

NOVÆ RES URBIS

GREATER TORONTO & HAMILTON AREA

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WEDNESDAY,
JANUARY 15, 2020

Vol. 23
No. 3



DELTA URBAN

■ PLANNING DOWNTOWN BURLINGTON

GROWING CONCERNS

Rob Jowett

As Burlington moves ahead with a planning vision for its downtown, members of the development industry continue to express concerns about what it will mean for their business.

Two major items that will affect the city's planning vision for downtown Burlington are moving forward this week. At its meeting Tuesday, the community planning, regulation, and mobility committee adopted a [land use study](#) for the Major Transit Station Area around the Burlington GO Station at 2101 Fairview Street, which includes a direction for staff to begin preparing official plan amendments for the planning of the downtown area. The study was prepared by **Dillon Consulting**.

At its meeting this Thursday, January 16, the community planning, regulation, and mobility committee will consider a preliminary concept for downtown planning,

including land use and built-form policies. It also includes a direction for staff to prepare policies for the new official plan, which is currently awaiting approval by **Halton Region** and is not yet in force. The preliminary downtown concept was prepared by **SGL Planning & Design**. If adopted, this item will be considered alongside the land use study at a special council meeting January 30.

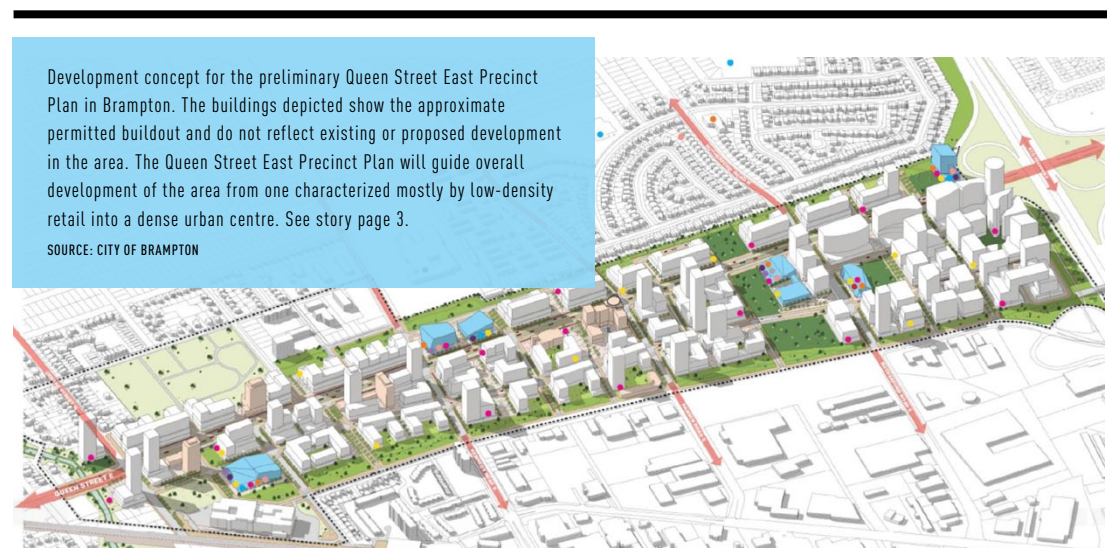
"I... see the vision for the downtown... [as] a mixed-use

place where people can walk to amenities, have significant parkland, have historic buildings, all in a sort of a small town feel," **City of Burlington** mayor **Marianne Meed Ward** told *NRU*. "We have everything in provincial policy that talks about complete communities—we have it all downtown already, and our goal is to make sure that [we] don't become a monolith of high-rise [buildings] just because there's a high-rise somewhere in the downtown. So

that's always been [the goal]—to preserve and promote and protect the historic, fine-grained nature of the downtown, which has evolved over time."

Development in downtown Burlington has been frozen since March 5, 2019, when council adopted a one-year interim control by-law (ICBL) to allow planning staff time to develop new policies around how growth will occur in the area. Meed Ward was elected in

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UPCOMING DATES

JANUARY

- 15 Brampton Committee of Council, 9:30 a.m.
Durham Region Committee of the Whole, 9:30 a.m.
Georgina Council, 9:00 a.m.
Hamilton General Issues Committee, 9:30 a.m.
Mississauga General Committee, 9:30 a.m.
- 16 Burlington Community Planning Regulation & Mobility Committee, 1:00 p.m.
York Region Committee of the Whole, 9:00 a.m.
- 20 Ajax General Government Committee, 1:00 p.m.
Clarington Council, 7:00 p.m.
Halton Hills Council, 6:00 p.m.
Markham General Committee, 9:30 a.m.
Milton Council Workshop, 7:00 p.m.
Newmarket Council, 7:00 p.m.
Whitby Committee of the Whole, 7:00 p.m.
- 21 Aurora Public Planning Committee, 7:00 p.m.
East Gwillimbury Committee of the Whole, 1:00 p.m.
East Gwillimbury Council, 7:00 p.m.
Markham Development Services Committee, 7:00 p.m.
Whitchurch-Stouffville Council, 4:00 p.m.
Whitchurch-Stouffville Council Public Planning Meeting, 7:00 p.m.
- 22 Brampton Council, 9:30 a.m.
Georgina Council, 6:30 p.m.
Hamilton Council, 5:00 p.m.

PREPARING FOR A SMARTER COMMUTE

Andrew Reeves

Despite recent funding cuts by **Metrolinx**, cities and regions across the Greater Toronto & Hamilton Area (GTHA) are embracing the challenge of keeping the [Smart Commute](#) program alive.

The provincial transit agency informed its city and regional partners in March 2019 that effective June 2019, it was withdrawing its financial and programming support for Smart Commute. Metrolinx had overseen the program since 2008, splitting costs 50/50 with the regions of Durham, York, Halton, and Peel, in addition to the cities of Toronto and Hamilton.

Smart Commute began in 2004 with funding from **Transport Canada** as a way for GTHA governments to help employees making similar commutes to connect with one another in order to encourage carpooling and to take as many single-occupancy vehicles (SOV) off the roads as possible. Easing congestion on steadily crowded

roads was a top priority, though so too was reducing greenhouse gas (GHG) emissions and saving residents money on fuel.

Through Smart Commute, municipalities and regions have worked with 345 businesses across the GTHA, including hospitals, colleges and universities, and private companies. More than 712,000 commuters were helped to make transportation choices that resulted in fewer cars on the road and gas money saved.

However, rather than allowing the Metrolinx announcement to cast the future of Smart Commute in doubt, local governments are using the funding gap to reevaluate the program and determine how it can be modified or broadened to help the GTHA reduce its GHG

emissions, while continuing to take SOVs off the road.

Operational leadership of Smart Commute always made more sense in the hands of cities and regions, **City of Hamilton** project manager **Peter Topalovic** told *NRU*, rather than in the hands of a provincial transit agency like Metrolinx. This type of transit demand management is “very local work. There was always a challenge to coordinate the program regionally through Metrolinx, and Metrolinx faced that challenge as well. How exactly do you work on local programming when you’re not a local body?” he asked.

Topalovic said that greater local input is more in line with how similar work is being

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This was really a core service when we think about transportation planning – it’s not really a nice-to-have.

- Peter Topalovic



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STREAMLINING APPLICATIONS



Rob Jowett

A new development approvals process for a large intensification area in Brampton could significantly improve the efficiency of processing development applications there.

At its meeting January 22, **City of Brampton** council will consider a staff proposal to create a community planning permit system for the Queen Street East Precinct, which contains around 89 hectares of land along a section of Queen East between Highway 410 to Etobicoke Creek. Development applications in that area would be assessed using the community planning permit system (CPPS), which proposes to combine review of rezoning, minor variance and site plan control applications into a single process. The new system is intended to reduce the time it takes to process planning applications from two to three years down to six months to a year.

“The idea of the community permitting process is it’s a one step process,” Brampton urban design manager **Yvonne Yeung** told *NRU*. “A lot of the technical studies already are done by the city—the major ones. So when a developer comes in, they only need to deal with what is related to their particular property. So the amount of technical

studies [applicants need to provide] will be reduced a lot. And also, through this... the goal is to process and approve an application [as quickly as possible].”

If council approves the CPPS, a request for proposals will be issued to retain a consultant to undertake the technical work needed to create and implement the policy. The CPPS is intended to be in place by the beginning of 2022.

Development of the CPPS is the fifth and final phase of planning work for the Queen Street East Precinct Plan, which will guide overall development of the area from one characterized mostly by low-density retail into a dense urban centre. The preliminary plan includes a long-term growth scenario that would see around 60,000 residents living in about 17,142 residential units and around 1,088,244-square metres of non-residential space providing around 83,711 jobs.

Final studies and policies are being developed at the same time as the CPPS, and the entire area is intended to be ready for development by the time the CPPS is complete.

The precinct is divided into three mixed-use districts, each with a particular focus. To the west, near the Peel Memorial Hospital is the health focus district, where new development will pay special consideration to accessibility and will provide health-related products and seniors’ services, and is expected to support 12,600 residents. The central area is the family focus district, which will include a wide variety of unit types and sizes, as well as community services, to serve families of all ages and sizes. That district is expected to support a population of 23,400 residents. The furthest-east area, adjacent to Highway 410, is the business district, which will include 24-hour social and economic activity, will offer space for

businesses, and will support a population of 22,800 residents.

Yeung says the development of this precinct plan is what makes the CPPS so valuable. Because the city is setting such a clear vision and clear policies for development, development proponents only need to consider their own sites and ensure they meet the requirements of the precinct plan.

“When a developer comes in looking at the by-law, they’ll get a clear idea of what will be supported. But at the same time, it gives them some flexibility,” says Yeung. “For example, when development comes in, [if the applicant says they] want to do a little bit more height, a little bit more density, or slight changes to location on the building and stuff like that, staff would have the authority to do that without going through a public meeting or [a] very extensive process because it’s delegated for staff to do those minor amendments.”



Map of the Brampton lands that the Queen Street East Precinct community planning permit system will apply to.

SOURCE: CITY OF BRAMPTON

PREPARING FOR A SMARTER COMMUTE

CONTINUED FROM PAGE 2

done in cities and regions across North America. Hamilton is also looking to see how cities closer to home, including Waterloo and Ottawa, have run similar programs without any federal or provincial funding.

Their approach has focused on realizing that one-size does not fit all when it comes to how employees get to work. Recognizing that the commuting needs of shift workers in heavy industries vary greatly from those of 9-5 office employees or university staff working irregular hours, the city has worked with businesses to create customized travel plans. Through a survey sent to all staff members, city staff gets a clearer sense of the existing travel choices made by employees, where they commute from, and what modifications to their commute they are prepared to make. After that, Topalovic said, his team presents their travel plan and conducts a follow-up months later to ensure the plan was accurate or to tweak it if necessary.

In **York Region**, the Metrolinx funding announcement gave council and regional staff an

opportunity to see not only if Smart Commute had been working as advertised, but whether it was worth the effort to maintain. “Anytime you’re losing funding, you have to take a fresh look and see whether or not the services is still valuable,” said York’s manager of transportation development planning, **John Kazilis**.

He told *NRU* that after reviewing several options for Smart Commute’s future, staff recommended (and council voted) to broaden it, expanding the program from a carpooling initiative for businesses to a community-based model open to all residents interested in reducing their commute times and GHG output. Now, York staff is working with local primary schools, school boards, and parent groups to reduce morning and afternoon congestion around schools, and helping to encourage GO Transit riders to discover alternate ways of getting to and from GO stations during peak commuting times.

“This is really an opportunity to have more of an impact within our community,” Kazilis said. “And it was really an opportunity for us to take a fresh look at the programming

and see how we can make it more effective, because it hadn’t changed in a number of years.” Since its inception, Smart Commute participants in York Region alone had prevented the release of 2.6 million tonnes of GHGs and saved an estimated \$4.7 million in commuting costs. In **Durham Region**, annual single-occupancy vehicle trips are down by almost 22,000, reducing yearly GHG emissions by 86 tonnes.

Peel Region is also looking to make the benefits of Smart Commute available to everyone. Working with municipal partners Brampton, Mississauga, and Caledon, the region is spreading the word that better alternatives to SOV trips abound. “We need to find a way to make it easier for people [to avoid using their car]”, said Peel Region’s transportation demand management specialist **Judy Yack**. Smart Commute is a “great opportunity for us to showcase how we have this vision and together we’re trying to implement it,” she told *NRU*. “We may have had a little setback with Metrolinx,” Yack said, but the program is widely used and capable of changing community behaviour.

For Hamilton’s Topalovic, questions remain about how regions and cities will make up the funding shortfall, likely through existing public resources or by seeking out new private sources. But the transportation demand management at the core of

Smart Commute was always too essential to the GTHA’s prosperity to let the program end. “This was really a core service when we think about transportation planning – it’s not really a nice-to-have,” Topalovic said. “That’s why we’re continuing on with the program. It would be very difficult to stop doing it because all of our regional and local plans say that this is one of the most important tools for North American cities to manage their travel.”

Andrew Reeves wrote this story on assignment for NRU. 🌱

GROWING CONCERNS

CONTINUED FROM PAGE 1

2018 on a platform of halting overdevelopment in the city, especially in the downtown area. The downtown concept to be considered Thursday comprises the waterfront area generally bound by Maple Street and a hydro corridor to the west, land just east of Martha Street to the east, and land north along the Brant Street corridor to Prospect Street. The land use study adopted this week includes the entire ICBL area, which consists of the lands north along the rail corridor up to the Queen Elizabeth Way and east along Fairview Street, as well as the lands being

Clockwise from top right:

Map of the study area for the interim control by-law land use study prepared by Dillon Consulting. The area shaded in orange is also subject to the preliminary downtown concept, prepared by SGL Planning & Design.

SOURCE: CITY OF BURLINGTON
PREPARED BY: DILLON CONSULTING

Map of the amended downtown land use precincts, showing the changes recommended by SGL Planning & Design in their preliminary land use concept being considered by community planning January 16.

SOURCE: CITY OF BURLINGTON
PREPARED BY: SGL PLANNING AND DESIGN

Map of the area subject to Burlington's interim control by-law which froze downtown development for a year when it was passed in March of 2019.

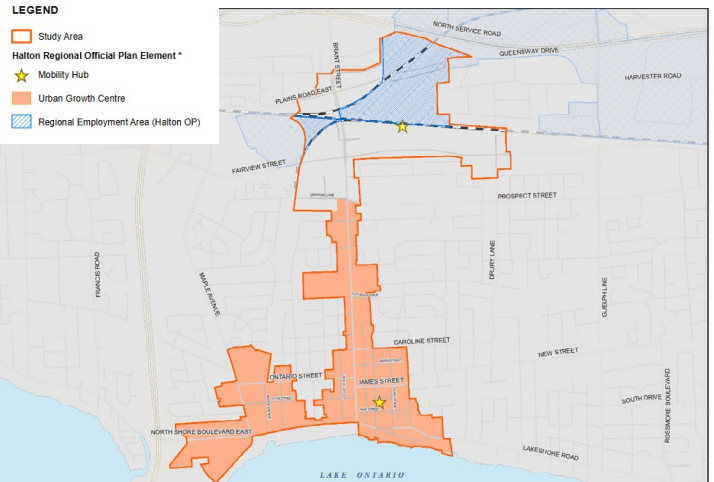
SOURCE: CITY OF BURLINGTON

considered by the downtown concept.

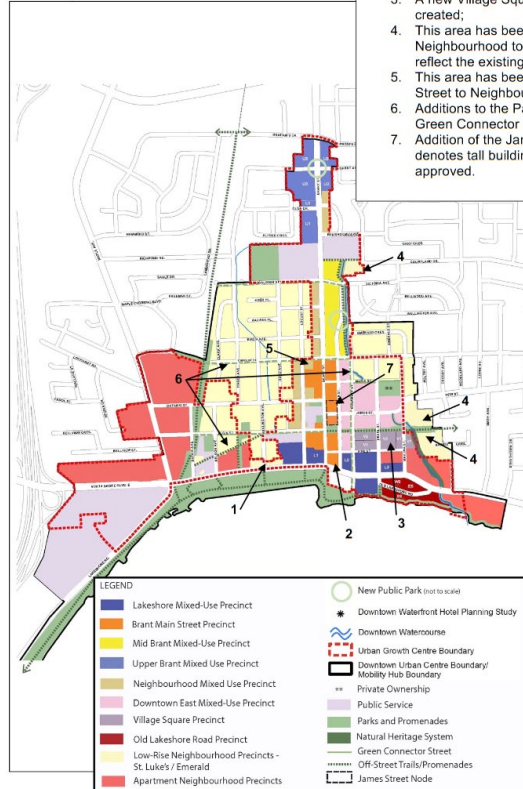
The ICBL adopted in March includes an option to extend it for another year to allow more planning work to be conducted. However, Meed Ward says council "definitely will not be" extending it.

The policies of the land use study prepared by Dillon are centred around which areas are considered Major Transit Station Areas (MTSAs) in Burlington. The *Growth Plan for the Greater Golden Horseshoe* does not identify

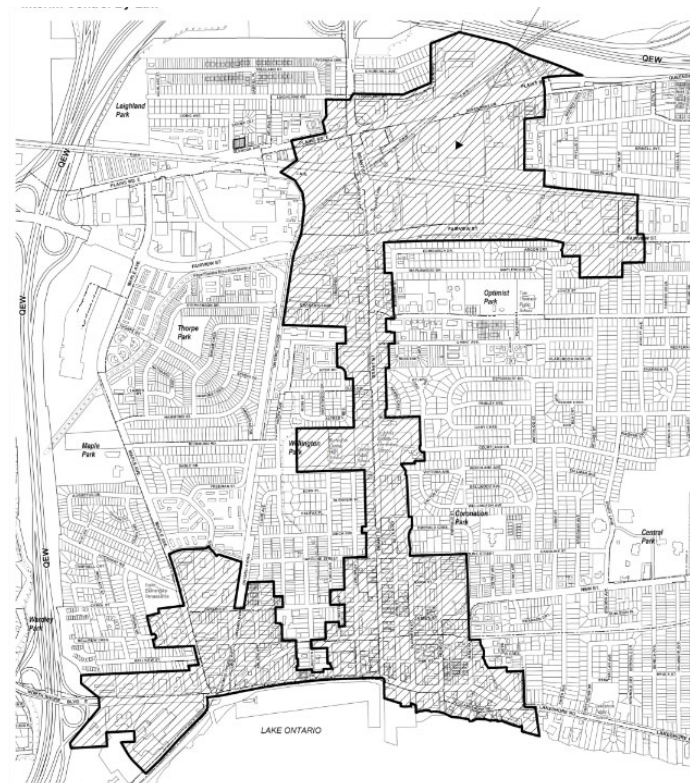
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Preliminary Land Use Precincts



1. This existing low rise area has been changed from Apartment Neighbourhood to Low Rise Neighbourhood;
2. The block has been chaged from Lakeshore Mixed Use to Brant Main Street;
3. A new Village Square Precinct has been created;
4. This area has been changed from Apartment Neighbourhood to Low Rise Neighbourhood to reflect the existing 2 and 3 storey built form;
5. This area has been changed from Brant Main Street to Neighbourhood Mixed Use Precinct;
6. Additions to the Parks, Promenades, Trails and Green Connector Streets; and
7. Addition of the James Street Node which denotes tall buildings under construction and approved.



GROWING CONCERNS

CONTINUED FROM PAGE 5

specific MTSA, but does set out policies specifying how municipally-identified MTSA should be planned, such as requiring a density of 150 residents and jobs per hectare in such areas. In addition to the Burlington station, there are two other GO stations in Burlington—Aldershot Station, located at 1199 Waterdown

Road, and Appleby Station, located 5111 Fairview Street. Dillon found that the area around the John Street Bus Terminal at 430 John also operates as an MTSA, although it serves far fewer riders than the GO stations do. The study found the Aldershot and Appleby GO Stations should be where high-density

development is concentrated in Burlington, which Meed Ward says she agrees with.

“The policy recommendations that are coming out of that [land use] study relate to the creation of a major transit station typology that is proposed to be added to the city’s existing official plan that sets out a framework that distinguishes the MTSA on the GO line, of which we have three, from the downtown bus terminal MTSA,” Burlington interim control by-law land use study manager **Rosa Bustamante** told *NRU*. “There’s

[also] other policy amendments that seek to strengthen the wording and the relationship between land use and transit in our official plan, [to] provide more robust... development criteria for applications within the study area, and [to] address any inconsistencies or gaps within the official plan that have been identified through the study.”

The land use study, which considers the existing official plan and zoning by-law amendments. Some of the

CONTINUED PAGE 7

Clockwise from top right:

Proposed land use plan for the interim control by-law area.

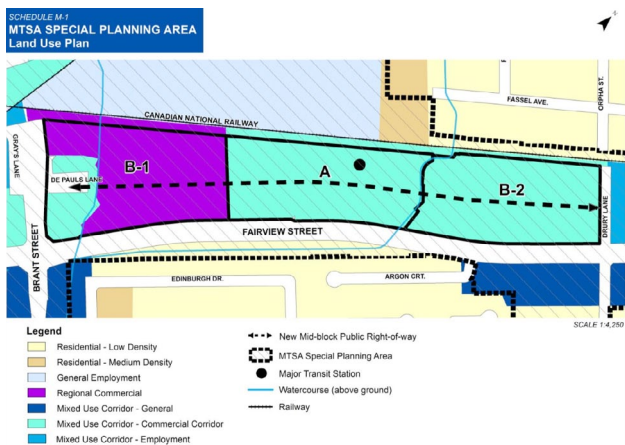
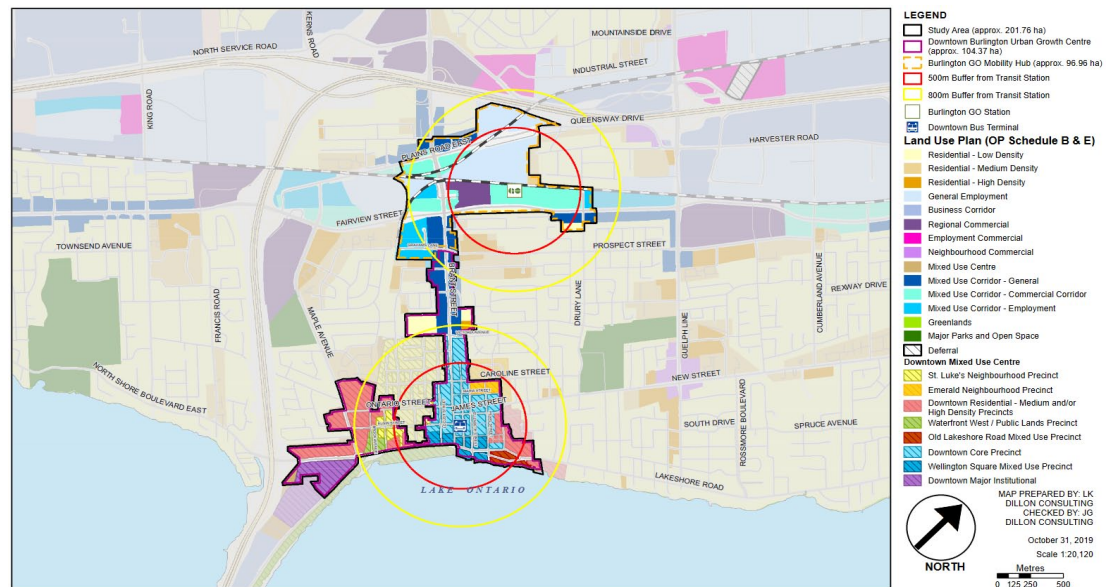
SOURCE: CITY OF BURLINGTON
PREPARED BY: DILLON CONSULTING

Existing building heights in downtown Burlington range from 1-22 storeys.

SOURCE: CITY OF BURLINGTON
PREPARED BY: DILLON CONSULTING

Map of the special planning area intended to ensure City of Burlington’s development vision for the area near the Burlington GO Station is achieved prior to the creation of a secondary plan for the area.

SOURCE: CITY OF BURLINGTON
PREPARED BY: DILLON CONSULTING



GROWING CONCERNS

CONTINUED FROM PAGE 6

proposed policies for official plan amendments include ensuring built form and land use compatibility and ensuring that development is consistent with existing policies, ensuring transit-supportive development and complete communities, creating new policies for MTSA's, such as secondary plans, developing criteria to evaluate development applications in MTSA secondary plans, and updating definitions from the existing official plan.

The zoning by-law amendment (ZBA) is specific to a special planning area near the GO Station, bound by Fairview Street, Brant Street, Drury Lane, and the CN Rail line. Planning staff are preparing a secondary plan for the GO Station area, but that was put on hold to allow for the completion of this larger planning vision. The ZBA

includes minimum 30-metre tall building separations and maximum 750-square metre tower floorplates, and specifies height variations between tall buildings on the same site, multi-modal connections to the GO Station, requires that new parks and open spaces be surrounded by developments which respect that use, requires a minimum of two land uses for properties and specifically requires office.

The preliminary planning vision proposes changes to the city's downtown precincts to adjust land uses to better reflect both the city's vision and the way development has occurred historically in the areas. More specific policies for the preliminary downtown concept have not been determined yet. While those specific policies may be informed by the ICBL study amendments, staff will be

preparing them primarily based on the needs of the area and on SGL's findings.

"Generally, we are looking at a land use vision and a built-form concept. So it's setting up the bones of our downtown before we start going into detailed policy development," Burlington official plan policy planner **Thomas Douglas** told *NRU*. "It would be too early to say [what the specific policies would be] because we haven't done the policy phase yet."

Douglas says policy development for the new official plan will begin upon council approval of the preliminary concept, and staff intend to report back with policy details sometime this spring.

Several members of the

development industry have expressed significant concern with Burlington's approach to planning for the downtown area. **Hamilton Halton Home Builders Association** executive officer **Suzanne Mammel** told *NRU* that many of the proposed policies within the preliminary concept limit development so much on many sites that property owners are unlikely to see significant financial return on their projects. She says while she understands this council was elected to slow down growth, especially downtown, she feels that the proposed policies will simply stop growth altogether, rather than provide the kind of guided development council wants to see.

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Prime Real Estate Development Opportunity

Invitation for Offers to Purchase

LAND PARCEL APPROVED FOR MIXED-USE ON YONGE STREET IN RICHMOND HILL, ONTARIO

RSM Canada Limited, in its capacity as Court-appointed receiver and manager (the "Receiver") of 2305992 Ontario Inc. (the "Debtor") invites offers for the purchase of the Debtor's right, title and interest, if any, in the property municipally known as 9740, 9750 and 9760 Yonge Street in Richmond Hill, Ontario. The property is comprised of an approximately 2.1-acre parcel of land, which is zoned for mixed (residential/retail) condominium project use.

All offers must be received by the Receiver at the address set out below, on or before 12:00 noon (EST – Toronto), February 13, 2020.

For further information and in order to obtain a confidentiality agreement, please contact:

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The Town of Aurora is currently seeking a **Senior Policy Planner** to join our Planning and Development Services Department.

If you are interested in this position, click [here](#) to review the posting details.

The application deadline is **January 20, 2020**.

GROWING CONCERNS

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“In its current form, we would be forced to appeal it,” says Mammel. “Many of our members are saying, ‘We just won’t build... We’ll do our existing projects, and we won’t build’ because... [of] what they’re proposing. I believe the word that one of the builder members used was ‘It sterilizes my property and I won’t bother building anything.’”

Building Industry and Land Development

Association (BILD) policy and advocacy manager **Carmina Tupe** declined to be interviewed for this story, but told *NRU* that BILD is “in alignment with HHHBA’s position on these issues.”

One of the policies Mammel says is a major issue is the proposed requirement for all buildings along Brant Street to include a 20-metre tower step-back. She says many properties along Brant are only around 50 metres deep, and the loss of so much space would mean that residential units or commercial space in that building would need to be very expensive to make up for the reduced revenue resulting from being able to build fewer units.

“It makes for a very expensive form of construction and I’m not sure that they’ve looked at that. I believe that they’ve looked at this purely

from the perspective of trying to make downtown look as similar as it does now while trying to add some density,” says Mammel. “And I think in doing so, they’ve really limited the opportunities for great design... If everything has that [step-back requirement], everybody will end up building to the maximum [site permission] because it’s so stringent, if they even build it all.”

Meed Ward says the city has not received formal submissions from landowners or developers saying they will not pursue projects on their sites due to the proposed policy changes. She says she has seen numerous development applications downtown that achieve council’s vision for the area.

Mammel adds that she also has concern with the justification for many of the policies, including the step-backs. She says the city’s stated reasoning for many of its policies, including the step-backs, is “flawed”. She adds that the first time most home building industry members received the final policy items and studies was with the release of Burlington’s committee agendas January 9, so they have not had much time to review the policy proposals.

“They weren’t able to answer our questions as to why they use 20 metres, which was a little bit disconcerting,” says Mammel. “They’ve said they’ve done that [because] it creates the proper scale [for walkability], and it’s good planning, and you know, we said to them ‘Other people aren’t doing this. We’re not aware of anywhere else that does this.’ And so, are you suggesting that everywhere else isn’t good planning and is inappropriate and doesn’t have scalability?”

Meed Ward says that given that the development industry has not supplied the city with affordable, appropriately-scaled development to this point, she has no reason to expect

that would change without significant policy alteration. She says the policies are mostly intended to give the city more control over the form and scale of development that happens.

“We’ll still allow growth downtown,” says Meed Ward. “But we want to be the masters of that, not constantly respond to overdevelopment applications, as has been the case for a number of years.”

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COMMITTEE AGENDAS



DURHAM

[Bowmanville neighbourhood character study amendments proposed](#)

At its January 13 meeting, **Clarington** planning and development committee considered a [report](#) regarding municipally-initiated official plan and zoning by-law amendments to implement the Bowmanville Neighbourhood Character Study. The study

examined parts of the Elgin, Central and Memorial established neighbourhoods in Bowmanville. The proposed planning amendments for these neighbourhoods will introduce regulations relating to lot coverage, height, yard setbacks, landscaped open space, and attached garages, that better reflect existing neighbourhood character.

[Pickering subdivision proposed](#)

At its January 13 meeting, Pickering planning and development committee

considered a preliminary [report](#) regarding applications by **10046043 Canada Inc.** for rezoning and draft plans of subdivision and condominium for 1950 & 1952 Fairport Road. The applicant proposes to develop the site with three freehold detached dwellings and 27 detached dwellings in a common element condominium. 0.72 hectares of the property, containing valley lands associated with the Dunbarton Creek, are proposed for conveyance to public ownership.



HALTON

[Bronte subdivision proposed](#)

At its January 13 meeting, **Oakville** planning and development council considered a public meeting information [report](#) regarding applications by **Vogue Wycliffe (Oakville) Ltd.** for official plan and zoning by-law amendments and draft plan of subdivision for 3171 Lakeshore Road West.

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OFFER SUBMISSION DATE: TUESDAY, JANUARY 21ST, 2020 BY 4:00 PM (EST)
PRINCIPALS ONLY

4 PREMIUM RETAIL PLAZAS

RETAIL INVESTMENT & MIXED USE REDEVELOPMENT OPPORTUNITY

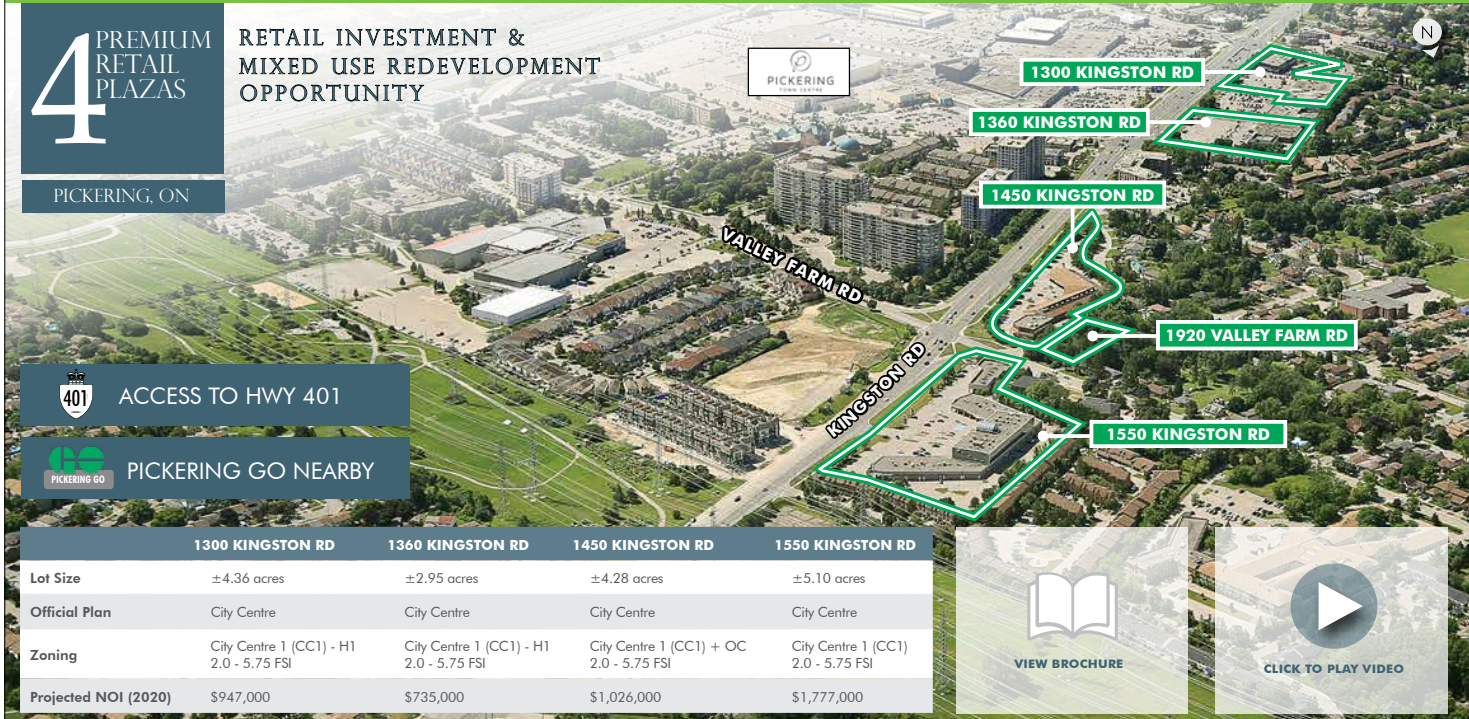
PICKERING, ON



ACCESS TO HWY 401



PICKERING GO NEARBY



	1300 KINGSTON RD	1360 KINGSTON RD	1450 KINGSTON RD	1550 KINGSTON RD
Lot Size	±4.36 acres	±2.95 acres	±4.28 acres	±5.10 acres
Official Plan	City Centre	City Centre	City Centre	City Centre
Zoning	City Centre 1 (CC1) - H1 2.0 - 5.75 FSI	City Centre 1 (CC1) - H1 2.0 - 5.75 FSI	City Centre 1 (CC1) + OC 2.0 - 5.75 FSI	City Centre 1 (CC1) 2.0 - 5.75 FSI
Projected NOI (2020)	\$947,000	\$735,000	\$1,026,000	\$1,777,000



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COMMITTEE AGENDAS

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Vogue proposes to redevelop the property, which is currently occupied by Cudmore's Garden Centre, with 27 townhouses and eight semi-detached dwellings. Access to the subdivision is proposed from an extension of Victoria Street onto the subject site via a cul-de-sac.

North Oakville mid-rises proposed

At its January 13 meeting, Oakville planning and

development council considered a public meeting information [report](#) regarding a rezoning application by **Oakville Urban Core Developments Inc.** for 1005 Dundas Street East and 3033 Eighth Line. Oakville Urban Core proposes two 12-storey buildings containing 562 residential dwelling units.

Burlington OP/ZBL amendments proposed from interim control by-law study

At its January 14 meeting, Burlington community planning regulation and mobility committee considered a [report](#) recommending approval of official plan (OP) and zoning by-law (ZBL) amendments to implement the findings of the Interim Control By-law Land Use Study. The lands in the study area include the Downtown Urban Growth Centre in the southern portion and lands in proximity to the Burlington GO Station in the northern portion.

The study had been initiated to address significant

development pressure within the study area and the role and function of the John Street Bus Terminal as a Major Transit Station Area. The proposed OP and ZBL amendments modify several aspects of the existing planning policy framework for the area, including examination of the planning structure, land use mix and intensity for lands in the study area.

Designation recommended for historic Glen Williams barn

At its January 14 meeting, **Halton Hills** planning, public works and transportation committee considered a [report](#) recommending council

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(Lot lines are approximate)

FOR SALE
18444
YONGE STREET
EAST GWILLIMBURY

Property Details

- 25.968 acres
- Lot Dimensions - 427.48 feet x 2642.25 feet (irregular).
- Excellent location at Yonge Street and Green Lane.
- Site is level and flat, free from any greenspace setbacks.
- Currently tenanted by a recreational user.
- Property has been designated permitting various residential and some commercial uses.

For more information, please contact:
MAX SMIRNIS*
max.smirnis@cbre.com
T+1 416 495 6201

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COMMITTEE AGENDAS

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designate the property at 98 Confederation Road under Part IV of the *Ontario Heritage Act*. The property contains a barn and landscape that formed part of the painting “Old Man in a Rocker” by iconic painter and Group of Seven artist A.J. Casson. Known as the Barrett Barn, the structure was erected in about 1919.



HAMILTON

Refusal recommended for Hamilton multiple dwelling

At its January 14 meeting, Hamilton planning committee considered a final [report](#) recommending refusal of official plan and zoning by-law amendment applications by **Vision Hamilton Inc.** for 125 & 129 Robert Street. Vision Hamilton proposes to build a six-unit three-storey multiple dwelling. The recommendation to refuse is due to the proposal’s lack of conformity with the applicable West Harbour (Setting Sail) Secondary Plan with respect to lot area, coverage, mass and compatibility with neighbourhood character.

Approval recommended for Ancaster retirement home

At its January 14 meeting, **Hamilton** planning committee considered a final [report](#) recommending approval of a rezoning application by **Sunrise Senior Living** for 179, 183 & 187 Wilson Street West. Sunrise proposes a three-storey, 88-room retirement home.



PEEL

Brampton Shoppers World redevelopment proposed

At its January 13 meeting, Brampton planning and development committee considered an information [report](#) regarding rezoning and draft plan of subdivision

applications by **RioCan Management** for 499 Main Street South, which contains the Shoppers World mall. RioCan proposes a mixed-use development consisting of multiple buildings ranging in height from three to 28 storeys. Approximately 5,000 residential dwelling units are proposed, as well as 88,411 m² of non-residential (office, retail and community/institutional) uses.

OPA recommended for Dundas Street right-of-way

At its January 13 meeting, **Mississauga** planning and development committee considered a recommendation [report](#) recommending approval of a city-initiated official plan amendment (OPA) for the Dundas Street right-of-way. The OPA follows council’s 2018 endorsement of the Dundas Connects Master Plan, a

RioCan Management’s redevelopment proposal for Shoppers World mall, Brampton.

SOURCE: CITY OF BRAMPTON



land use and transportation study for the Dundas Street corridor, which provides a planning framework for future development, as well as transit and public realm improvements. The OPA will provide for the widening of the Dundas Street right-of-way across the City from generally 35 metres to 40-42 metres.



YORK

Newmarket proposes ward boundary review

At its January 13 meeting, Newmarket committee of the whole considered a staff [report](#) recommending council proceed with a review of the town’s ward boundaries. Recent and projected population growth across the town is anticipated to result in increasing population variances among the existing wards, which were implemented following the 2003 municipal election. Staff are recommending council proceed with a request for proposals to engage a consultant to conduct a ward boundary review in advance of the 2022 municipal elections. 🌱

LPAT NEWS

SETTLEMENT APPROVED FOR BRAMPTON SUBDIVISION

In a January 9 decision, LPAT member **John Douglas** allowed appeals, in part, by **National Homes (Goreway) Inc.** against the **City of Brampton's** failure to make decisions on its applications for official plan and zoning by-law amendments, draft plan of subdivision, and site plan approval for 9149 Goreway Drive.

National Homes initially proposed to develop the vacant 4.05-hectare site with 168 townhouses. In the lead-up to the hearing, a settlement was reached between National Homes, the City, and nearby landowner **Alpa Stone Inc.** for a revised proposal for a 139-unit townhouse development, with increased areas set aside for parks, stormwater management, a watercourse channel, and a new 16.5-metre-wide municipal road.

A portion of the lands at the northeast corner of the site, adjacent to a tributary of the Humber River, are to be dedicated to a public authority as open space blocks. The new municipal road is proposed to extend into the site via the adjacent property to the north, which is planned to be developed in an integrated manner at a future date.

Planner **Mark Bradley** (**Glen Schnarr & Associates**)

provided evidence on behalf of National Homes, in support of the settlement. He indicated that an amendment to the Goreway Drive Corridor Secondary Plan is required to re-designate the site from “Intermediate Office” and “Highway and Service Commercial” to “Medium-High Residential” and “High-Density Residential”.

Overall, Bradley testified that the amended proposal conforms to and is consistent with the prevailing planning policy context and represents good planning. The Tribunal accepted his uncontested evidence and allowed the appeals, in part.

Solicitors involved in this decision were **Ira Kagan** and **Kristie Jennings (Kagan Shastri)** representing National Homes (Goreway) Inc., **Natalie Ast** and **Christopher Tanzola (Overland)** representing Alpa Stone Inc., and city solicitor **Matthew Rea** representing the City of Brampton. [See LPAT Case No. [PL171155](#).]

SETTLEMENT APPROVED FOR ALDERSHOT MID-RISE

In a December 31 decision, LPAT member **Hugh Wilkins** allowed appeals, in part, by **Chelten Developments** against the **City of Burlington's** failure to make decisions on its official plan and zoning by-law amendment applications for 92

Plains Road East.

In March 2016, Chelten submitted applications for a four-storey mixed-use development with surface parking, 341 m² of ground floor office space and 24 residential units above. Chelten appealed council's failure to render a decision on the application in March, 2018.

Subsequently, a settlement was reached for a revised proposal that responds to concerns that city staff expressed about the original proposal. The revised proposal incorporates underground parking, and its height has increased to six storeys, with a seventh-storey terrace. The proposal includes 183 m² of ground floor office space and 49 residential units above.

Planner **Andrew Palumbo** (MHBC) testified on behalf of Chelten, in support of the settlement. He indicated that the revised proposal is massed to fall within a 45-degree angular plane from the adjacent residential properties, achieving compatibility with the surrounding physical context. He also opined that the development is appropriate given the site's location on a designated urban growth corridor and its proximity to the Aldershot GO station.

Nearby residents **Julie van Tol** and **Tom Muir** opposed the settlement and described the proposal as too large given its

existing surrounding context. They expressed concerns with massing, ventilation fumes, shadowing, privacy, and impacts on trees.

Based on Palumbo's uncontroverted evidence the Tribunal found in favour of the settlement and allowed the appeals, in part, approving the proposal as amended.

Solicitors involved in this decision were **Meaghan McDermid** and **Nadia Kadri (Davies Howe)** representing Chelten Developments Inc., and city solicitor **David Klacko** representing the City of Burlington. [See LPAT Case No. [PL180373](#).] 