximately 30,700 Ahmadiyya living in Canada—77 per cent of whom reside in Ontario—there is presently no Ahmadiyya-specific cemetery in Canada. Thus, AMJC seeks to establish a cemetery for the existing and future burial needs of its community.

The appellants of the OPA, ZBA and FBCSA applications raised a variety of concerns with the AMJC's proposal, including: the appropriateness of siting a cemetery in a prime agricultural area; the possibility of hydrological issues, including groundwater contamination; impacts to the local road network; the size and use of the accessory buildings; and the need for the cemetery and consideration of alternative locations.

On behalf of AMJC, the Tribunal heard evidence from planner **Pierre Chauvin** (**MHBC**), transportation engineer **David Lukezic** (**WSP**), land economist **Doug Annand** (**urbanMetrics**) and hydrogeologist **Archie Sirati** (**Sirati & Partners Consultants**).

On behalf of appellants Ferragine and the Eeks, the Tribunal heard evidence from agrologist **Sean Colville** (**Colville Consulting**), hydrogeologist **Katherine Gibson**, transportation engineer **Andre Lower** (**Trans-Plan Transportation**), land

CONTINUED PAGE 14

OLT NEWS

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economist **Chris White** (**Parcel Economics**), and planner **Joshua Morgan** (**Morgan Planning & Development**).

For reasons expanded on in the decision, the Tribunal found that the proposed development has regard for matters of provincial interest in the *Planning Act*, is consistent with the *Provincial Policy Statement*, conforms to the Growth Plan and the **Simcoe County** and Bradford-West Gwillimbury official plans, represents good planning and is in the public interest. Further studies and design work will be undertaken through the subsequent site plan control process.

Subsequent to the appeals being filed, AMJC requested minor changes to the OPA and ZBA that were originally approved. To give effect to these changes, the Tribunal allowed the appeals, in part, as they pertain to the OPA and ZBA applications, and approved the amended OPA and ZBA applications as appended to the decision. It also ordered that the appeals pursuant to the FBCSA be dismissed.

Solicitors involved in this decision were **Aaron Platt** and **Alexandra Whyte** (**Loopstra Nixon**) representing Ahmadiyya Muslim Jama'at Canada, **Isaac Tang**, **Brett Davis** and **Hanna Rioseco** (**Borden Ladner Gervais**) representing Len Ferragine and Kevin, Darryl, Kristen, David and Patricia Eek, **Marc Kemerer** (**McMillan**) representing Doris Becher Neinhaus, and **Leo Longo** (**Aird & Berlis**) representing the Town of Bradford West-Gwillimbury. [*See OLT Case No. OLT-22-004732*.]

Erratum

In the June 26 Toronto edition, the story 'Rethinking Parks & Recreation: Brampton Approves Updated Parks and Recreation Master Plan,' reported that Brampton city council approved the updated parks and recreation master plan on June 19. In fact, it approved the master plan on May 15. NRU regrets the error.

— PEOPLE —

Mississauga city solicitor **Andra Maxwell** resigned her role with the **City of Mississauga** on June 27. Maxwell had served on the City's legal team since 2015 and had served in the role of city solicitor since 2019. Mississauga Mayor **Carolyn Parrish** used her strong mayor powers to appoint **Domenic Tudino** as interim city solicitor on June 28. Previously, Tudino served as senior legal council for Mississauga's real estate law division for 21 years, and most recently, as manager of real estate law in the City's legal services division. Mayor Parrish also used her strong mayor powers to appoint **Sam Rogers** as interim commissioner of transportation and works. Rogers succeeds **Geoff Wright** in the role. In addition, Parrish appointed **Emma Calvert** as the City's interim director of infrastructure planning and engineering services, a position previously held by Sam Rogers. Parrish also used her strong mayor powers to appoint herself chair of Mississauga's planning and development committee, among other changes she made to council committees.

The **Town of Cobourg** has appointed **Cristal Laanstra** as its new director of planning and development services, effective July 15. Laanstra comes to Cobourg after serving as **Municipality of Trent Hills**' manager of planning since May 2022. Previously, she served as **Municipality of North Grenville** deputy director of planning and development for 11 months. Laanstra succeeds previous Cobourg director of planning and development services **Anne Taylor Scott**, who served in the role for two years before her departure from the Town in March. Taylor Scott now serves as **City of Peterborough** manager of development planning.

NOVÆ RES URBIS
GREATER TORONTO & HAMILTON AREA
WEDNESDAY, JULY 17, 2024
Vol. 27 No. 29

MIXED-USE PROPOSAL WILL BRING HOUSING, RETAIL, GREEN SPACE TO BURLINGTON SITE

TURNING A CORNER ON URBAN GROWTH

Matt Durnan

A mixed-use development proposed for a largely vacant site located in Burlington's urban growth centre will bring housing, retail, and a privately-owned publicly accessible green space to the northwest corner of Brant Street and Ghent Avenue, the first phase of a larger plan to redevelop three of four corners of the intersection.

At its July 16 meeting, Burlington city council approved **Molinaro Group**'s official plan and zoning by-law amendment applications for a site at 784 Brant Street. Molinaro Group is proposing a mixed-use development for the site comprising one 18-storey and one 25-storey tower, connected by a five-storey podium. The proposed development will bring a total of 444 new residential units to the 0.67-hectare site, in addition to retail space at grade and green space along Ghent Avenue.

The northwest corner site is one of three parcels of land owned by Molinaro Group at intersection of Brant Street and Ghent Avenue. The landowner has been seeking to redevelop all three parcels since late 2020.

"They [Molinaro Group] have always wanted to start on the northwest corner there, so that was part of what we agreed to, is to decouple that and then it's 'to be determined' on the other two sites but we have a good sense of what they're wanting to achieve there," **City of Burlington** Mayor **Marianne Meed Ward** told *NRU*.

"Right now, the northwest corner is vacant of buildings, but it is being used as an urban farm. A local resident started her own non-profit there,

CONTINUED PAGE 7

Aerial image showing the location of the site at 784 Brant Street in Burlington (Parcel A) where Molinaro Group is proposing a mixed-use development consisting of one 18-storey and one 25-storey tower on a five-storey podium that would bring 444 new residential units to the area. Molinaro Group owns all three land parcels identified here at the intersection of Brant Street and Ghent Avenue. Parcel A currently accommodates an urban farm and has been earmarked as the first phase of Molinaro Group's planned redevelopment of three corners around the intersection.

SOURCE: CITY OF BURLINGTON

UPCOMING DATES

JULY

17 Caledon General Committee, 2:30 p.m.

Markham Council, 1:00 p.m.

23 Caledon Council, 7:00 p.m.

East Gwillimbury Committee of the Whole, 2:00 p.m.

East Gwillimbury Council, 6:00 p.m.

Vaughan Committee of the Whole (Public Meeting), 7:00 p.m.

25 East Gwillimbury Committee of the Whole, 10:00 a.m.

East Gwillimbury Council, 2:00 p.m.

AUGUST

6 Caledon General Committee, 2:30 p.m.

12 Brampton Planning & Development Committee, 7:00 p.m.

Brock Council, 10:00 a.m.

Hamilton General Issues Committee, 9:30 a.m.

Oakville Planning & Development Council, 6:30 p.m.

Uxbridge Council, 10:00 a.m.

13 Caledon Planning & Development Committee, 2:30 p.m.

Caledon Planning & Development Committee—Public Meeting, 7:00 p.m.

Hamilton Planning Committee, 9:30 a.m.

Oakville Council, 6:30 p.m.

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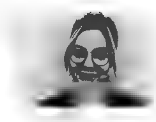
TORONTO • GREATER TORONTO & HAMILTON AREA

PROPOSED SUBDIVISION TO BRING HOUSING, VILLAGE SQUARE TO NORTHEAST OAKVILLE

GROWING NEW COMMUNITIES



Lana Hall

A recently approved plan for a 15-hectare subdivision in Northeast Oakville is the latest proposal for the area that will help transform a series of former agricultural lands into a more walkable, denser residential community.

At its July 8 meeting, **Town of Oakville** planning and development council approved rezoning and draft plan of subdivision applications by **Rampen Holdings** for a 15.46-hectare site at 1086 Burnhamthorpe Road East in North Oakville. Rampen is proposing to develop 136 single-detached dwellings, 52 townhomes, and a village square. It also proposes to reserve some lands that will connect to the existing natural heritage system. In total, the development will bring 188 residential units to the site.

The site, which is being used currently for primarily agricultural purposes was previously zoned as Future Development Special Provision. With the Town council approval, the lands are now zoned as a combination of Future Development, site-specific General Urban, site-specific Suburban, Park and Natural Heritage System. This combination of land use designations will allow for the creation of a complete community, say project team members, including residential development, new road linkages and inclusion of natural heritage features.

The northern portion of the site contains the Joshua Creek Cultural Heritage Art Centre and grounds, which has been designated by the Town of Oakville as a historical site and continues to be owned by the site's previous owners. According to **Rob Russell Planning Consultants** president **Rob Russell**, when the subdivision is formally registered, the parcel of land containing the heritage art centre will be severed, remaining under the ownership of its

CONTINUED PAGE 3

> The proposal … promotes a compact, pedestrian-oriented community that emphasizes the protection of the natural environment, mixed-use development, and a modified grid road system to enhance transportation options for transit and pedestrians.
>
> - Leigh Musson

NRU PUBLISHING STAFF

Ian A.R. Graham, Publisher
iang@nrupublishing.com
Ext. 222

Irena Kohn, Editor
irenak@nrupublishing.com
Ext. 223

Matt Durnan, Senior Reporter
mattd@nrupublishing.com
Ext. 225

Lana Hall, Senior Reporter,
lanah@nrupublishing.com
Ext. 226

Peter Pantalone
Planning Researcher
peterp@nrupublishing.com

Jeff Payette
Design/Layout
jeffp@nrupublishing.com
Ext. 228

Samantha Lum
Sales and Circulation
samanthal@nrupublishing.com
Ext. 224

NRU PUBLISHING INC

SALES/SUBSCRIPTIONS
circ@nrupublishing.com

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Corporate Office
1200 Bay Street, Suite 1101
Toronto, ON M5R 2A5
Tel: 416.260.1304
Fax: 416.979.2707

Billings Department
NRU Publishing Inc.
PO Box 19595 Manulife PO,
Toronto, ON M4W 3T9

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GROWING NEW COMMUNITIES

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existing owners.

Details about the village square's amenities, landscaping and design will be finalized at a later date, as will the design of the townhomes and single-detached homes. Russell told *NRU* that the site's combination of zoning designations—a combination similar to the zonings on a **Mattamy-Homes**-owned site to the east—will allow for some flexibility with these design elements.

"Mattamy made their zones allow for a little bit of extra flexibility and [Rampen Holdings] figured that was probably a good thing and it would go from there."

The redevelopment proposal for the lands at 1086 Burnhamthorpe is representative of some of the changes underway in that area of Northeast Oakville. Immediately adjacent to the Rampen Holdings site is the in-progress Mattamy Homes Joshua Creek Phase 3 subdivision, which will eventually consist of single-detached dwellings, a neighbourhood park, an elementary school and a partial village square that will be developed in conjunction with Rampen's village square at 1086 Burnhamthorpe Road East.

Immediately south of the Rampen Holdings site is another subdivision being

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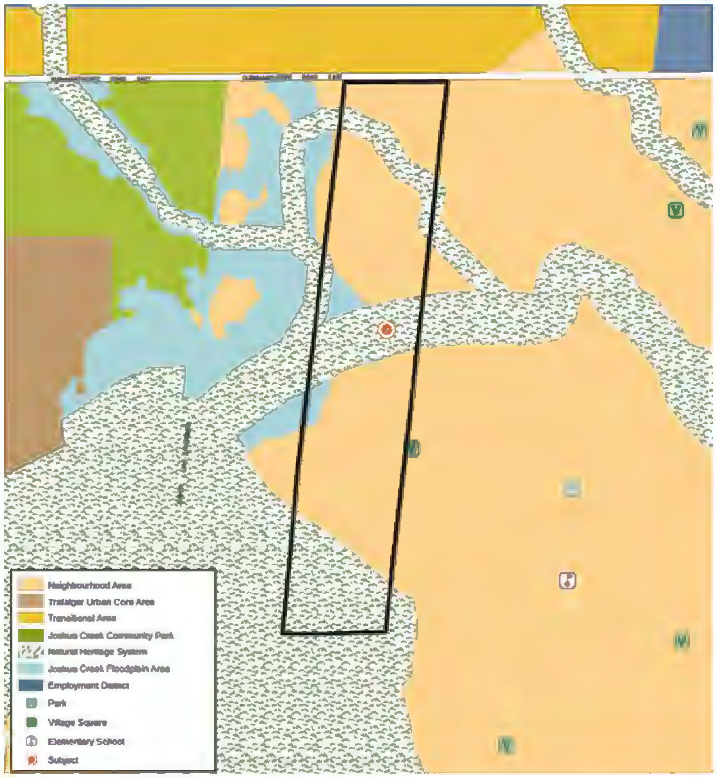
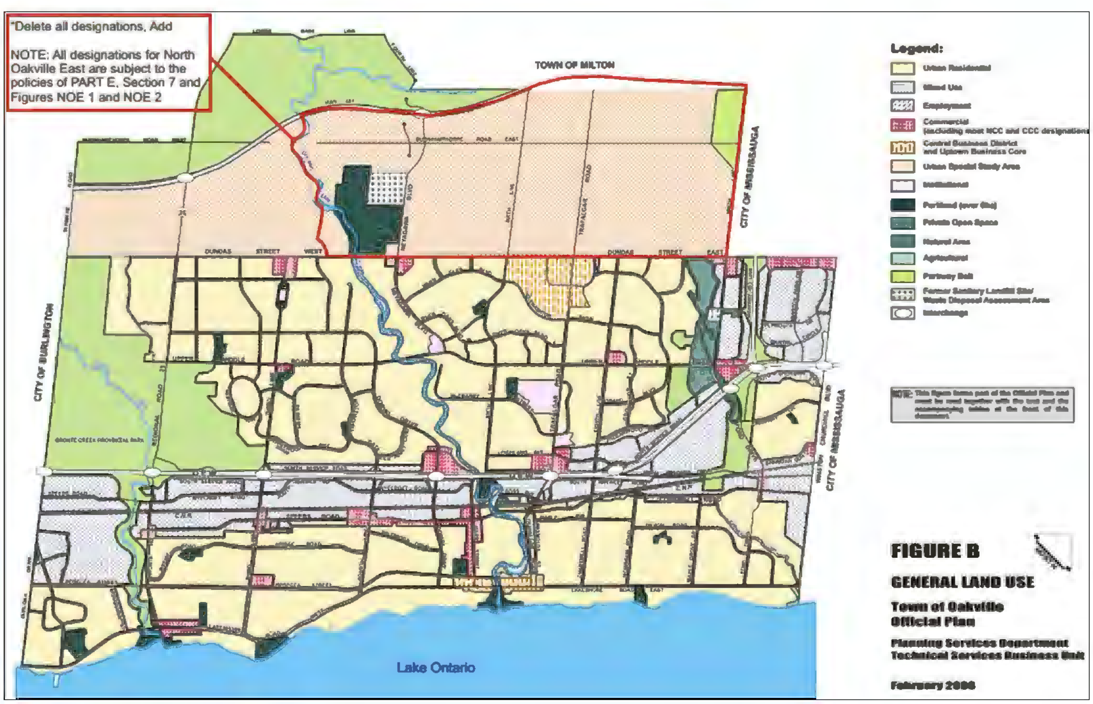


Map showing the location of a site at 1086 Burnhamthorpe Road East in North Oakville. The Town of Oakville recently approved Rampen Holdings' rezoning application and draft plan of subdivision for the 15.46 hectare site. Rampen is proposing to develop 136 single-detached dwellings, 52 townhomes, and a village square on the site. It also proposes to reserve some lands that will connect to the existing natural heritage system. The site falls within the North Oakville East Secondary Plan, which seeks to add more residential density to the mostly agricultural secondary plan area, while maintaining its natural heritage system.

SOURCE: TOWN OF OAKVILLE



Map showing the North Oakville East Secondary Plan area boundaries (outlined in red). The North Oakville East Secondary Plan is a planning framework intended to encourage higher-density residential development in North Oakville in areas around the existing natural heritage systems. Eventually, the secondary plan area will accommodate 55,000 new residents and 35,000 new jobs. Currently, most of the land within the boundaries is used for agricultural purposes. The Rampen Holdings mixed-use development proposed for 1096 Burnhamthorpe will bring 188 residential units to the area within the North Oakville East Secondary Plan.

SOURCE: TOWN OF OAKVILLE

GROWING NEW COMMUNITIES

CONTINUED FROM PAGE 3

developed by **Great Gulf**, which will include a series of single-detached dwellings and townhouse blocks, as well as further linkages of the natural heritage system.

All of these sites fall under the North Oakville East Secondary Plan, a planning framework for the lands north of Dundas Street and south of Highway 407, between Ninth Line and Tremaine Road. The North Oakville East secondary plan is designed to encourage higher-density development around the natural heritage systems, with a plan of eventually accommodating 55,000 new residents and 35,000 new jobs within the secondary plan area. The 1086 Burnhamthorpe Rampen Holdings site will continue to build out some of those lands, helping with connectivity, say Town of Oakville staff.

"The proposal … promotes a compact, pedestrian-oriented community that emphasizes the protection of the natural environment, mixed-use development, and a modified grid road system to enhance transportation options for transit and pedestrians," reads a statement sent to *NRU* from Town of Oakville manager of planning and development **Leigh Musson**.

CREATING A SENSE OF PLACE

Matt Durnan

A residential development proposed for one of **Clarington**'s fastest-growing communities would transform a large piece of mostly vacant agricultural land in Courtice into a new subdivision that would accommodate single-detached homes, townhouses, a school block, and a large public park.

At its June 24 meeting, Clarington council approved **Tribute Communities**' zoning by-law amendment application for a 31.2-hectare site located at 1588 Bloor Street East. Tribute is proposing to develop 273 residential units on the site, including 202 single-detached homes and 71 street townhouses.

Tribute's approved application rezones the site from "Agricultural" to "Urban Residential", a designation that permits single-detached and townhouse built forms.

The proposed development has been in Clarington's application pipeline for nearly three years, with Tribute making its original submission in November 2021, at that time seeking to develop 347 residential units.

"Following a statutory public meeting in January 2023, Tribute modified their application to address staff, agency and public comments and their latest draft plan of subdivision was revised," Municipality of Clarington manager of development review **Amanda Tapp** told *NRU*.

"Clarington is committed to responsible growth and developing resilient, sustainable and complete communities. Tribute's applications for 273 residential units in the Southeast Courtice secondary plan area supports this vision with a balanced blend of single-detached homes, street townhouses, a neighbourhood park, school block, open green space,

CONTINUED PAGE 6

Aerial photograph showing the location of the site at 1588 Bloor Street East in the Clarington community of Courtice where Tribute Communities is seeking to develop a roughly 31-hectare piece of vacant agricultural land into a subdivision. The subdivision would accommodate 273 new homes – comprising 202 single-detached homes and 71 townhouses— in addition to a new school block and a 1.5-hectare park.

Source: Municipality of Clarington

Draft plan of subdivision for Tribute Communities' site at 1588 Bloor Street East in Clarington. Tribute Communities is proposing to develop 273 new homes on the site, comprising 201 single-detached homes (yellow) and 71 street townhomes (orange). The subdivision would accommodate a school block (purple area in between Street A and Street B) and a 1.5-hectare park (light green). The proposal also includes road widening on both Trulls Road and Bloor Street and a regional corridor (magenta) that could one day accommodate more medium-density housing, including mid-rise buildings.

SOURCE: MUNICIPALITY OF CLARINGTON

CREATING A SENSE OF PLACE

CONTINUED FROM PAGE 5

stormwater management, walkways and new roads."

The site is located at the northwest corner of Bloor Street East and Trulls Road, a prominent intersection in the Courtice community, which is experiencing a lot of growth.

While growth is happening at a fast pace in Courtice, Clarington residents have made it known through public consultations and surveys that access to open space and parks is a high-ranking priority for new development.

Both staff and members of Clarington council were pleased with Tribute's commitment to providing parkland within its proposed development for the Bloor Street East site, with a 1.5-hectare park block included in the draft plan of subdivision.

Tribute's original application was submitted prior to the passing of Bill 23, *More Homes Built Faster Act, 2022,* which imposed caps on parkland dedication requirements.

"I, as well as council and our residents are appreciative of Tribute's commitment and pledge to keep the same amount of parkland in the project as promised prior to Bill 23 and Bill 185 [*Cutting Red Tape to Build More Homes Act, 2024*], though new legislation allows developers to give much less parkland than before," Clarington ward 1 councillor **Sami Elhajjeh** told *NRU.*

"Our residents highly value public parks and greenspace. Respondents in our 'Parks, Recreation and Culture Master Plan survey' ranked parks and greenspace as their number one priority. As a council, we're aware of this and are prioritizing outdoor spaces for our residents to enjoy."

The majority of the housing proposed for the site consists of single-detached homes, which would occupy the site's eastern portion nearest Trulls Road, and the interior of the site near the school block and park block, while townhouses are proposed for an area near the southern portion of the site, nearest Bloor Street East.

The proposal also includes road widening on Trulls and Bloor Street East and a 'Regional Corridor' block near the corner of Trulls and Bloor East, which would permit medium-density development and a mix of housing types, including mid-rise buildings.

"Courtice has experienced a lot of growth, amid a lack of housing options. With that growth comes an opportunity to shape and design a Clarington/Courtice which residents will appreciate," Elhajjeh said.

"Though I would like to see the proposal match the [nearby] existing neighbourhoods with singles [single-detached homes], the proposals have a balanced approach and will offer a variety of options for would-be purchasers."

While Tribute's proposal is more in line with the low to medium-density suburban character of the Courtice area, with single-detached and townhomes, bringing more housing and more people to the area will result in a net gain of more amenities and services in the area as Courtice continues to grow and evolve.

"This area is experiencing a lot of growth, and with that growth comes more opportunities to shape and design our Courtice community to create a sense of place. Residents now have more options to shop, dine, and connect in Courtice than they did even a year ago," Tapp said.

"As this area grows, there's potential to develop more retail spaces and services and provide amenities to surrounding areas. The lands are directly north of the Courtice Transit-Oriented Community secondary plan area – home of the future Courtice GO station. These lands have been slated for development for many years, and will be a step in the direction of approving growth on lands adjacent to the future GO station."

URBAN GROWTH

CONTINUED FROM PAGE 1

and she got permission from Molinaro to do some urban farming there. And she donates quite a bit of the produce to the local food bank, so it's a really neat use of the space."

The proposed mixed-use development aligns with Burlington's ongoing efforts to relocate its urban growth centre out of the City's downtown and into the areas surrounding its three GO transit stations (major transit station areas).

Well before the province began introducing policies to push Ontario municipalities to focus urban growth around major transit station areas, Burlington had already identified what they originally named "mobility hubs" near the city's three GO stations (Burlington, Appleby and Aldershot) as areas where growth and intensification should occur.

"This was being raised by the Mayor once she was elected (in 2018) to consider what level and form of intensification in the downtown core was most appropriate, and what the vision is for the downtown," City of Burlington supervisor of development review **William Wallace** told *NRU*.
"We have a bus station downtown, but we don't have a GO or major train station, so I think there was some legitimate consideration around the ability of that hub to produce that type of high-frequency transit that the GO stations are designed for. That's where you start to see the new official plan 2020 moving towards the urban growth centre that's anchored around Burlington GO station and our other major transit station areas."

The intersection of Brant and Ghent is located within the "Upper Brant Precinct" in Burlington's official plan, and planning for the area was starting to shift towards more height and density there even before it had even been identified as an MTSA.

"This captures the southerly boundary of that urban growth centre and is within the Burlington GO MTSA, and is somewhat the gateway to the downtown, so this is a fairly significant intersection," Wallace said.

In addition to the two residential towers with retail at grade, the proposed mixed-use development would bring some public realm improvements to the area along Ghent Avenue, which, in its current state, is little more than a stretch of sidewalk lined by mature trees.

Molinaro Group's proposal includes provision of a stretch of greenspace at the southern portion of the site at 784 Brant, fronting Ghent Avenue that would serve as a privately-owned publicly-accessible space (POPS).

"We tried to work with the City to have that space included as a parkland dedication, but that didn't happen. But when people are on the site, they're not going to know where the

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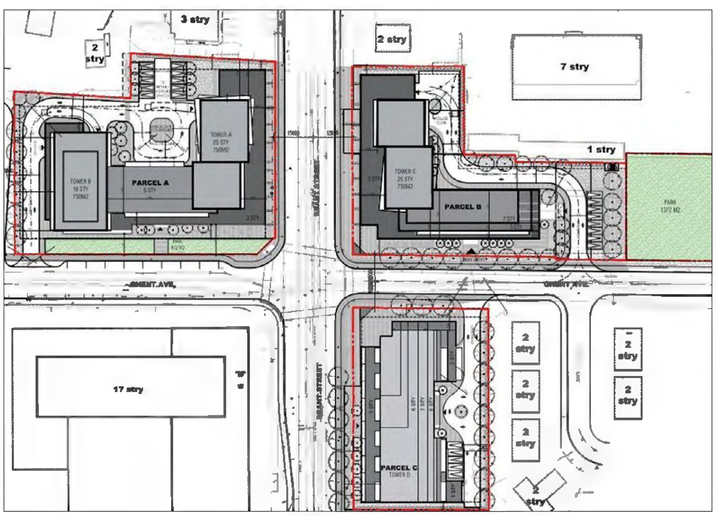

Concept site plan for three land parcels owned by Molinaro Group at the intersection of Brant Street and Ghent Avenue in Burlington. At its July 16 meeting, Burlington city council approved Molinaro Group's application for official plan and zoning by-law amendments on Parcel A (top left) to permit a mixed-use development comprising two towers standing 18 and 25 storeys, connected by a five-storey podium. The proposed development would also include retail space at grade and a new privately-owned publicly accessible green space along Ghent Avenue at the south side of the site.

SOURCE: CITY OF BURLINGTON
PLANNER: FOTHERGILL PLANNING
ARCHITECT: GRAZIANI + CORAZZA ARCHITECTS

Rendering looking north on Brant Street at Molinaro Group's proposed mixed-use development for the north-west corner of Brant Street and Ghent Avenue in Burlington. Burlington city council recently approved official plan and zoning by-law amendments to permit the mixed-use development shown on the left side of the rendering, located at the northwest corner of the intersection. The buildings shown on the right side of the rendering represent a future phase of Molinaro Group's proposed redevelopment of the intersection. Molinaro Group owns land parcels on three of the four corners of the intersection of Brant Street and Ghent Avenue.

SOURCE: CITY OF BURLINGTON
ARCHITECT: GRAZIANI + CORAZZA ARCHITECTS

URBAN GROWTH

CONTINUED FROM PAGE 7

property line is, and hopefully, there will be an outdoor café or something there," **Fothergill Planning** consultant **Ed Fothergill** told *NRU*.

"That [POPS] will tie into Brant as well, so this is certainly setting a precedent and setting a pretty high standard for anything else that goes on Brant Street."

Raising the standards for infill developments in the city's urban growth areas through the inclusion of new green space was a piece of the proposal that Meed Ward was happy to see. The mayor is also pleased that the proposed project will maintain the existing retail character of Brant Street, which has long been recognized as one of Burlington's busiest north-south rights of way in the city's downtown.

"Along Brant Street, almost the entire corridor from the downtown has retail service from the lake up to Fairview [Street]. Even though the built form—especially on the east side of Brant—can look like houses. But they're hair salons, law offices, bike repair shops … so it's retail all along Brant. There are also smaller strip plazas with mid or high-rise buildings above them, but at grade, the vast majority of that corridor is retail or service," Meed Ward said.

"We're always looking for opportunities on infill sites, and there's not usually an opportunity for a huge amount of green space. Those linear parks where you can walk your dog, or just come and sit on a bench are really important for those developments. They've been able to incorporate that on this site, and not interior to the site, so it's something that all residents in the area can benefit from."

The advantages of dealing with each of the three Molinaro Group-owned land parcels at the intersection individually in a phased manner are numerous. The parcel at the northwest corner will very much lay the groundwork for how the sites at the northeast and southeast corners will proceed through the planning application process.

Molinaro Group is proposing to develop the northeast corner with a 25-storey mixed-use building, and a nearly 1,400-square-metre public park, while the

CONTINUED PAGE 9

URBAN GROWTH

CONTINUED FROM PAGE 8

southeast corner is proposed to accommodate an eight-storey mixed-use building.

There could eventually be an element of rental replacement involved in the redevelopment of the three sites, as the site at the southeast corner of Brant and Ghent currently accommodates a small number of walk-up rental apartment units.

In moving forward with the development of the three sites in a phased manner, Molinaro Group will have the opportunity to provide a much easier transition for the tenants of the rental buildings on the southeast corner if and when the time comes for those buildings to be demolished.

"If you look at 'Parcel C' [southeast corner], it's not a major piece of rental, but there is some rental replacement. When you have a single owner that has multiple parcels, the opportunity to come up with a transition plan for those existing renters, by virtue of having parcels A and B, it allows [Molinaro] to contemplate a local solution for what they're able to offer those tenants when it comes to relocation," Wallace said.

"I think it's in their best interest to either consider it through parcel A or B, to have a fulsome plan for what would be the easiest relocation in the event that they're going to advance with parcel C [southeast corner], but it's really up to the developer in terms of how they want to phase it."

While this first phase of the proposed redevelopment of the Brant and Ghent intersection represents a somewhat small dent in Burlington's pledge to build 29,000 new housing units by 2031, it is a step in the direction that Burlington is looking to take with the intensification of its urban growth centre near its GO stations.

"This is the type of density at a scale that we've contemplated, in the right area," Meed Ward said.

"This is the right development in the right place, and this is really what we want to achieve."

IN BRIEF

Brampton council introduces comprehensive site alteration by-law

At its meeting Wednesday, July 10, **City of Brampton** council repealed its fill (By-law 143-95) and topsoil (By-law 30-92) by-laws and enacted Comprehensive Site Alteration By-law 119-2024. The new by-law establishes a regulatory framework for site alterations in Brampton. While site alterations are integral aspects of land development and routine landowner activities such as property enhancements, they do require City authorization through a permit

Site alterations include any activities that import, place, dump, move, or export fill, or that alter the grade of a site. 'Fill' is any material placed on land, such as soil, stone, concrete, asphalt, sod, or turf.

Site alteration work in the City of Brampton must adhere to the City's engineering standard specifications, including environmental protection, site grading, excavation, trenching and backfilling, and site topsoil and finish grading.

Most activities that will alter the grade and/or existing drainage pattern of a site through the movement, removal, or placement of fill will require a site alteration permit (previously, a fill and grading permit).

There are three types of site alteration permits that can be obtained from the City of Brampton: small-scale site alteration permits, large-scale site alteration permits, and subdivision or site plan alteration permits.

Toe learn more about the City of Brampton's new Comprehensive Site Alteration By-law and how to apply for a site alteration permit, please visit the City website here.

Aurora launches live 'digital twin' – a live, 3D real time replica of the town

Using digital twin technology provided by **MetaworldX**, the **Town of Aurora** has launched a live digital twin—a real-time, 3D model of the town that allows users to explore Aurora electronically, to visualize data, and to simulate events such as weather changes, time of day changes, and more, free of charge.

Developed in conjunction with the Town's official plan review, Aurora's digital twin transforms two-dimensional maps projecting the Town's development and environmental planning through 2051 into an interactive tool that allows users to view existing Town assets and infrastructure, and to apply variables like weather, air quality and traffic, and eventually, to simulate the Town's future.

The Aurora Digital Twin project will continue to add data that will help Aurora residents, investors, and Town staff plan future development, manage assets, and simulate environmental features.

To learn more about and to gain access to Aurora's Digital Twin, please visit the Town of Aurora website here.

COMMITTEE AGENDAS

PEEL

Humber Station Employment Area Secondary Plan proposed

At its July 16 meeting, **Caledon** Planning & Development Committee considered an information report regarding an official plan amendment (OPA) to introduce policies and mapping for the Humber Station Employment Area Secondary Plan. The proposed secondary plan would include *Prestige Employment Area* and *General Employment Area* land use designations, as well as the protection of an Environmental Policy Area and the Highway 413 transportation corridor. The requested OPA was initiated by the **Humber Station Village Landowners Group** for the 236-hectare area bounded by Healey Road to the north, by the Clarkway Tributary generally to the east, by Mayfield Road to the south, and by Humber Station Road to the west.

YORK

Approval recommended for Markham Rd-Hwy 407 development

At its July 16 meeting, **Markham** Development Services Committee considered a final report recommending approval of official plan and zoning by-law amendment applications by **648321 Ontario Inc.** for 5871 Highway 7. The applicant proposes to develop a 13-storey mixed-use building containing 165 square metres of at-grade retail space and 137 residential units above.

Approval recommended for Hwy 407-Donald Cousens Parkway employment development

At its July 16 meeting, **Markham** Development Services Committee considered a final report (deferred from a previous meeting) recommending approval of official plan and zoning by-law amendment applications by **1000503212**

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COMMITTEE AGENDAS

CONTINUED FROM PAGE 11

Ontario Inc. to permit an industrial development consisting of five standalone buildings containing a total of 14,200 square metres of gross floor area. An existing heritage dwelling on the site would be retained to accommodate non-residential uses.

Approval recommended for McCowan-Hwy 407 townhouses

At its July 16 meeting, **Markham** Development Services Committee considered a final report recommending approval of official plan and zoning by-law amendment applications by **Regency Property Inc.** for 7810, 7822, 7834 & 7846 McCowan Road. The applicant proposes to develop 133 townhouses in a mix of traditional, rear lane, stacked, back-to-back, and stacked back-to-back forms. Also proposed is a 0.217-hectare parkland dedication.

Approval recommended for high-density Cornell Centre development

At its July 16 meeting, **Markham** Development Services Committee considered a final report recommending approval of official plan and zoning by-law amendment applications by **Springhill Homes Inc.** for 7128, 7170 & 7186 Highway 7 East. The applicant proposes to develop three towers of 21, 24 and 27 storeys respectively, as well as two four-storey back-to-back stacked townhouse blocks. A total of 840 apartments and 44 townhouses are proposed. The historic Francis Pike House (c. 1875) would be conserved and would be used as amenity space for the future condominium complex. A 0.25-hectare on-site parkland dedication is proposed.

Endorsement recommended for North Markham MZO

At its July 16 meeting, **Markham** Development Services Committee considered a staff report recommending that council endorse a proposed Minister's Zoning Order (MZO) requested by **Treasure Hill**

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COMMITTEE AGENDAS

CONTINUED FROM PAGE 12

Development for lands located at 11120 & 11274 Highway 48. The applicant is seeking an MZO to permit the development of 2,087 residential units in a variety of dwelling types, a potential six-acre school site, a proposed conveyance of 16.33 hectares of parkland to accommodate a City-wide community sports park, a 29-hectare conveyance of Greenbelt lands, and an additional 2.6-hectare land conveyance to the City of Markham. The North Markham site is adjacent to the location of a potential future GO station located northeast of the intersection of Highway 48 and Major Mackenzie Drive.

ATTENTION MUNICIPAL LAW FIRMS:

Please send your GTHA OLT decisions to

peterp@nrupublishing.com

by Wednesday, July 31

for consideration as part of this year's

2023/24 Law Review.

OLT NEWS

PICKERING BROCK RIDGE DEVELOPMENT APPROVED

In a July 8 decision, OLT Member **Steven Mastoras** allowed appeals by **Brock Road Duffins Park Inc.** (the Applicant) against the **City of Pickering**'s refusal of its applications for official plan and zoning by-law amendments and draft plan of subdivision for 2055 Brock Road.

The Applicant proposes to develop the vacant 5.047-hectare Brock Road property with a 20-storey tower and a six-storey mid-rise element, containing a total of 328 apartments, in addition to 10 standard townhouses and 34 back-to-back townhouses, for a total of 372 residential units.

Despite a positive recommendation from Pickering planning staff, the applications were refused by city council. Council then retained external witnesses to defend its decision to refuse the applications at the OLT.

There were four principal matters of dispute in the hearing, namely, whether or not the proposed development:

- Would represent good planning and urban design, and be compatible with the existing low-rise Brick Ridge Neighbourhood character;
- Would provide an appropriate level of intensification, with consideration for height, density, shadowing and overlook;
- Would result in adverse impacts to the surrounding area related to traffic congestion, pedestrian safety, and parking availability; and
- Would preserve existing natural heritage features and area parkland and community amenities.

On behalf of the Applicant, the Tribunal heard evidence from planner **Dana Anderson** (**MHBC**), architect and urban designer **Kathryn Bell** (**Kohn Partnership Architects**), and transportation planner **Michael Linton** (**C.F. Crozier & Associates**).

On behalf of the City, the Tribunal heard evidence from planner **Allan Ramsay** (**Allan Ramsay Planning Associates**), from urban designer **Robert Freedman** (**Freedman Urban Solutions**), and from transportation planner **Joshua de Boer** (**Paradigm Transportation**).

The Tribunal found that

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OLT NEWS

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the proposal represents an appropriate development along the established Brock Road arterial corridor, where there is existing transit service. Moreover, it found that the proposed height, density and built form are compatible with, and will transition appropriately to, the adjoining lower-scale neighbourhood.

The Tribunal allowed the appeals, approving the official plan and zoning by-law amendments and draft plan of subdivision to implement the Applicant's proposal.

Solicitors involved in this decision were **Leo Longo** (**Aird & Berlis**) representing Brock Road Duffins Park Inc., **Mark Joblin** (**Loopstra Nixon**) representing the City of Pickering, and **Alex Lusty** (**Davies Howe**) representing **Kindwin** (**Brock**) **Development Corporation**. [*See OLT Case No. OLT-23-000498*.]

SETTLEMENT APPROVED FOR KING CITY DWELLING

In a July 5 decision, OLT Member **Aaron Sauve** allowed appeals by **Matthew Paric** against **King Township**'s refusal of his official plan and zoning by-law amendments, as well as against the King Committee of Adjustment's refusal of his related consent application, for 270 Burns Boulevard and 31 Winter Road.

The land parcel is 2.05 hectares in size, containing dense vegetation around the perimeter and accommodating a 0.63-hectare open tableland area roughly in the centre. Paric proposes to develop the lands with a single-detached dwelling, a garage, a swimming pool, and a pool house, to be serviced by a private well and private sewage system. In order to facilitate access to the lands, a seven-metre-wide strip of land along the north edge of 31 Winter Road would be severed and consolidated with the Burns Boulevard property, to create a new driveway access from Winter Road.

After appealing his applications to the OLT, Paric reached a settlement with King Township to permit the development to proceed, subject to a development agreement formalizing details pertaining to the proposed development, on-site planting, site grading, and servicing.

Planner **Murray Evans** (**Evans Planning**) provided evidence on behalf of Paric, in support of the settlement and planning instruments. Evans informed the Tribunal that a natural heritage evaluation had been undertaken for the proposal, demonstrating that

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OLT NEWS

CONTINUED FROM PAGE 15

the proposed site alterations will appropriately conserve the existing natural heritage features. A total of 1.24 hectares of environmental lands will be conveyed to the Township.

Evans testified that the proposal represents good planning, and that the policy framework has recognized the existing lot of record as having residential development potential, subject to obtaining vehicular appropriate access. He opined that the proposed new driveway off of Winter Road is a superior alternative to installing a driveway to Burns Boulevard, which would impact the site's natural features.

The Tribunal adopted Evans' planning evidence and allowed the appeals, granting the consent and approving the official plan and zoning by-law amendments with conditions, as appended to the decision.

Solicitors involved in this decision were **Alex Lusty** (**Davies Howe**) representing Matthew Paric and **Tom Halinski** (**Aird & Berlis**) representing King Township. [*See OLT Case No. OLT-23-000619*.]

PEOPLE

City of Brantford Mayor **Kevin Davis** has announced he will be resigning at the end of July to take a position with the **Province of Ontario**'s licence appeal tribunal. Davis has served as Brantford's mayor since December 2018. In accordance with Brantford's acting head of council by-law, Brantford councillors will rotate into the position of acting mayor every month. City of Brantford ward 1 councillor **Rose Sicoli** will be acting mayor for the month of August. After Mayor Davis's resignation takes effect officially, Brantford city council will declare the mayor's seat vacant at its next meeting on Tuesday, August 13. Following declaration, council will have 60 days to pass a by-law directing city staff to coordinate a by-election for the vacant seat.

Peel Region has appointed **Steve Jacques** as its new commissioner of human services, effective Monday, August 12. Providing leadership to **Peel Housing Corporation** will be among Jacques' responsibilities at the Region. Jacques comes to Peel after five years of serving the **City of Greater Sudbury** as general manager of community development. Jacques succeeds previous Peel Region commissioner of human services **Sean Baird**, who departed from the Region in April to become president and chief executive officer (CEO) of **Toronto Community Housing Corporation** (TCHC) in Toronto.

The **Town of Pelham** has appointed **Pam Duesling** as its new director of community planning and development, effective Monday, July 29. Duesling comes to Pelham after almost five years serving the **County of Brant** as general manager of development services. Duesling succeeds previous Pelham director of community planning and development **Barbara Wiens** who departed from the role in late May after serving over eight years in the position.

The **Township of Scugog** announced last week that former chief administrative officer (CAO) **Ken Nix** has departed from the Township after serving in the role for three-and-a-half years. Scugog council has appointed Scugog interim director of legislative services and municipal clerk **Ralph Walton** to the position of Scugog acting CAO until the position is filled on a permanent basis. Walton, who has over 40 years of experience in municipal and provincial administration, will continue to serve as municipal clerk at the same time.

Newly-elected **City of Mississauga** Mayor **Carolyn Parrish** has convened a task force to get more housing built in Mississauga. The Mayor's Housing Task Force was a key plank of Parrish's mayoral campaign, and is designed to help the City in its efforts to streamline housing approval processes in Mississauga. Task force members were selected from both the private and non-profit development and building industries representing a range of experience, in addition to key Mississauga planning and building staff. The Mayor's Task Force team includes the following members: **DiamondCorp** president and COO **Bob Blazevski**, **Indwell** director of projects and development **Graham Cubitt**, **TMG Builders** principal **John Gallucci**, **DECO Communities** vice president **Alex De Gasperis**, **Doracin Terra Strategies Limited** president **Frank Doracin**, **Camrost Felcorp** executive vice president **Joseph Feldman**, **SmartCentres** executive chairman and **CEO Mitchell Goldhar**, **FRAM** president **Frank Giannone**, **The Daniels Corporation** chief development officer **Remo Agostino**, **Fasken Martineau DuMoulin LLP** partner **Neil Smiley**, **Amacon** vice president of planning **David Hunwicks**, **Kaneff Group** president and general counsel **Kristina Kaneff**, Kaneff Group executive vice president **Anna-Maria Kaneff**, **Argoland** vice president and **Lakeview Community Partners Ltd.** president **Brian Sutherland**, **BILD** senior vice president of policy and advocacy **Paula Tenuta**, **City Park Homes** president **Chris Zeppa**, **Tridel** director of development planning **Gavin Bailey** (or Tridel vice president **Vince Mirarchi**), **Edenshaw Developments** CEO **David McComb** (or Edenshaw COO **Oscar Piovesan**), and **Orlando Corporation** president **Blair Wolk** (or Orlando Corp vice president **Lino Malito**).

NOVÆ RES URBIS
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BRAMPTON LOOKING TO STIMULATE DEVELOPMENT OF AFFORDABLE HOUSING CITYWIDE THROUGH NEW CIP

INCENTIVIZING AFFORDABILITY

Matt Durnan

The **City of Brampton** is in the process of establishing a comprehensive plan that will incentivize the development of affordable housing citywide, with the goal of increasing the supply of both affordable rental and ownership housing throughout the city.

At its June 17 meeting, Brampton planning and development committee received a report on the draft Community Improvement Plan (CIP) for Affordable Housing, which will replace the city's three current funding processes/programs that have been supporting affordable housing projects up until now.

"The main reason we're doing this is because we need to address the need for affordable housing in Brampton. Brampton is one of the fastest-growing big cities in Canada, and we're facing a significant housing affordability crisis," City of Brampton principal of integrated city planning **Melinda Yogendran** told *NRU.*

"We did consider some different options but the main reason we landed on the citywide CIP is we wanted to ensure the most widespread impact as possible, and the need for affordable housing is so prevalent that limiting this to a certain area of the city didn't seem like the most effective way to get the affordable housing that we needed."

One of the three programs that have supported affordable housing projects in Brampton until very recently was the City's Housing Catalyst Capital Project, which was established in 2022. Through that program, a total of $4 million was approved by Brampton city council to provide seed funding to non-profit housing providers. This funding was used to assist non-profits with upfront affordable housing costs such as funding studies and design. This project is no longer accepting applications.

A second program that will continue to be offered to support the development of

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Infographic illustrating the three key components of Brampton's draft community improvement plan for affordable housing. The program will offer enhanced system supports through an expanded concierge program, which will support developers seeking to build affordable housing in Brampton. Short-term small investments will be available to homeowners through a rebate program for developing garden suites, while large long-term investments will provide grant funding of up to $340,000 per new affordable unit to developers whose projects meet the benchmarks for the program.

SOURCE: CITY OF BRAMPTON

UPCOMING DATES

JULY

25 East Gwillimbury Committee of the Whole, 10:00 a.m.

East Gwillimbury Council, 2:00 p.m.

JULY

29 Mississauga Planning & Development Committee, 6:00 p.m.

31 Mississauga Council, 9:30 a.m.

AUGUST

6 Caledon General Committee, 2:30 p.m.

12 Brampton Planning & Development Committee, 7:00 p.m.

Brock Council, 10:00 a.m.

Hamilton General Issues Committee, 9:30 a.m.

Oakville Planning & Development Council, 6:30 p.m.

Uxbridge Council, 10:00 a.m.

13 Caledon Planning & Development Committee, 2:30 p.m.

Caledon Planning & Development Committee—Public Meeting, 7:00 p.m.

Hamilton Planning Committee, 9:30 a.m.

Oakville Council, 6:30 p.m.

Vaughan Committee of the Whole, 1:00 p.m.

Vaughan Council, 5:00 p.m.

Vaughan Committee of the Whole (Public Meeting), 7:00 p.m.

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RESEARCH LED BY CONCORDIA PARTNERSHIP SEEKS TO DEVELOP BUILDING ENERGY MANAGEMENT SOLUTIONS

EMPOWERING EFFICIENCY

Lana Hall

A new public-private partnership is researching solutions to better integrate the use of renewable energy resources into building operations and support a more efficient and stable power grid. As Canadian cities continue to see significant population growth while trying simultaneously to reduce the carbon emissions produced by heating and cooling buildings, building energy research will become increasingly important our success in achieving net-zero emissions by 2050, say experts.

The $2-million research project will be led by **Concordia University** and four partners, **Hydro-Québec**, **Régulvar**, **CanmetENERGY** and **BGI Analytics**.

The research, which will be undertaken through Concordia's Gina Cody School of Engineering and Computer Science, will focus on three main areas of investigation. The first will focus on modelling flexibility in building energy to better predict and apply energy use patterns. The second will look at scaling predictive energy use strategies in both individual buildings and broader communities to program more efficient energy distribution. The project team will look specifically at developing methods that could potentially apply energy management techniques commonly used in single buildings to entire groups of buildings. The third focus of research will involve implementing the first two strategies in real-world case studies. For the latter, the project team will be working with the **Varennes Public Library** located in Varennes, Quebec to pilot some of the energy management strategies. The Varennes Public Library is Canada's first net-zero energy library.

Customers are increasingly interested in using resources that lower and stabilize electricity costs, particularly as climate change continues to wreak havoc with extreme temperatures, says Concordia University engineering professor and director of the Centre for Zero Energy Building Studies **Andreas Athienitis**, who is leading the project.

"We want to make buildings as smart as possible, and also to be able to help the grid manage its peaks," Athienitis told *NRU*. "A smart building will respond to signals from the grid, and based, for example, on prediction of the weather for the next day, or even knowing the needs for charging electric cars, [will] reduce peaks based on the needs of the grid."

In Canada, heating, cooling, and powering buildings consumes over half of the country's electricity, which makes them an obvious choice for researching more flexible, renewable energy systems. "Utilities must adapt," says Athienitis. "How they deliver electricity must change, but they also need to leverage building load flexibility, building-integrated renewable energy sys-

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NRU PUBLISHING STAFF

Ian A.R. Graham, Publisher
iang@nrupublishing.com
Ext. 222

Irena Kohn, Editor
irenak@nrupublishing.com
Ext. 223

Matt Durnan, Senior Reporter
mattd@nrupublishing.com
Ext. 225

Lana Hall, Senior Reporter,
lanah@nrupublishing.com
Ext. 226

Peter Pantalone
Planning Researcher
peterp@nrupublishing.com

Jeff Payette
Design/Layout
jeffp@nrupublishing.com
Ext. 228

Samantha Lum
Sales and Circulation
samanthal@nrupublishing.com
Ext. 224

NRU PUBLISHING INC

SALES/SUBSCRIPTIONS
circ@nrupublishing.com

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Corporate Office
1200 Bay Street, Suite 1101
Toronto, ON M5R 2A5
Tel: 416.260.1304
Fax: 416.979.2707

Billings Department
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EMPOWERING EFFICIENCY

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tems, and building-connected electric vehicles."

All provinces, he says, could benefit from stabilizing energy peaks and incorporating building features that support better energy distribution.

"If we reduce the peak demand [for electricity], then the need to build new power plants is reduced. At the same time, Hydro-Québec will be better able to manage their electrical grid in Quebec, and be able to export more energy to the U.S. and other Canadian provinces as well."

As Canada continues to deal with extreme weather events and looks to mitigate climate change, it is more important than ever to enable research partnerships like this that could have real-world implications, says **Mitacs** business development advisor **Natalie Rachel**. Mitacs, along with the **Natural Sciences Engineering Research Council of Canada** (NSERC) is funding the public-private research partnership.

"One of my favourite phrases is to 'prevent theses from staying on shelves,' to find a way for them to get out into the world. So we support collaborative projects between academics and industry, and this is a good opportunity to do that," Rachel told *NRU*. "The more brains you have, the more options you have."

But it's not just climate change that's putting building energy on the radar; it's also population growth, which ultimately places a stronger demand on energy grids across the country, especially in urban centres.

"[Energy is] something that impacts our everyday lives. It's something that we really take for granted. And as Canada continues to grow and we have a housing crisis, we're always looking for ways to accommodate new populations—and not just new, but the way that populations are shifting, more towards urban centres," says Rachel.

"[We need] to make all these systems and structures more sustainable so that we can have this last for the long-term without having issues of power grids being overloaded, or consuming all of our natural resources. Energy connects all of us."

SECONDARY PLAN PROPOSED FOR HUMBER STATION EMPLOYMENT AREA IN SOUTHEAST CALEDON

LAYING THE GROUND FOR EMPLOYMENT GROWTH

Lana Hall

A secondary plan proposed for Caledon's Humber Station Employment Area would finalize land use designations for a portion of land in the Town's southeast quadrant. Town staff say it is critical to get Caledon's employment areas serviced to their full potential to complement the area's increasing residential growth and to attract more commercial and industrial development.

On July 16, the **Town of Caledon** planning and development committee, got its first look at the proposed draft secondary plan for the Humber Station Employment Area. The secondary plan is being brought forward on behalf of the **Humber Station Village Landowners Group**, which owns most of the land within the Humber Station secondary plan boundaries.

The area under consideration spans 236 acres, bound by Coleraine Drive to the east, Humber Station Road to the west, Mayfield Road to the south, and Healey Road to the north. Most of the land in the secondary plan area has been designated as a New Employment Area, which acts as a holding provision, since the approval of **Peel Region**'s official plan in 2022.

Determining permanent land use designation for the lands will allow the Town of Caledon to advance much-needed employment uses as the Town's residential population grows.

"The priority for council is to build new housing. But it's also important that we get employment lands online to facilitate jobs as well," says Town of Caledon manager of strategic policy planning **Steve Burke**. "The secondary plan is what determines the more detailed land uses."

The draft secondary plan proposes to designate the Humber Station Employment Area lands as a combination of Prestige Employment Area and

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Map showing the intended land use designations within the proposed Humber Station Employment Area Secondary Plan in Caledon. The proposed secondary plan was considered at a public meeting by Caledon's planning and housing committee last week. The secondary plan would see the lands – currently designated as New Employment Area – designated as Prestige Employment Area (dark purple) and General Employment Area (lighter purple). The designations would provide a more detailed planning framework for the lands, which Town staff say is critical to attract more commercial and industrial development to complement the Town's growing residential population.

SOURCE: TOWN OF CALEDON

EMPLOYMENT GROWTH

CONTINUED FROM PAGE 4

General Employment Area, in addition to establishing some Environmental Policy Areas. In addition to providing a land-use planning framework for the area, the secondary plan will establish policies on transportation and servicing.

Under the proposed secondary plan, a small area fronting onto the future Highway 413 would be designated as a Prestige Employment Area, a designation that would permit a range of employment uses, including manufacturing, office, hotel, convention centre and commercial trade school use.

Ancillary uses—such as retail, service or restaurant uses—would be permitted on the ground floor of multi-unit commercial and industrial buildings.

Large-scale warehousing, goods movement and logistics would not be permitted.

As this section of the Humber Station Employment Area borders the proposed Highway 413 corridor, and will be visible to residents and highway commuters, the developments in that section will be held to a higher visual standard, according to **SGL** planner and urban designer **Sierra Horton**, who consulted on the secondary plan.

"Along the highway corridor, we want to see a higher standard of built form, landscaping, more thought put towards building design and site design," Horton told Oakville's planning and housing committee at the July 16 meeting.

In the General Employment section of the secondary plan area, which is proposed to make up the majority of the lands, manufacturing, processing, warehousing, motor vehicle and equipment repair, and industrial training facilities would be permitted, as well as well as any accessory business offices. Any truck or trailer parking would be screened from visibility from surrounding roads and lands with other land use designations through strategic landscaping.

A portion of the lands within the Humber Station secondary plan area is currently protected as part of the Highway 413 Focus Analysis Area, meaning developments within the focus area can not be approved until the Highway 413 route, which will eventually intersect with the southern part of the secondary plan area, is confirmed.

Some existing rural residential uses within the secondary plan area boundaries will be permitted to remain as such, while a portion of land in the north of the secondary plan area will be protected under an Environmental Policy Area designation. A proposed extension of the existing George Bolton Parkway would serve as an east-west connection through the lands.

While some communities in the GTHA such as Hamilton, Milton and Toronto have endured well-publicized struggles to maintain dwindling inventories of employment lands amid a demand for more residential and mixed-use development, Burke told *NRU* that Caledon's struggle lies more in the sheer number of Employment Areas now available that are not appropriately serviced for commercial or industrial development.

As part of Caledon's new official plan, which was adopted by council earlier this year (*See: "Seeing into the Future", NRU GTHA, Wednesday, April 17, 2024*), 4,000 hectares of land—some of it agricultural –was earmarked for new residential and employment development over the next 30 years, although the lands within the Humber Station Employment Area are not technically within those 4,000 hectares.

"We have a substantial amount of employment land that's come on stream, and now the trick is getting it serviced and getting it advanced," Burke says. "Developers are looking to advance something quickly, and we have all this planning to do to get it ready, and that's one of the reasons we prioritized this particular employment area."

In 2021, the Humber Station Village Landowners Group requested a Minister's Zoning Order (MZO) to permit industrial development on the lands that are within the proposed secondary plan area, but the Town of Caledon did not grant the request at that time.

In November of 2023, Town of Caledon Ward 4, 5 & 6 Regional Councillor **Mario Russo** put forward a motion to designate the secondary plan area as Employment Lands ahead of the finalization of the Town's official plan, which had yet to be endorsed by town council. At the time, Russo told council a member of the landowner's group might "walk away" from a development application due to delays with the planning process.

Speaking to *NRU*, Burke confirmed that **Prologis**, an international real estate trust, owns two of the biggest land parcels within the Humber Station secondary plan area and is contemplating the development of a large commercial facility within the lands.

"[Prologis] is very interested in advancing a large logistics and warehouse … development in this area that our council wants to get happening, so it's a priority area to complement all the other residential that we're also planning for," says Burke.

The proposed Humber Station Employment Area secondary plan will be considered at a future Town of Caledon council meeting, pending the completion of several technical studies.

INCENTIVIZING AFFORDABILITY

CONTINUED FROM PAGE 1

affordable housing in Brampton until the Affordable Housing CIP is established in early 2025 is the interim protocol for financial requests for affordable housing, which was approved by Brampton council in 2022. This program was designed to be used as an interim measure to review requests for financial support by non-profit housing providers. This interim measure will no longer be necessary once the CIP for affordable housing is established.

The third previously offered program to support affordable housing development in Brampton was the City's development charges incentive program (DCIP), which provided development charge waivers to affordable housing developments in Brampton's downtown area. Brampton council approved the discontinuation of the program in November 2023, upon considering the establishment of the CIP.

Community improvement plans are one of two planning tools available to municipalities to bring more affordable housing to market. The other is inclusionary zoning, which can be mandated in areas within a municipality's protected major transit station areas. CIPs have become more commonly established by municipalities across Ontario as they seek to stem the tide of Ontario's housing affordability crisis.

"On the topic of affordable housing, municipalities have two tools available to them. There's the mandatory tool through the inclusionary zoning framework (a policy tool that allows municipalities to require a portion of new dwelling units in protected major transit station areas be provided at affordable rates). And then there's the non-mandatory tool, which is based on participation and that the community improvement plan tool," **Dillon Consulting** principal **Rory Baksh** told *NRU*.

"One of the reasons municipalities look at CIPs is they want to offer an incentive and they want to show that they're trying to be part of the solution and encourage those willing to provide the affordable housing to be attracted to do so through the incentives that are being offered."

Brampton's draft CIP encompasses three key components: enhanced system supports, small short-term investments, and large long-term investments.

For enhanced system supports, the Affordable Housing CIP will introduce a new concierge program to serve as centralized resource for developers of affordable housing projects. This portion of the CIP will allocate funding for one new staff position to take on the concierge role, which will be supported financially through the **Canada Mortgage and Housing Corporation** (CMHC) Housing Accelerator Fund.

Smaller short-term investments will be available through the CIP's rebate program for garden suites, which will provide qualified applicants with rebates of the municipal fees for developing new garden suites, such as application fees and development charges. Brampton has allocated approximately $600,000 for this program. The current estimated municipal fees associated with the creation of a new garden suite in Brampton is $7,161. These fees would be eligible to be reimbursed to the homeowner once the garden suite unit is registered with the city's building division.

To support new affordable housing through large long-term investments, the CIP will introduce an affordable

CONTINUED PAGE 7

Infographic showing the City's roadmap towards the implementation of Brampton's new community improvement plan for affordable housing. Brampton councillors recently received an update on the draft community improvement plan. The implementation strategy for the plan is expected to take shape by the fall of this year. Brampton planning staff expect to start accepting applications for the program by the start of 2025.

SOURCE: CITY OF BRAMPTON

INCENTIVIZING AFFORDABILITY

CONTINUED FROM PAGE 6

housing capital grants program to which $5 million of the total $6 million allocated to the CIP for 2024 will be directed. This grants program will incentivize the development of new affordable ownership and rental housing in Brampton by offering developers a maximum up-front grant of $340,000 per new affordable housing unit built in eligible projects.

The amount of funding that will be allocated to private and non-profit developers will be determined on a sliding scale and will be contingent upon eligible housing developments including a minimum of 10 per cent of the dwelling units as affordable.

"The main focus of the CIP is providing financial support through grants and fee rebates for affordable housing, and that's affordable rental housing and ownership housing. There are affordability thresholds that need to be met, and if you meet those thresholds, you're eligible to apply," Yogendran said.

"I have seen that there really is a desire from non-profit and private developers to provide affordable housing in the city. The main thing that we see is just the high costs of development and construction. As those rates increase more and more each year, it really is the thing that stops them from moving forward with affordable housing projects. The focus of this program is to reduce those financial barriers and provide the comprehensive support so that we can encourage and streamline development and help the city's long-term housing needs."

In addition to providing a minimum of 10 per cent of the total units as affordable units, there are other eligibility benchmarks set out in the CIP for Affordable Housing pertaining to definitions of affordable rental and ownership units and to the affordability period planned for the units.

Brampton's CIP will use the established affordability threshold as defined by the **Province of Ontario** in its annual Affordable Residential Units Bulletin, which sets out maximum monthly rents of $1,348 for a bachelor unit, $1,622 for a one-bedroom, $1,866 for a two-bedroom and $2,002 for a three-bedroom. The units must remain affordable for a minimum period of 25 years.

For affordable ownership housing, the affordable threshold is the lesser of what is considered affordable for the 60th percentile household in Brampton and 90 per cent of the average purchase price. The maximum affordable purchase price of a home in 2024 in Brampton is $463,500.

Community improvement plans can be employed to incentivize many different types of development in different parts of municipalities, including as downtown or waterfront revitalizations, brownfields revitalization and more.

And while theoretically, the CIP tool could be deployed to incentivize affordable housing in a specific geographic area of Brampton, both Yogendran and Baksh believe that a citywide approach is preferred when it comes to incentivizing affordable housing.

"I think a citywide CIP for affordable housing is a good idea. It provides an opportunity for a municipality to be an active participant in promoting affordable housing across the entirety of its jurisdiction," Baksh said.

"Affordable housing belongs in every neighbourhood, and there's merit in having a citywide affordable housing CIP because it sends the message that it's not isolated in various areas, it's deserving across an entire community," said Baksh.

Brampton's affordable housing CIP will come before council in the fall, where staff will work out the details of the implementation of the program, with staff aiming to have the program open for applications by the beginning of 2025.

IN BRIEF

Port Hope makes changes to organizational structure

The **Municipality of Port Hope** has made some changes to its organizational structure in an effort to boost efficiency, improve accountability, and make municipal services easier to navigate. The municipality's 'planning and development' department will now be known as 'development services'. The new development services department brings the 'building services' division under its umbrella, such that building, planning and economic development will all operate out of the same department, with staff working together out of the building at 5 Mill Street. A new 'environmental services' division will integrate the existing 'environmental remediation', 'water', and 'wastewater' divisions. The integrated division will be led by a new, yet-to-be-recruited director whose position will be funded partially by **Canadian Nuclear Laboratories** as the role will entail overseeing the municipality's involvement in the Port Hope Area Initiative (PHAI), which seeks to clean up and restore contaminated Port Hope properties.

Oakville seeking input on its transportation master plan update

The **Town of Oakville** is updating its transportation master plan (TMP), which will help shape the future of transportation in Oakville until 2051. The updated TMP seeks to develop an equitable, sustainable, accessible and connected transportation system that will support planned growth and will facilitate the development of vibrant, people-oriented, and transit-supportive complete communities. Members of the public are invited to review information from the Town's recent public information centre on the TMP update in order to give feedback on the Town's assessment of future transportation needs and possible network improvements that could be implemented to meet the needs of the growing Oakville community. To participate in the Town of Oakville TMP update feedback survey, please visit the ArcGIS Survey123 website here. The survey will remain open until Wednesday, August 28.

VAUGHAN DESIGN REVIEW PANEL AGENDA

The Vaughan Design Review Panel will consider the following matter at its virtual meeting Thursday, July 25 at 9:15 a.m. A recording of the meeting will be posted online at vaughan.ca.

9:15 a.m.

130 Doughton Road—The **City of Vaughan** Design Review Panel will undertake its first review of a proposed mixed-use high-rise development for a site at 130 Doughton Road. The site is located west of the Creditstone Road and Doughton Road intersection, and south of the future White Elm Road within the Vaughan Metropolitan Centre.

GB (Doughton) Limited Partnership is proposing a three-tower mixed-use development for the site, with residential towers ranging from 38 to 52 storeys, connected by a six-storey podium containing residential, office, and ground floor retail uses. Also proposed is the development of a north-south private road.

Presentations will be made by **Kirkor Architects and Planners** founding partner **Clifford Korman**, and **Baker Turner Inc.** senior urban designer **Scott Burbidge**.

10:40 a.m.

Adjournment

Rendering of a view of GB (Doughton) Limited Partnership's proposal for a mixed-use high-rise development at 130 Doughton Road in Vaughan. The City of Vaughan design review panel will undertake its first review of the proposal at its meeting on Thursday, July 25.

SOURCE: CITY OF VAUGHAN
ARCHITECT: KIRKOR ARCHITECTS AND PLANNERS
LANDSCAPE ARCHITECT: BAKER TURNER INC.

OLT NEWS

EXTENSION GRANTED FOR WHITCHURCH-STOUFFVILLE DRAFT PLAN OF SUBDIVISION

In a June 28 decision, OLT Member **Daniel Best** granted a motion by **Courtney Valley Estates Inc.** and **Lillipad Developments Inc.** (Developer) seeking an order of the Tribunal extending the lapsing provision in its Draft Plan of Subdivision for lands known as Part of Lots 2 and 3, Concession 10 in the **Town of Whitchurch-Stouffville** to October 15, 2026.

In 2010, the **Ontario Municipal Board** approved the Developer's rezoning and Draft Plan applications to permit the development of its 27-hectare property with 329 residential units, a stormwater management facility, two open space blocks, a parkette, and one commercial block.

The lapsing provision in the Draft Plan was originally set to expire on October 15, 2017. The Tribunal approved subsequent extensions to October 15, 2020, and to October 15, 2023. On October 2, 2023, the Developer filed a motion with the Tribunal seeking a further extension of the lapsing deadline to October 15, 2026, seeking additional time to fulfill its Draft Plan conditions before the subdivision could be registered.

The Town of Whitchurch-Stouffville opposed the Developer's request, arguing that the Developer had not made best efforts to clear its subdivision conditions and that it had not been diligent in advancing the approved development. Further, the Town argued that the Town's planning policy framework has evolved since the 2010 approval, and that higher-density development for the site would be more appropriate than the 329-unit Draft Plan that the Developer still intends to build.

The Developer, by contrast, provided affidavit evidence from a variety of witnesses that it has indeed been advancing the Draft Plan conditions and has been designing and constructing various enabling infrastructure elements to support the subdivision. It argued that its ability to proceed with the subdivision has been hampered by the Town's failure to construct a required sanitary trunk sewer and watermain.

The Tribunal considered the issues raised by both parties and found that the Developer has made best efforts to advance the Draft Plan conditions, and that the Draft Plan continues to represent good planning and to be in the public interest. Consequently, the Tribunal granted the motion to approve the Draft Plan extension to October 15, 2026.

Solicitors involved in this decision were **Jennifer Meader** (**Turkstra Mazza**) representing Courtney Valley Estates Inc. and Lillipad Developments Inc. and **Andrew Biggart** (**Ritchie Ketcheson Hart & Biggart**) representing the Town of Whitchurch-Stouffville. [*See OLT Case No.* OLT-23-001052.]

PEOPLE

Ontario Real Estate Association (OREA) CEO **Tim Hudak** announced yesterday that he is resigning from the position after seven years in the role. His last day with OREA will be Friday, August 2.

Bradford West Gwillimbury
A Growing Tradition

Town of Bradford West Gwillimbury
100 Dissette St., Unit 4
P.O. Box 100, Bradford, Ontario, L3Z 2A7
Telephone: 905-775-5366
Fax: 905-775-0153
www.townofbwg.com

June 20, 2024 **SENT VIA EMAIL**

Hon. Doug Ford MPP
Premier of Ontario
Premier's Office, Main Legislative Building
Queen's Park, Toronto, Ontario

Dear Premier,

As I know you will agree, Ontario's paramedics, police officers and firefighters are our frontline heroes, regularly putting themselves at risk to protect the rest of us.

In recent months, local resident, paramedic and former volunteer firefighter, Charles Shaw, has been advocating for paramedics and all police officers to receive the same long-service medal as exists today for firefighters and Ontario Provincial Police officers.

Our Town Council agrees with Mr Shaw, and passed the below resolution unanimously requesting the province create such medals. Here is the resolution:

Resolution 2024-206
Whereas paramedics, firefighters and police officers are our frontline heroes, regularly putting their own health and safety at risk to help others in need;

Whereas the Ontario Fire Services Long Service Medal was created in 1971 to honour firefighters who have served the public for twenty-five years or more and the Governor General's Fire Services Exemplary Service Medal was created in 1985 and 'honours members of a recognized Canadian fire service who have completed 20 years of service, ten years of which have been served in the performance of duties involving potential risks;

Whereas the Ontario Provincial Police Long Service and Good Conduct Medal honours OPP officers who have served for twenty years or more and the Governor General's Police Exemplary Service Medal, created in 1983, 'recognizes police officers who have served in an exemplary manner having completed 20 years of full-time service with one or more recognized Canadian police forces;

Whereas many non-OPP police services have similar local long-service medals within their forces, but there is not a province-wide long-service medal for non-OPP police officers;

Whereas the Governor General's Emergency Medical Services Exemplary Service Medal, created in 1994, recognizes 'professionals in the provision of pre-hospital emergency medical services to the public who completed 20 years of exemplary service, including at least 10 years in the performance of duties involving potential risk;

Whereas there is no province-wide long-service medal for paramedics in Ontario;

Therefore, The Corporation of the Town of Bradford West Gwillimbury Council:

1. *Endorse the creation of a province-wide long-service medal for police and for paramedics, modelled after the existing such award for firefighters;*
2. *In furtherance of this resolution, that the Mayor write to the Premier, Minister of Health, Solicitor General, Minister of Citizenship and our local MPP urging them to work collaboratively to create such awards; and*
3. *That a copy of this resolution be sent to all Ontario municipalities.*

I believe this is a relatively simple but important measure your government could take to honour our paramedics and police officers, as we already honour our firefighters. I understand the creation of such an award would involve several different ministries, and I hope you might instruct your cabinet to work together to create this award.

Thank you very much for your consideration.

Sincerely yours,

James Leduc
Mayor
Town of Bradford West Gwillimbury

cc

Hon. Sylvia Jones, Minister of Health
Hon. Michael Krezner, Solicitor General
Hon. Michael Ford, Minister of Citizenship and Multiculturalism
Hon. Caroline Mulroney, MPP for York—Simcoe
Cllr Jonathan Scott, Town of Bradford West Gwillimbury
Mr. Charles Shaw
Ontario's Municipal Councils