



COUNCIL INFORMATION PACKAGE

Friday, November 8, 2024

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October 31, 2024

The Honourable Doug Ford
Premier of Ontario
Legislative Bldg Rm 281, Queen's Park
Toronto, ON M7A 1A1

Sent by e-mail: premier@ontario.ca

RE: Made in Ontario Action Plan – Homelessness, Mental Health and Addictions Support

Dear Premier Ford,

At the October 24, 2024, meeting of Niagara Regional Council a motion was passed calling on the provincial government to appoint a responsible Ministry and Minister with the appropriate funding and powers to be a single point of contact to address the full spectrum of housing needs that include mental health, addiction, and wrap around supports.

We join with Ontario's Big City Mayors in their request to take immediate action to reduce the pressures on municipalities and shift the burden of solving this crisis. Homelessness, mental health, and addictions have reached critical levels on the streets of Ontario's cities.

Currently, the responsibilities associated with managing the complex challenges associated with homelessness are spread across multiple ministries including Municipal Affairs and Housing, Children, Community and Social Services, and the Ministry of the Attorney General (to name a few). We believe there will be numerous tangible benefits to establishing one singular ministry that is responsible for overseeing and coordinating the various issues related to homelessness, not the least of which being one member of cabinet who can effectively advocate for this pressing issue with the other members of your cabinet.

Of note, a letter the Niagara Region received from the St. Catharines Downtown Association dated August 9, 2024, made many similar recommendations to those contained in our motion. It is important to point out there appears to be strong alignment between the local businesses in one of the areas most impacted by homelessness and Regional Councillors.

If the province fully commits to solutions, and works collaboratively and quickly to implement them, communities across Ontario will recover and our cities will thrive once again.

To this end, as directed by Regional Council, I want to formally request that a collaborative process be undertaken to develop and implement an action plan, and funding, that provides municipalities with the tools and resources necessary to transition those in encampments to more appropriate supports, when deemed necessary.

The approved Niagara Region motion is attached for your review and consideration. I appreciate your prompt attention to this matter.

Sincerely,



Jim Bradley, Chair
Niagara Region

cc: The Honourable Sylvia Jones, Deputy Premier and Minister of Health
The Honourable Paul Calandra, Minister of Municipal Affairs and Housing
The Honourable Michael Parsa, Minister of Children, Community and Social Services
The Honourable Michael Tibollo, Associate Minister of Mental Health and Addictions
Niagara's 12 Local Area Municipalities
Sam Oosterhoff, MPP, Niagara West
Jeff Burch, MPP, Niagara Centre
Wayne Gates, MPP, Niagara Falls
Jennifer (Jennie) Stevens, MPP, St. Catharines
Association of Municipalities of Ontario (AMO)
Federation of Canadian Municipalities (FCM)
Ontario's Big City Mayors (OBCM)
St. Catharines Downtown Association

JB:bn
Enclosure

Motion Respecting Endorsement of Ontario Big City Mayors’ “Solve the Crisis” Campaign

Regional Council, at its meeting held on October 24, 2024, passed the following motion:

WHEREAS an unprecedented number of Ontarians are homeless, living in encampments and other unsafe spaces, and too many are dying from addictions and mental health issues;

WHEREAS the province has provided additional funding for mental health, addictions, and homelessness programs, it does not adequately address the growing crisis and the financial and social impact on municipalities and regions across the province;

WHEREAS, together with various community partners, the Region of Niagara has been tackling this issue head on, funding various programs and spaces to find solutions;

WHEREAS despite the success of many of these programs, the crisis continues to grow and regions and municipalities need help; and

WHEREAS all of these issues fall primarily under provincial jurisdiction, and regions and municipalities should not be using the property tax base to fund these programs.

NOW THEREFORE BE IT RESOLVED:

1. That the Region of Niagara, through a letter written by the Regional Chair, **JOIN** Ontario’s Big City Mayors in calling on the Provincial Government:
 - a) To appoint a responsible Ministry and Minister with the appropriate funding and powers as a single point of contact to address the full spectrum of housing needs as well as mental health, addictions, and wrap around supports; and
 - b) Have this Minister strike a task force with broad sector representatives including municipalities, healthcare, first responders, community services, the business community, the tourism industry and those with lived/living experience, to develop a Made in Ontario Action Plan;
 - c) To provide municipalities with the tools and resources to transition those in encampments to more appropriate supports, when deemed necessary;
 - d) To commit to funding the appropriate services these individuals need, community by community, where there are gaps in the system; and
 - e) To invest in 24/7 Community Hubs / Crisis Centres to relieve pressure on emergency centres and first responders; and

2. That the Regional Chair's letter and this motion **BE CIRCULATED** to The Honourable Doug Ford, Premier of Ontario; The Honourable Sylvia Jones, Deputy Premier and Minister of Health; The Honourable Paul Calandra, Minister of Municipal Affairs and Housing; The Honourable Michael Parsa, Minister of Children, Community and Social Services; The Honourable Michael Tibollo, Associate Minister of Mental Health and Addictions; Niagara's 12 local area municipalities; Niagara's four MPPs; the Association of Municipalities of Ontario (AMO); the Federation of Canadian Municipalities (FCM); Ontario's Big City Mayors (OBCM); and the St. Catharines Downtown Association.

Wednesday, October 09, 2024

To: City of Welland Head of Council and Council Members

Sent via email to: clerk@welland.ca

Subject: Establishment of an Ontario Rural Road Safety Program

Too many Ontarians are being seriously injured or killed on our roads.

In 2023, there were 616 people killed and 36,090 people injured. The number of fatalities is up nearly 20% in the last ten years.

In 2021, the most recent year of complete data from MTO's *Ontario Road Safety Annual Report (ORSAR)*, there were 561 fatalities – 426 of which occurred on municipal roads. While rural Ontario only represents 17% of the province's population, 55% of these deaths occurred on rural roads. By any measure, Ontario's rural roads are disproportionately more dangerous.

At the same time, municipal insurance premiums continue to increase. With no plausible reform being considered for joint and several liability, municipalities need to find innovative means for managing risk, particularly on their roadways,

To deal with this crisis, Good Roads has designed a multifaceted rural road safety program and have been in discussions with the Ministry of Transportation to fund it. The program would target a municipality's most dangerous roads, perform road safety audits, and install modern safety infrastructure that prevents serious injuries and save lives. This program is designed to be cost effective while also providing rural municipalities with a direct means for addressing risk associated with their roadways.

Good Roads has proposed leading a five-year \$183 million program that leverages our 131 years of municipal road expertise and our industry partnerships to quickly put in place the solutions that will address some of Ontario's most dangerous roads.

Good Roads is seeking support to address these preventable tragedies.

If the City of Welland would be interested in pursuing this, a Council resolution similar to the example below should be adopted and sent to the Premier and the Minister of Transportation:

WHEREAS official statistics from the Government of Ontario confirm that rural roads are inherently more dangerous than other roads;

AND WHEREAS, despite only having 17% of the population, 55% of the road fatalities occur on rural roads;

AND WHEREAS, rural, northern, and remote municipalities are fiscally strained by maintaining extensive road networks on a smaller tax base;

AND WHEREAS, preventing crashes reduces the burden on Ontario's already strained rural strained health care system;

AND WHEREAS, roadway collisions and associated lawsuits are significant factors in runaway municipal insurance premiums. Preventing crashes can have a significant impact in improving municipal risk profiles;

THEREFORE, BE IT RESOLVED THAT the City of Welland requests that the Government of Ontario take action to implement the rural road safety program that Good Roads has committed to lead. It will allow Ontario's rural municipalities to make the critical investments needed to reduce the high number of people being killed and seriously injured on Ontario's rural roads; and

FURTHER THAT a copy of this resolution be forwarded to Premier Doug Ford, Hon. Prabmeet Sarkaria, Minister of Transportation, Hon. King Surma, Minister of Infrastructure, Hon. Rob Flack, Minister of Agriculture, Hon. Lisa Thompson, Minister of Rural Affairs, Hon. Trevor Jones, Associate Minister of Emergency Preparedness and Response, and Hon. Sylvia Jones, Minister of Health, and Good Roads; and

FURTHER THAT this resolution be circulated to all municipalities in Ontario requesting their support.

If you have any questions regarding this initiative please contact Thomas Barakat, Good Roads' Manager of Public Policy & Government Relations, at thomas@goodroads.ca at your convenience.

Sincerely,



Scott R. Butler
Executive Director



Antoine Boucher
President
Good Roads Board of Directors

NOVÆ RES URBIS

GREATER TORONTO & HAMILTON AREA

WEDNESDAY,
NOVEMBER 6, 2024

Vol. 27
No. 44

- 2 **BREAKING THE MOLD**
Niagara Residential Proposal Would Offer Unusual Configurations of Units
- 5 **EXPANDING OPTIONS**
Residential Proposal Would Bring More Housing Types to East Gwillimbury

■ MASTER-PLANNED COMMUNITY WOULD BRING 10,000 NEW HOMES, PARKS, RETAIL TO THE VMC

THE VISION AT CENTRE ICE

Matt Durnan

A master-planned community proposed for the last major undeveloped site in the Vaughan Metropolitan Centre would bring 17 mixed-use towers to the site containing a total of more than 10,000 residential units, while creating a new street network, new public realm and a linear park all in close proximity to Vaughan's major transit hub.

At its public meeting on November 6, City of Vaughan committee of the whole received information on **Toromont Industries Limited's** official plan and zoning by-law amendment applications for a site at 3131 Highway 7 in the heart of Vaughan Metropolitan Centre.

"The Vaughan Metropolitan Centre (VMC) is the largest and most ambitious development project in the City of Vaughan's

history. The City is committed to developing the downtown core as a complete community with a mix of uses that are transit-supportive and pedestrian-friendly," City of Vaughan staff told *NRU*.

"The VMC is envisioned to be the financial, innovation and cultural centre of Vaughan, with a vibrant sense of place, a high-quality public realm and

environmentally sustainable design practices."

The roughly 11-hectare site currently accommodates industrial equipment office operations and storage of construction equipment supplier and site owner Toromont. The site is located at what those involved with the proposed development are calling "centre ice" of the Vaughan

Metropolitan Centre, an area in Vaughan that has been a hotbed for intensification.

"If you look at how Vaughan has planned the VMC and you look at what they wanted for the area and the lands directly north of Highway 7, this was supposed to be the most dense area with the tallest buildings and to be that signature hub of the new, broader VMC," **Bousfields** partner **Emma West** told *NRU*.

The proposed development

CONTINUED PAGE 9 ■



Rendering showing a view of Toromont Industries Limited's proposal for a master-planned mixed-use community in Vaughan. Located at "centre ice" within the Vaughan Metropolitan Centre, the proposed development would bring more than 10,000 new residential units to the area, along with significant new commercial and retail space within the podiums of the 17 proposed mixed-use towers.

SOURCE: CITY OF VAUGHAN
ARCHITECT: WZMH ARCHITECTS

UPCOMING DATES

NOVEMBER

- 6 Barrie Council, 7:00 p.m.
- Caledon General Committee, 2:30 p.m.
- Georgina Council, 9:00 a.m.
- Hamilton General Issues Committee, 9:30 a.m.
- Markham Council, 1:00 p.m.
- Mississauga General Committee, 9:30 a.m.
- Richmond Hill Committee of the Whole, 9:30 a.m.
- Whitchurch-Stouffville Council, 1:00 p.m.
- Whitchurch-Stouffville Public Meeting, 7:00 p.m.
- 7 York Region Committee of the Whole, 9:00 a.m.
- 11 Clarington Planning & Development Committee, 6:30 p.m.
- Mississauga Planning & Development Committee, 6:00 p.m.
- Newmarket Committee of the Whole, 1:00 p.m.
- Oakville Planning & Development Council, 6:30 p.m.
- Whitby Council, 7:00 p.m.
- 12 Ajax General Government Committee, 1:00 p.m.
- Aurora Public Planning Meeting, 7:00 p.m.
- Caledon General Committee, 2:30 p.m.
- King Council, 6:00 p.m.



■ NIAGARA RESIDENTIAL PROPOSAL WOULD OFFER UNUSUAL CONFIGURATIONS OF FAMILY-SIZED UNITS

BREAKING THE MOLD ON MID-RISE



Lana Hall

A proposal to develop two nine-storey purpose-built rental buildings would bring 50 family-sized residential units, possibly even multi-generational units, to a vacant site on Lundy's Lane in Niagara Falls. The site is part of a stretch that's slowly transforming from a predominantly tourist-oriented zone into a more mixed-use destination.

On October 22, **City of Niagara Falls** city council received for information a staff report and presentation on official plan and zoning by-law amendment applications by **100045845 Ontario Ltd.** for a vacant site at 7230 Lundy's Lane. The numbered company is seeking to develop two nine-storey apartment buildings on the site, which is currently zoned for Tourist Commercial (TC) and Prestige Industrial (PI) uses.

The Tourist Commercial zoning does permit residential apartment use on the site, but only for buildings up to six storeys and at a density of 75-100 units per hectare.

The applicant proposes to place the lands under a Special Policy Area of the TC designation, permitting a maximum building height of nine storeys and a density of 63.53 units per hectare. Each residential building would contain 25 apartment units. No commercial or retail space is proposed for the development,

but some amenity space and private patio space is proposed for the buildings' ground floors.

The 50 units, says **Upper Canada Consultants** planning manager **William Heikoop**, would be larger than typical for a building of this size, with some units including multiple floors and up to four or even five bedrooms. This configuration is intended to serve families or multi-generational households, which "will allow for some of those affordability components to have downward pressure on

CONTINUED PAGE 3 ■

[If you want] to have a scenario where there's grandparents and kids all living under the same roof, from a traditional sense the only opportunity for accommodating that number of people is through single-detached dwellings that can have that number of bedrooms.

-William Heikoop

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SALES/SUBSCRIPTIONS
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Annual subscription rate is \$468 +HST (ON).

Complimentary trial subscriptions are available.

Advertising rates available upon request.

Novae Res Urbis Greater Toronto & Hamilton Area is published 50 times a year and is not to be reproduced, recirculated or redistributed by any means or medium without the express written consent of the publisher.

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PO Box 19595 Manulife PO,
Toronto, ON M4W 3T9

ISSN 1918-7548

BREAKING THE MOLD

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the rental price,” Heikoop told the council meeting.

In a follow-up interview with *NRU*, Heikoop said the project intends to provide family-sized units as an alternative to conventional single-detached homes.

“[If you want] to have a scenario where there’s grandparents and kids all living under the same roof, from a traditional sense the only opportunity for accommodating that number of people is through single-detached dwellings that can have that number of bedrooms,” he says. “So we’re looking to provide some family options at a price point that’s better than what’s available from a low-rise perspective.”

City of Niagara Falls councillor **Ruth-Ann Nieuwesteeg** noted that municipalities often evaluate affordable housing using a conventional dollar amount, but that this proposal’s unique configuration addresses the City’s affordability needs in a different fashion.

“This multi-bedroom approach is so important. I hear from residents all the time. It’s one thing to rent but everything that’s on the market right now is one or two bedrooms,” she told the council meeting. “...I think

when we’re speaking about affordable housing, it can be broken down into all different types of fractions. It’s not just the actual dollar amount ... So

somebody with a family who needs five bedrooms and can’t afford a home—that’s generally where you’re going to find the five bedrooms—can do so this way.”

The 7230 Lundy’s Lane site is currently vacant, but was previously occupied by a miniature golf course and a restaurant.

The site is surrounded

by a mix of uses typical for this section of Lundy’s Lane, including restaurant and motel uses to the north, vacant land to the south, a hydro corridor to the east, and residential apartments to the west, formerly a Days Inn hotel.

The development proposal for 7230 Lundy’s Lane comes at a time when the Lundy’s Lane stretch, which is home to plentiful tourist attractions including waterparks and campgrounds, is undergoing a slow transformation, bolstered by the City’s desire to have the area respond to more contemporary needs, including

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Rendering of 100045845 Ontario Limited’s proposal for 7230 Lundy’s Lane in Niagara Falls. Each of the two nine-storey buildings proposed for the site would accommodate 25 units. The units would be larger than typical for a building of this size, with many traversing multiple floors and containing up to four or even five bedrooms. This is intended to serve families or multi-generational households.

ARCHITECT: JASON PIZZICAROLA DESIGN
SOURCE: CITY OF NIAGARA FALLS

Map showing the location of the site at 7230 Lundy’s Lane in Niagara Falls, where 100045845 Ontario Limited is proposing to develop two nine-storey residential buildings containing a total of 50 dwelling units. The site, like most of Lundy’s Lane, is zoned for tourism and industrial use. The City of Niagara Falls recently received a staff report and presentation on the applicant’s request for official plan and zoning by-law amendments for the site, which would place the lands under a Special Policy Area of the tourist-commercial designation to permit the proposed increased height and density.

SOURCE: CITY OF NIAGARA FALLS

BREAKING THE MOLD

CONTINUED FROM PAGE 3

the need for more housing.

In 2018, the City of Niagara Falls released its Lundy's Lane Community Improvement Plan, a long-term strategy designed to maintain the area's reputation as a tourism destination, while simultaneously adapting to the region's current need for more housing, walkability and active transportation use.

"Lundy's Lane has evolved from one of the City's principal gateways, to a key

tourist accommodation and entertainment destination during the height of the automobile age, and is now evolving again as the tourism market shifts and the City grows up around the corridor," reads the community improvement plan. Elements of the plan include continuing to support the area's function as a shopping, dining and tourism destination, while prioritizing the addition of more accessibility for pedestrians

and cyclists, and supporting economic viability through more mixed-use development.

Last March, a 10-storey mixed-use residential building was approved for a site at 8885 and 8911 Lundy's

Lane, reportedly one of the first mixed-use residential developments to be approved along the stretch. At the time, **M5V Developments CEO Sherard McQueen**, the site's developer, told *NRU* the site was an obvious candidate for residential development that was "hiding in plain sight" along the transforming stretch.

Niagara Falls council will consider the official plan and zoning by-law amendment applications for 7230 Lundy's

Lane at its next meeting on November 12. 🌱

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The area boasts numerous schools and universities, enhancing its appeal. The property allows for 99 units to be built as of right through an approved Minor Variance, and includes a completed Record of Site Condition and a Regional Development Charges Reduction Agreement, making it a unique investment opportunity in a growing area.

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EXPANDING HOUSING OPTIONS



Matt Durnan

A residential subdivision proposed for a site in the East Gwillimbury community of Mount Albert would bring a variety of ground-related housing options to a large vacant piece of farmland that is one of the few remaining developable sites in the small, rural community near the town's eastern boundary.

At its October 22 meeting, **Town of East Gwillimbury** committee of the whole

received an information report on **Oxford Homes'** zoning by-law amendment and draft plan of subdivision applications for a residential development proposed for a vacant site near the southwest corner of Mount Albert Road and Ninth Line.

Oxford's proposal would bring more than 300 new ground-related homes to the area, with the developer seeking to rezone the site from "Rural"

to "Residential Sub-Zone 2", "Residential Three", "Residential Four" and "Open Space". The rezoning would permit the development of single-detached homes, semi-detached homes and townhouses, along with a 0.8-hectare park block.

"This is an area in Mount Albert where we enjoy a great balance between a charming small community and a rural community. We're really

excited about this because there really isn't much space for further development in Mount Albert, specifically when compared to other parts of East Gwillimbury," Ward 3 East Gwillimbury councillor **Susan Lahey** told *NRU*.

"We're excited about this because we want to meet the Province's goal of 1.5 million homes built by 2031 and this is

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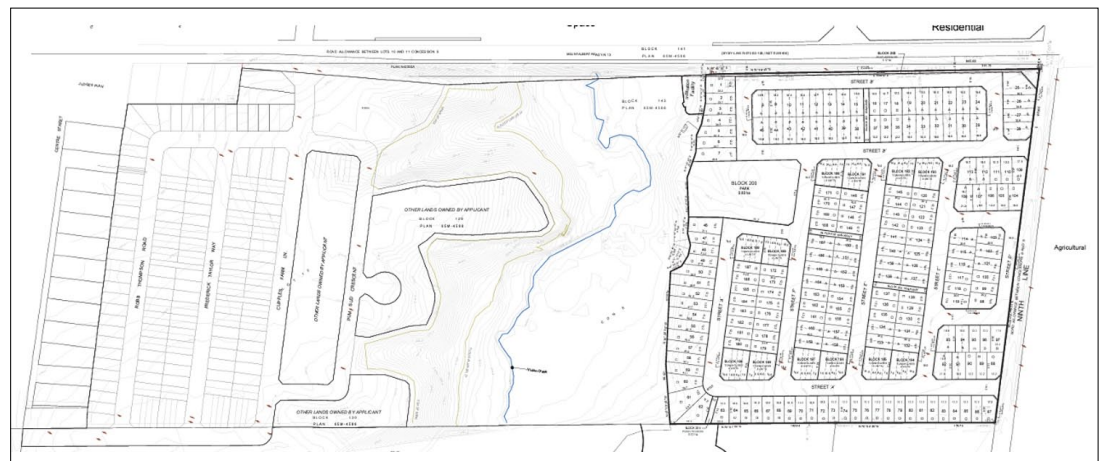
Aerial image showing the location of the vacant farmland site [outlined in red] at the corner of Mount Albert Road and Ninth Line in East Gwillimbury where Oxford Homes is proposing to develop more than 300 ground-related homes. Oxford is proposing to develop single-detached, semi-detached and townhouse dwellings on the site, along with a 0.8-hectare park block.

SOURCE: TOWN OF EAST GWILLIMBURY



Concept plan of subdivision [outlined in black] for the site at the corner of Mount Albert Road and Ninth Line (right side of image) in the East Gwillimbury community of Mount Albert. Oxford Homes is proposing to develop 177 single-detached homes and 46 townhouses on the site that is currently vacant farmland. This proposed subdivision is phase two of Oxford's Mount Albert Village development, with phase one located to the west of this site (left side of image).

SOURCE: TOWN OF EAST GWILLIMBURY



HOUSING OPTIONS

CONTINUED FROM PAGE 5

one of the rare opportunities in Mount Albert to provide more housing.”

Oxford’s proposal would bring 177 single-detached homes, 140 semi-detached homes and 48 townhouse dwellings to the site that is currently vacant farmland.

East Gwillimbury has pledged to do its part in reaching the provincial housing target of 1.5 million new homes by 2031 with a commitment to building 4,300 new homes within that time frame.

This makes Oxford’s proposal for Mount Albert significant; while the small rural community is not equipped to accommodate the greatest amount of housing density in the town, there is a concerted effort by the City to ensure that what few remaining developable lands remain are accommodating the development of housing rather than other uses.

“These lands are designated as low-density residential in the Town of East Gwillimbury official plan and are intended for low-density residential uses, including ground-related housing,” Town of East Gwillimbury manager of planning and development services **Victoria Moore** told *NRU*.

This proposal is phase two

of Oxford’s development in the Mount Albert community, with phase one located west of the phase two site, at the southwest corner of Mount Albert Road and Centre Street.

Phase two of the development will not be geographically adjacent to the phase one site due to some constraints around an environmentally protected corridor that is located between the sites of phase one and phase two, which includes Vivian Creek which is situated within a floodplain. The protected corridor is regulated by the **Lake Simcoe Region Conservation Authority**.

“Mount Albert is pretty unique because we’re protected by both the Greenbelt and the Oak Ridges Moraine, so once the second phase of this development is completed, there won’t really be a lot more opportunities in terms of developing housing,” Lahey said.

While the Mount Albert community is far from a bustling metropolis and the vision for the area is for it to remain a quaint, rural community, there is a fair amount of development activity underway there. And as more residents move into the area, the need for amenities will grow, along with the need for means

of travel in and around the area.

“Within walking distance [of the proposed development] is Centre Street, which is the core, little downtown of Mount Albert. [Developer] **Averton** is completing 10 storefronts with apartments above, and that’s in the process of being completed,” said Lahey.

“There’s another development that has gone through many variations that should be built in parallel with phase two at Don Rose Boulevard and Mount Albert Road, and there will be a whole plaza there.”

For Mount Albert community members, however, the next challenge to address will be the problem of getting around the entire town of East Gwillimbury and beyond without the use of a motor vehicle. Lahey says that residents of the community who do not drive find it challenging to get where they need to go, as **York Region Transit** stopped providing public transit service to the area during the COVID-19 pandemic. Service has never restarted.

The hope from the councillor is that with the addition of new homes and amenities in the area, one day transit service will return to Mount Albert, facilitating better transportation connectivity within the town and through the region.

“Unless you have a car, it’s very challenging to get around. We’re hoping to build up more services here, including bringing health care services closer to our residents and our

seniors. We have had multiple meetings with YRT [York Region Transit], and they have been very responsive, but we don’t have bus stops in Mount Albert since the pandemic,” Lahey said.

“I know YRT has a bigger plan, not just for East Gwillimbury but for other areas further north and connecting us with Newmarket. And things are moving in the right direction and we’re having the conversations to improve things for our residents.”

significant as the large number of new homes Oxford proposes to bring to the Mount Albert neighbourhood is the wider variety of housing types contemplated for an area of East Gwillimbury that has traditionally been characterized almost exclusively by larger single-detached homes.

“I’m really excited about the options of townhouses and semi-detached homes, as well as the single-detached homes, because we definitely need more housing options in Mount Albert,” Lahey said. 🌱

PREPARING FOR THE GREY TSUNAMI



Lana Hall

A proposed intensification project for Mississauga's Rathwood neighbourhood would bring an additional 70 affordable and rent-geared-to-income seniors' units to a site that already accommodates an affordable seniors' housing building. The development comes amid what

some people describe as an "incredibly pressing need" for affordable seniors housing in Mississauga, particularly in ward 3.

At its meeting on October 28, the City of Mississauga's planning and development

committee supported staff recommendations to approve official plan (OPA) and zoning by-law amendment (ZBA) applications to permit development of an eight-storey, 70-unit affordable rental apartment building for

low-income seniors at 4150 Westminster Place.

The new building would be developed on a surface parking lot on the same site as the St. Luke's Dixie Senior Residence Corporation's existing three-storey, 190-unit affordable rental apartment building, which would be retained.

St. Luke's is a charitable non-profit organization that operates the existing seniors' housing facility, known as Westminster Court. As the Westminster Place site is near a planned rapid bus line along Dundas Street, it is considered to be within a major transit station area (MTSA), reducing the need for additional surface parking.

In addition to the 70 affordable dwelling units proposed, the new seniors' building would accommodate

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Map showing the location of the site at 1450 Westminister Place in Mississauga where St. Luke's Dixie Senior Residence Corporation is proposing to develop an eight-storey affordable seniors' residence, adjacent to its existing three-storey affordable seniors' residence on the site. The new building would accommodate 70 affordable dwelling units containing up to 599 square feet of space, as well as amenity and programming space. The units would be split between rent-geared-to-income units and units priced at 80 per cent of the median market rent.

SOURCE: CITY OF MISSISSAUGA

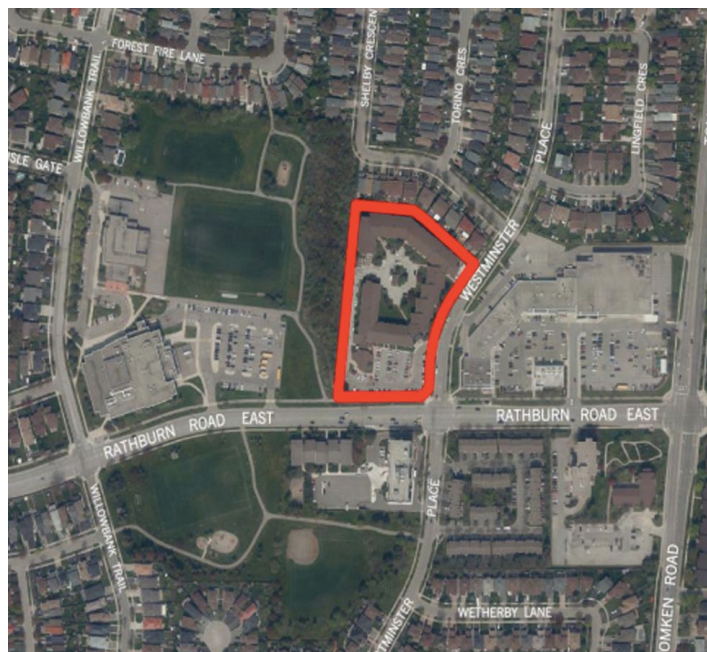


Illustration showing St. Luke's Dixie Senior Residence Corporation's proposal for a new eight-storey, 70-unit affordable seniors' housing facility at 1450 Westminister Place in relation to the site's existing, three-storey, 190-unit affordable seniors' residence. In Mississauga, seniors applying for subsidized housing must wait up to seven years for an available unit, leaving many either stuck living in large, single-family homes that no longer meet their needs, or facing the option of leaving their community to find appropriate seniors housing

SOURCE: CITY OF MISSISSAUGA



THE GREY TSUNAMI

CONTINUED FROM PAGE 7

amenity space on each floor for residents, as well as a larger communal space at grade for residents to take part in social activities, religious services, and exercise classes.

The building is targeting Passive House standards, say City staff.

Dwelling units in the new building would range from 511 to 599 square feet and would be split between rent-g geared-to-income units and units priced at 80 per cent of the median market rent. The OPA and zoning by-law amendments would permit the increased height and density proposed for the redevelopment. Currently, height permissions for the site are capped at four storeys.

According to data from the **Region of Peel**, seniors applying for subsidized housing in Mississauga wait between three to seven years for an available unit. At the October 28 planning and development meeting, St. Luke's president **David Estabrooks** explained that the charity stopped adding people to its internal housing waitlist after it reached 300 seniors.

"We're very proud of the service we provide and the people who call Westminster home, but there's a significant ... unmet demand [for seniors

housing]" Estabrooks told the planning and development committee.

SHS Consulting senior planner **Andrew Vrana** noted that the City of Mississauga has set a target of building 1,034 affordable units per year, which, like many communities in Ontario, it has struggled to meet. The options for affordable seniors' housing are particularly limited, Vrana told the committee at the meeting, especially in Ward 3. This leaves many seniors either stuck living in large, single-family homes that no longer meet their needs, or facing the option of leaving their community to find appropriate seniors' housing.

"Affordable rentals for seniors are very difficult to make feasible," Vrana said. "I think it's really unique here with the St. Luke's affordable project at 4150 Westminster Place because this is a property that has space for their intensification plans. They are a housing provider that is non-profit, plus everything packed into their operations and maintaining affordability has a financial feasibility plan in place." This plan includes support from other levels of government, Vrana noted, including, potentially, from the **Canada**

Mortgage and Housing Corporation (CMHC) and the City of Mississauga's new Affordable Rental Community Improvement Plan (CIP) program.

City of Mississauga ward 3 councillor **Chris Fonseca** praised St. Luke's for having a long-term vision for the site at 4150 Westminster Place.

"They had the vision and foresight as a board, not only to build what is there on the site right now ... but also once they had completed payments on their mortgage, they worked significantly year-over-year to make sure that all the investments would go back into their property for another form of housing on [the site]."

Though the Ontario *Planning Act* does not set quotas for building any type of demographic-specific housing, Fonseca says St. Luke's has "their finger on the pulse" of the housing landscape for seniors, which makes it an ideal developer for this type of project.

"One of the challenges under the *Planning Act* is that ...there aren't requirements around specifying the people that you're trying to house. And that's been a challenge that we face."

Fonseca told *NRU* that amid a pending "tsunami" of seniors looking to downsize, it's critical for municipalities to work with the development community to help build appropriate housing.

"We have to collaborate and coordinate with all of

those that do build. We have to listen to the private sector and larger developers, but we also have to listen to not-for-profits and smaller landowners, like a St. Luke's," she said.

"Really what we want at the end of the day is to provide affordable, accessible housing for everyone all along the [demographic] spectrum." 🌍

THE VISION AT CENTRE ICE

CONTINUED FROM PAGE 1

is a master-planned community that would transform the industrial site into a four-block area accommodating 17 mixed-use towers, ranging in height from 43 up to 74 storeys and containing a total of 10,231 residential units.

The proposal would also bring more than 30,000 square

metres of non-residential gross floor area (GFA) and nearly 1.6

hectares of parkland to the site, including a substantial linear park running north-south through the majority of the site. Vaughan Metropolitan Centre has been growing in leaps and bounds in recent years. With dozens of active development applications at various stages of

progress in the works, the focus is on bringing the maximum amount of housing density to an area that is anchored by the Vaughan Metropolitan Centre subway station, located north of Highway 7, just west of Jane Street.

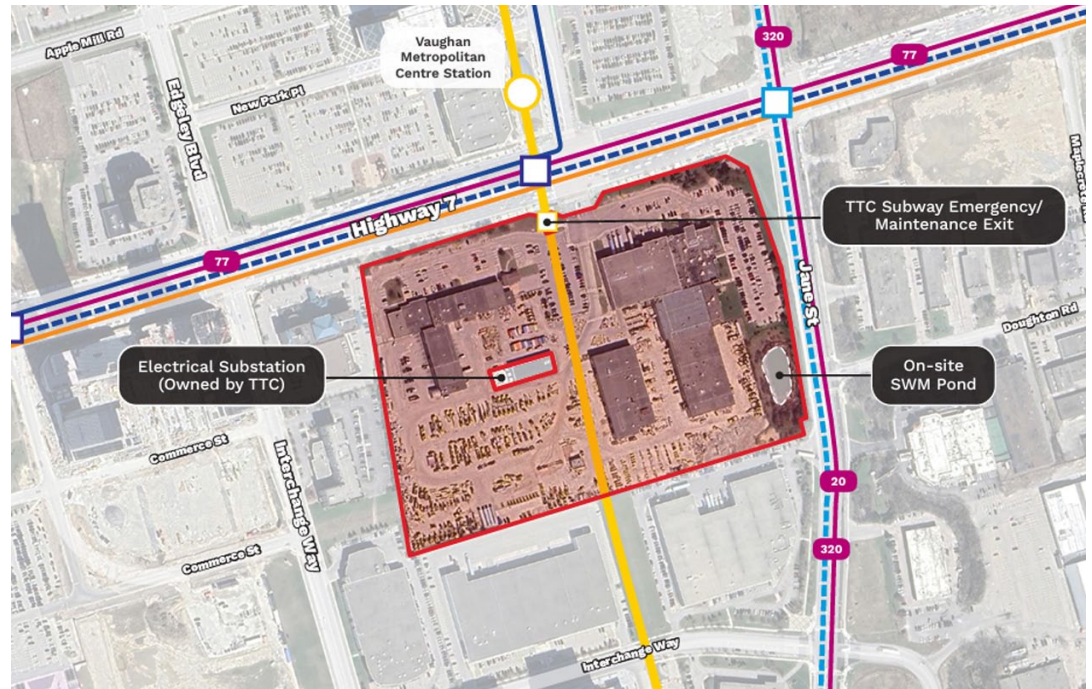
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Aerial image showing the location of the site at 3131 Highway 7 (shaded red) in Vaughan where Toromont Industries Limited is proposing to develop a master-planned community that would bring 17 mixed-use towers to the site, accommodating more than 10,000 new residential units. The site, which currently accommodates some of the operations of Toromont, an industrial construction equipment supplier and the site owner, is located at "centre ice" within the Vaughan Metropolitan Centre.

SOURCE: CITY OF VAUGHAN

Block plan for the Toromont lands at 3131 Highway 7 in Vaughan where Toromont Industries Limited is proposing a new master-planned community that would reimagine the site as a mixed-use, transit-oriented community. The site would be divided into four blocks, each accommodating multiple mixed-use towers, with Blocks A and B featuring the two signature towers standing tallest at 69 and 74 storeys in height. The proposed development would create new road and pedestrian networks, along with a new linear park spanning north to south and connecting to a larger swath of parkland located to the south of the site.

SOURCE: CITY OF VAUGHAN
ARCHITECT: WZMH ARCHITECTS



THE VISION AT CENTRE ICE

CONTINUED FROM PAGE 9

“Everything around [this site] has been developing or has applications. And I think one of the key things we think about with that height structure is that this is a really important transit hub in York Region. There really isn’t anything like it at the moment,” West said.

“So this is the most important transit hub in the region, and the secondary plan addresses that access to transit. Thinking in terms of what the city’s vision for the VMC was, it is a mixed-use community that’s transit-oriented. And then also thinking about that height structure in terms of these lands, as well as lands to the north being the tallest and most dense, because they are right on the subway

... this proposal aligns with that, because most of the development that has occurred was around twice as tall as what was contemplated in that secondary plan that was completed many, many years ago.”

Planning for the site’s redevelopment has been a lengthy process, with significant back-and-forth taking place between the development team and Vaughan’s planning department, largely influenced by the passing of Bill 109: *More Homes for Everyone Act, 2022* and the subsequent passing of Bill 185: *Cutting Red Tape to Build More Homes Act, 2024* which repealed

the development application fee refund requirements for municipalities that held them to strict timelines to render planning decisions for zoning by-law amendment or site plan applications.

“When we started this process in July of 2023, we were under Bill 109, so we did a lot of pre-application work, and then once you actually formally submit the application, there was a short timeline for the municipality to respond,” said West.

“There was about a year of back-and-forth and when we started this process, that was when Bill 109 and the refund timelines were all new. Because that process has changed recently, we’re still working with the City to make sure they’ll be reviewing this in a timely fashion.”

Toromont’s proposal would see the site divided into four blocks, with a new road

network creating connections from both Highway 7 and Jane Street through the site, and with each individual block having its own smaller road network and pedestrian travel network.

Determining the travel network and the overall layout of the site and how each of the four blocks would function individually and as part of the larger master-planned community was an integral first step in coming up with the plan for how the site will eventually take shape.

“It’s a huge site and it actually needs its own road network, and there needs to be this park network. We have this linear park that runs north-south through the site and connects into another park that runs east-west, so there is this larger urban design that we’re connecting into,” **WZMH Architects** partner **Len**

CONTINUED PAGE 11

Rendering showing a view of Toromont Industries Limited’s proposal for a master-planned mixed-use community in the heart of Vaughan Metropolitan Centre. The proposed development would bring more than 10,000 new residential units to the area within 17 new mixed-use towers. The design of the master-planned community was created with pedestrians in mind, shown here with the inclusion of a large linear park spanning from the north end of the site to the south, creating a pedestrian connection from Highway 7 to the north to a new park to the south.

SOURCE: CITY OF VAUGHAN
ARCHITECT: WZMH ARCHITECTS



THE VISION AT CENTRE ICE

■ CONTINUED FROM PAGE 10

Abelman told *NRU*.

“So before we design the buildings, we kind of have to set up the streets, the parks and open spaces, and integrate them. The other thing is that because we’re at the centre of the VMC, we’re proposing the tallest towers in the VMC because we wanted to mark the centre. We wanted to have the two signature towers [69 and 74 storeys] to be the tallest so everything in the VMC rises up to the centre.”

In creating a proposal for a master-planned, transit-oriented community that is effectively the size of a small town, a great deal of thought with respect to how pedestrians will interact with and travel through the area was involved.

“One of the first things we think about is what the pedestrian experience would be like. When we designed the site, we were already thinking about permeability through the site, starting from Highway 7 and moving [south] towards the park. We always had it in mind that we wanted to give people choices to walk from Highway 7 where they can pick up transit,” WZMH Architects partner **Nicola Casciato** told *NRU*.

“Permeability and pedestrian experience were

a big thing for us, it’s very important to make those connections, especially from a north-south standpoint. You can see how a pedestrian can walk from Highway 7 right down through the blocks and get connected to those parklands to the south.”

There is a large linear park proposed for the site that would be located at the eastern-most points of the northwest and southwest blocks (Block A and Block D), but the proposal also includes two large park blocks measuring more than 6,000 square metres and 4,300 square metres respectively, that would tie in with park blocks on a site to the south, creating a large park network shared among the adjacent sites and with the larger VMC community.

Moving vertically from the ground up, the design of the buildings themselves will also help create a very pedestrian-oriented community, with the 17 proposed towers standing atop 10 base buildings (podiums) in an effort to mitigate a “condo forest” or “canyon” street condition where at ground level it feels as though the soaring towers are looming overhead.

“The podiums function in a couple of respects. They function to create these

outdoor rooms and give you a nice scale transition between tower and the street. Podiums tend to put the towers in the background, and they also provide important wind control,” Casciato said.

“Another thing we did, from an environmental standpoint, is the spacing and sometimes the angle of the buildings are strategically located to provide as much sunlight into those outdoor landscaped areas as possible.”

In addition to the more than 10,000 residential units proposed for the site, there is a substantial component of non-residential uses proposed within each of the buildings, including a grocery store for the corner nearest the intersection of Jane and Highway 7, and office and an array of retail uses fronting the linear park that spans Block A and Block D.

“We wanted this indoor-outdoor relationship. There’s proposed hotel uses and some office, and we’ve even talked about having tech startups, like incubators, who are looking for space in the VMC,” said Abelman.

“Some universities are looking for student housing and this is a great place to be because of the proximity to the subway. We have daycare proposed, so it’s a lot more than residential. There was a lot of effort to try to do something more on the ground floor, and Vaughan needs that. One of the comments we received from council

was that the residents of Vaughan need more: they need amenities; they need retail and commercial and all of the things that go into making a community.”

Today (on November 6), Vaughan committee of the whole will hold its first public meeting on this application since it was deemed complete by planning staff in September.

“I think this is a really important project for the city and for the VMC. It’s ‘centre ice’ and it’s right on the subway. It has the ability to connect to the subway, so it’s an important transit-oriented development that really helps complete the vision for the secondary plan to get this mixed-use mobility hub,” said West.

“This aligns with provincial policy, regional policy and obviously, with the City’s vision.” 🌟

IN BRIEF

[Mississauga undertaking zoning review to permit more options in Neighbourhoods](#)

The **City of Mississauga** is exploring opportunities for expanding housing options in Neighbourhoods for families, older adults, students and the next generation of Mississauga residents. In response to decreasing populations in single-detached neighbourhoods amid a city-wide need for more housing, the City is studying options for adding gentle density to these neighbourhoods, including modifying zoning to permit the development of more semi-detached or smaller single-detached homes where they are not currently permitted. Three virtual community engagement sessions are scheduled to share information about changes under consideration by the City and to gather community feedback: on Thursday, November 7, Thursday, November 14, and Thursday, November 21, from 6 pm to 7:30 p.m. To register for the most appropriate session for you, please visit the City of Mississauga website [here](#). For more information on this initiative and Mississauga's Increasing Housing Choices in Neighbourhoods work, please visit the City website [here](#).

[Barrie updating its transportation master plan](#)

The **City of Barrie** is reviewing its transportation master plan (TMP) to update existing plans for active transportation, transit, trails and roads in alignment with provincial plans to grow Barrie as a regional urban centre by 2051. The City is hosting an in-person public information centre to provide an overview of the TMP study processes and tasks completed to date, to collect public input on challenges and opportunities in the existing transportation network and to gather community feedback on the preliminary vision and guiding principles of the study. Members of the public are invited to attend the session on Thursday, November 14 from 5:00 pm to 7:30 pm at the Peggy Hill Team Community Centre (171 Mapleton Avenue) in the second floor multi-purpose room. For more information about the City of Barrie 2051 Transportation Master Plan, please visit the City website [here](#).

[Halton working to identify site for a new wastewater pumping station in Halton Hills](#)

Halton Region is in the process of identifying an appropriate site for a new wastewater pumping station


to support growth in and service the Premier Gateway Employment Area in the Town of Halton Hills. As part of its Municipal Comprehensive Environmental Study for the project, the Region has posted information about the study process and is seeking public input on the project through an online survey. To learn more about considerations shaping the decision-making on where to build the Halton Hills #4 Wastewater Pumping Station and to provide your input on the project, please visit the Halton Region website [here](#). The online survey will be available online [here](#) until Saturday, November 23.

[C40 Cities for Climate Leadership releases climate action guide for urban planners](#)

The **C40 Cities for Climate Leadership Group** has released a climate action guide for urban planners on its website. Available in five languages including English and French, the guide aims to support urban planners from around the world to help set their cities on a course to become more resilient to evolving climate risks and to pursue pathways towards lower-carbon development. The guide makes the case for urban planning as a possible tool to drive impactful climate action, highlighting ways in

which:

- Increased density and more efficient built form can reduce building emissions
- Shortening distances and facilitating mode shift can reduce transportation emissions
- Curbing urban sprawl and greenfield development can help preserve natural land and its capacity for carbon sequestration
- Controlling urban development on hazardous land can reduce human exposure to climate risks such as flooding and landslides
- Preserving natural land and prioritizing land for nature-based solutions can mitigate impacts of climate events when they do occur

To learn more about the C40 Cities for Climate Leadership climate action guide for urban planners or to download the guide in English, French, Spanish, Portuguese or Arabic, please visit the C40 website [here](#). 

COMMITTEE AGENDAS



DURHAM

Oshawa subdivision proposed

At its November 4 meeting, **Oshawa** Economic & Development Services Committee considered a [public meeting report](#) regarding rezoning and draft plan of subdivision applications by **11373846 Canada Corp.** for 374 Farewell Street. The applicant proposes to develop eight single-detached dwellings and two semi-detached

dwellings on a portion of the Farewell Street site. An existing Pentecostal church would be maintained on the eastern half of the property.

South Oshawa townhouses proposed

At its November 4 meeting, **Oshawa** Economic & Development Services Committee considered a [public meeting report](#) regarding a rezoning application by **2835731 Ontario Inc.** for 827 Gordon Street. The applicant proposes to develop four block townhouses and 63 stacked

townhouses, and to sever from the development site and retain the original portion of an existing designated heritage building known as Cedardale Public School.

North Oshawa apartment building proposed

At its November 4 meeting, **Oshawa** Economic & Development Services Committee considered a [public meeting report](#) regarding official plan and zoning by-law amendment applications by **1619321 Ontario Ltd.** for 1251 Taunton Road East. The

applicant proposes to develop a 10-storey condominium building containing 74 dwelling units.

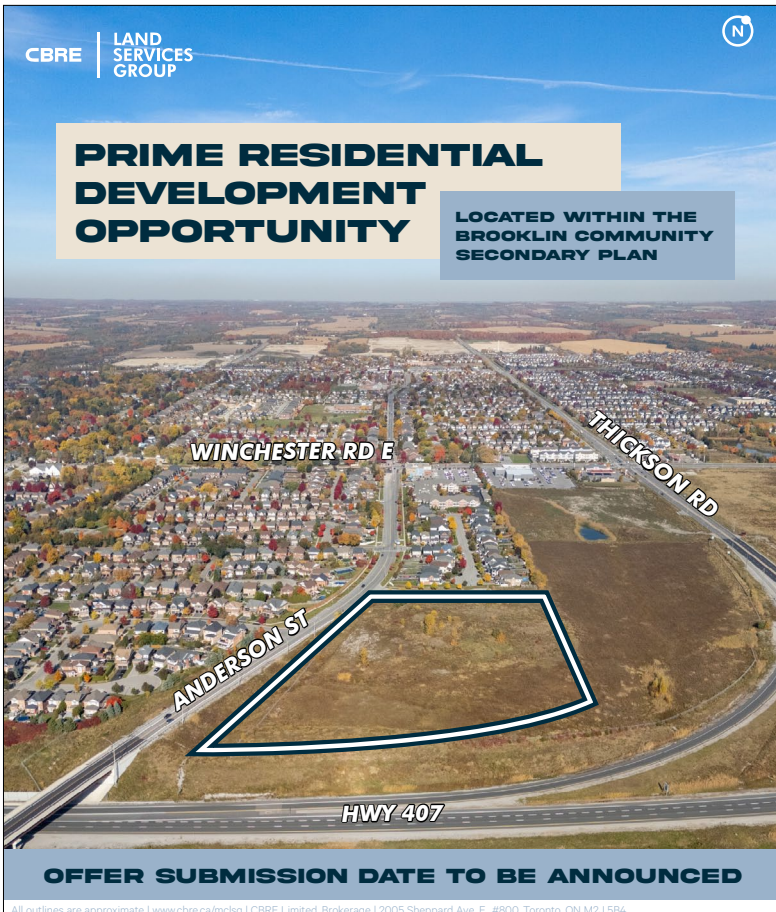


HALTON

Refusal recommended for Burlington tower

At its November 4 meeting, **Burlington** Committee of the Whole considered a [statutory public meeting report](#) recommending refusal of

CONTINUED PAGE 14



SE CORNER OF ANDERSON ST & COURTLAND AVE WHITBY, ONTARIO

CBRE's Land Services Group is offering for sale approximately 8 acres of land in the Brooklin neighbourhood of Whitby, which was recently redesignated as Community Area in Durham Region's Official Plan (approved on September 3, 2024). Located at the southeast corner of Anderson Street and Courtland Avenue, the site is ideally located near schools, parks, shopping centers, and Highway 407.

The new designation is intended to provide for housing, commercial uses, offices, institutional, community uses and public service facilities. The Town of Whitby is updating their Official Plan and Zoning By-law to align with the regional plan and municipal policies, which is expected to be adopted by Q2 2025. The owner has been preparing a rezoning and Site Plan Approval application to permit 141 townhouses and 171 condominium units in a 10-storey residential building. This offering represents a prime infill development opportunity for a purchaser to proceed with the application currently in progress or submit based on their own preferred design.

[CLICK TO VIEW BROCHURE](#)

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COMMITTEE AGENDAS

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official plan and zoning by-law amendment applications for 2030 Caroline Street. **Carriage Gate Homes** proposes to develop a 29-storey mixed-use building containing 302 residential units and 382 square metres of at-grade retail space.



HAMILTON

[Refusal recommended for Stoney Creek development](#)

At its November 5 meeting, **Hamilton** Planning Committee considered a [staff report](#) recommending refusal of applications by **Lewis 286 Development Inc.** for official plan and zoning by-law amendments and draft plan of subdivision for 286 Lewis Road. The applicant proposes to develop the 7.89-hectare property with 309 townhouses in a range of different formats, as well as new public roads and servicing and stormwater management blocks.

[Approval recommended for Hamilton adaptive re-use project](#)

At its November 5 meeting, **Hamilton** Planning

Committee considered a [staff report](#) recommending approval of a rezoning application by **Vrancor 2007** for 72 & 78 Stirton Street. The applicant proposes the adaptive re-use of an existing vacant two-storey industrial building for 39 residential units.



PEEL

[Ebenezer apartment building proposed](#)

At its November 4 meeting, **Brampton** Planning & Development Committee considered an [information report](#) and [statutory public meeting presentation](#) regarding official plan and zoning by-law amendment applications by **2706287 Ontario Inc.** for 8888 The Gore Road. The applicant proposes to develop a 15-storey mixed-use building containing 134 residential units and 1,268 square metres of commercial space.

[Heritage Heights development proposed](#)

At its November 4 meeting, **Brampton** Planning & Development Committee considered an [information](#)

[report](#) and [statutory public meeting presentation](#) regarding applications by **Four X North, Mutsque, Pencil Top c/o DG Group** for 0 & 9752 Mississauga Road. The applicant proposes a mixed-use development comprising 665 single-detached dwellings, 751 townhouses, 1,581 apartment units, 4,700 square metres of commercial space, four neighbourhood parks, a stormwater management pond, a firehall, a woodlot, and public roads.

[Queen-McMurphy tower proposed](#)

At its November 4 meeting, **Brampton** Planning & Development Committee considered an [information report](#) and [statutory public meeting presentation](#) regarding official plan and zoning by-law amendment applications by **Blackthorn Development Corp.** for 10 Henderson Avenue. The applicant proposes to develop a 22-storey mixed-use building

containing 274 residential units and three retail units at grade.

[Approval recommended for Brampton truck and trailer parking lot](#)

At its November 4 meeting, **Brampton** Planning & Development Committee considered a [final report](#) recommending approval of a temporary zoning by-law amendment application by **First Gulf Corporation** for 10120 Highway 50. First Gulf proposes to use the site as a temporary truck and trailer parking lot consisting of 236 parking spaces, on a temporary basis, for a duration of three years.

[Approval recommended for Churchville townhouses](#)

At its November 4 meeting, **Brampton** Planning & Development Committee considered a [final report](#) recommending approval of

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COMMITTEE AGENDAS

CONTINUED FROM PAGE 14

rezoning and draft plan of subdivision applications by **Haroon Raza and 2872374 Ontario Inc.** The applicants propose to develop 18 townhouses organized along an extension of Royal Vista Road.

Approval recommended for McVean-Cottrelle apartment building

At its November 4 meeting, **Brampton** Planning & Development Committee considered a [final report](#) recommending approval of a rezoning application by **Jindal Developments Ltd.** for 1955 Cottrelle Boulevard. The applicant proposes to develop a 10-storey residential apartment building containing 174 units.



YORK

Nobleton self-storage facility proposed

At its November 4 public meeting, **King** Council considered a [staff report](#) regarding official plan and zoning by-law amendment applications by **Domroc Developments** for 13305

Highway 27. The applicant proposes to develop a four-storey self-storage facility with a total gross floor area of 7,889 square metres.

Approval recommended for Vaughan Metropolitan Centre development

At its November 5 meeting, **Vaughan** Committee of the Whole considered a [staff report](#) recommending approval of official plan and zoning by-law amendment applications by **Penguin-Calloway (Vaughan) Inc.** for 3200 Highway 7. The applicant proposes a mixed-use development consisting of four residential buildings ranging in height from seven to 19 storeys, as well as three office buildings ranging from 16 to 21 storeys. A total of 825 residential units are proposed, in addition to 83,497 square metres of office space and 7,705 square metres of retail space.

Approval recommended for Kleinburg townhouses

At its November 5 meeting, **Vaughan** Committee of the Whole considered a [staff report](#) recommending approval of official plan and zoning by-law amendment applications

by **Kentview Estates Inc.** for 10398 & 10402 Islington Avenue. The applicant proposes to develop 22 three- and four-storey townhouses grouped into five blocks.

Approval recommended for Vaughan Metropolitan Centre development

At its November 5 meeting, **Vaughan** Committee of the Whole considered a [staff report](#) recommending approval of official plan and zoning by-law amendment applications by **2748355 Canada Inc. (QuadReal Block 4S)** for lands at the northwest of Commerce Street and Interchange Way known as Part of Lot 5, Concession 5, designated as Part 1 on Plan 65R-40816. The applicant proposes to develop three towers of 18, 50 and 55 storeys, containing a total of 1,556 residential units, in addition to 3,408 square metres of retail space at grade.



OLT NEWS

STONE CREEK DEVELOPMENT APPROVED AFTER CONTESTED HEARING

In an October 17 decision, OLT Member **Sarah Bobka** allowed an appeal, in part, by **187627 Ontario Inc.** (Appellant) against the **City of Hamilton's** approval of official plan and zoning by-law amendment (OPA/ZBA) applications by **1426769 Ontario Ltd.** (Applicant) for 15 Ridgeview Drive.

In February 2023, Hamilton city council approved the Applicant's

applications to permit the redevelopment of its 5.42-hectare lands with 25 single-detached dwellings, 51 standard townhouses, and 29 street townhouses.

The Appellant, which owns lands immediately to the south of the Ridgeview Drive site, where it also proposes a residential subdivision, appealed the council approval. Its primary issue with the proposed development was the feasibility of the Applicant's stormwater management strategy.

The Appellant asserted that there had not been sufficient

coordination between the Applicant's site servicing approach and development proposals for the adjoining sites, and that the OPA/ZBA approvals were premature. The Applicant disputed these assertions through its evidence.

The Tribunal heard evidence on behalf of the Appellant from functional servicing expert **Chris Ridd (Urbex Engineering)**, from stormwater management expert **Steven Frankovich (S. Llewellyn & Associates)**, and from planner **Edward John (Landwise)**.

On behalf of the Applicant,

the Tribunal heard evidence from functional servicing and stormwater management expert **Jennifer Clarke** and from planner **Franz Kloibhofer** (both of **A.J. Clarke & Associates**).

The Tribunal preferred the evidence of Clarke and Kloibhofer, finding "that sufficient work has occurred to allow the proposal to proceed to the detailed design stage." In light of its findings, the Tribunal allowed the appeals, in part, approving the OPA and revised ZBAs that correct minor errors to the schedules

CONTINUED PAGE 17

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in the original council-approved amendments.

Solicitors involved in this decision were **Adrianna Pilkington (Cassels)** representing 187627 Ontario Inc. and **Raj Kehar (WeirFoulds)** representing 1426769 Ontario Ltd. [See *OLT Case No. OLT-23-000221*.]

TRIBUNAL APPROVES RICHMOND HILL TOWER AFTER SURPRISING TWIST

In an October 18 decision, OLT Member **Kurtis Andrews** allowed appeals, in part, by **Richmond Hill Against Overdevelopment (RHAO)** and by **Sabella Ridge Estates Inc.** against the **City of Richmond Hill's** (1) approval of an official plan amendment (OPA) for, and (2) its failure to make a decision on a zoning by-law amendment (ZBA) application, for 10684 & 10692 Yonge Street.

The property is located along Yonge Street and features a “panhandle” that extends west to Arten Avenue. Sabella Ridge originally submitted applications for OPA/ZBA to permit a 28-storey mixed-use development. The panhandle would have been used to accommodate surface parking for the development and a driveway connection to Arten Avenue, which RHAO opposed.

After receiving comments

from the City on its original proposal, Sabella submitted a revised proposal for a 25-storey development. The City approved Sabella's OPA to permit the 25-storey development. RHAO appealed the OPA due to concerns with the surface parking located on the panhandle. Meanwhile, Sabella had appealed the City's failure to make a decision on its ZBA.

Sabella and RHAO subsequently came to a compromise whereby the parking would be eliminated from the panhandle in exchange for the height of the proposed tower increasing by three additional floors to 28 storeys. Sabella and RHAO were aligned in asking the Tribunal to approve a modified OPA/ZBA to permit the 28-storey proposal without development on the panhandle. The City opposed this development and indicated that it would only support the 25-storey proposal approved by city council.

Planner **Lincoln Lo (Malone Given Parsons)** provided evidence on behalf of Sabella, in support of the 28-storey proposal. He testified that both versions of the development, whether 25 storeys or 28 storeys, were supported by the planning policy framework. However, he opined that the 28-storey version would better-optimize

the use of the site, which is situated within the Elgin Mills Protected Major Transit Station Area.

Although Lo was subject to cross-examination by counsel for the City, the Tribunal accepted his planning evidence and allowed the appeals, in part, on an interim basis and subject to finalization of the OPA/ZBA to reflect the 28-storey proposal.

Solicitors involved in this decision were **Paul DeMelo (Kagan Shastri DeMelo Winer Park)** representing Sabella Ridge Estates Inc., **Carlton Thorne** representing the City of Richmond Hill, and **David Donnelly (Donnelly Law)** representing Richmond Hill Against Overdevelopment. [See *OLT Case No. OLT-23-000938*.]

DISPUTED CONDITION STRUCK FROM RICHMOND HILL VARIANCE APPROVAL

In an October 18 decision, OLT Members **Mathieu Quesnel** and **Dale Chipman** allowed an appeal by **Newstrom Investments Inc.** against the **City of Richmond Hill's**

decision to approve, with conditions, Newstrom's minor variance application for 41 Garden Avenue.

Newstrom sought variances to legalize existing construction on the site, including a backyard cabana and a front yard projecting garage associated with a single-detached dwelling. The Committee of Adjustment approved the six requested minor variances subject to conditions, including:

1. That the variances pertain only to the request to legalize the existing construction;
2. That the site be maintained in accordance with the submitted plans; and
3. That the applicant convey to the City a three-metre strip of land as a road widening to achieve a planned right-of-way width of 26 metres for Garden Avenue.

Newstrom opposed the third condition and appealed the Committee of Adjustment decision to the OLT. There was no disagreement between

CONTINUED PAGE 18

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the parties regarding the appropriateness of the minor variances. However, the City's witnesses opined that the third condition should remain to help the City achieve its transportation objectives for the area.

Agreeing with Newstrom's submissions as well as prior case law, the Tribunal found that "the evidence does not support the conveyance of the Appellant's land at no cost to the City for the purpose of future road widening as it has no reasonable relationship to any of the Requested Variances."

The Tribunal allowed the appeal, authorizing the variances, subject to the two undisputed conditions.

Solicitors involved in this decision were **Lee English (Borden Ladner Gervais)** representing Newstrom Investments Inc. and **Carlton Thorne** representing the City of Richmond Hill. [See *OLT Case No. OLT-24-000633*.]

RICHMOND HILL VARIANCES APPROVED

In an October 17 decision, OLT Member **Mathieu Quesnel** allowed an appeal by **Gil Shcolyar** against the **City of Richmond Hill** Committee of Adjustment's refusal of his minor variance application for 20 Bedford Park Avenue.

Shcolyar applied for six minor variances to permit the construction of a five-storey mixed-use building on the Bedford Park Avenue site. The Committee refused the variances, and Shcolyar appealed to the OLT. The City attended the OLT hearing to observe but did not make submissions in support of, or in opposition to, the appeal.

Planner **Murray Evans (Evans Planning)** provided evidence on behalf of Shcolyar, in support of the appeal. Evans advised the Tribunal that Richmond Hill council recently adopted an official plan amendment (which has been appealed) that would permit an as-of-right height limit of

six storeys at the location of the site. He opined that the variances would result in an appropriate use of the site, which is located close to a Major Transit Station Area, as well as multiple transit options.

Evidence in the area of traffic engineering was provided by **Anil Seegobin (Trans-Plan)**.

The Tribunal accepted Evans and Seegobin's evidence in support of the proposed variances and allowed the appeal, authorizing the variances, subject to two conditions.

Solicitors involved in this decision were **Lee English (Borden Ladner Gervais)** representing Gil Shcolyar and **Carlton Thorne** representing the City of Richmond Hill. [See *OLT Case No. OLT-24-000753*.]



PEOPLE

Late last week, the **Municipality of Port Hope** announced the impending departure of Port Hope chief administrative officer (CAO) **Candice White**. White, who has served as Port Hope CAO since November 2023, submitted her resignation to the municipality after the **Province of Ontario** appointed her chief executive officer (CEO) of **Skilled Trades Ontario**. Her last day with the municipality will be Friday, November 22.