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WEDNESDAY,
OCTOBER 14, 2020

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No. 41

■ YORK REGION CONSIDERS EMPLOYMENT LANDS ALONG ITS 400-SERIES HIGHWAYS

EYES ON THE GREENBELT

Rob Jowett

York Region is once again looking at how lands within the Greenbelt could support economic growth for the municipalities through which the province's 400-series highways run. However, critics are adamant that protected means protected and there is no justification for permitting development on these invaluable lands.

At its meeting October 22, York Region council will consider a staff report requesting the **Ministry of Municipal Affairs and Housing** develop a process to allow municipalities to access strategically located employment lands, including those located within the *Greenbelt Plan*. The lands determined to be strategically located fall along Highway 400 in **Township of King** and along Highway 404 in the **Town of Whitchurch-Stouffville**, the **City of Richmond Hill**, the **Town of Aurora**, and the **Town of East Gwillimbury**.

The request includes the ability to service lands within the Greenbelt

“The interest of York Regional Council has been to explore potential use of these lands for employment purposes given their strategic location in proximity to major transportation corridors,” York Region planning and economic development director **Sandra Malcic** told *NRU*. “For the purposes of long-term economic viability, Regional Council has previously requested the province consider defining a process to access strategic lands if a need is determined. This is not something that can be done through a municipal official plan update, as that process must conform with provincial plans.”

The process the region is requesting would allow municipalities to identify the need for employment growth on lands located near major interchanges through

a municipal comprehensive review. The province would develop a standardized method to assess the needs of the municipality and to balance economic growth with environmental protection.

The *Greenbelt Plan* was adopted in 2005 by the provincial government to

contain growth in the GTHA and to protect farmland and natural heritage systems. New development in the over 400,000-hectares of protected land is effectively prohibited. York Region has made several requests to the provincial government to put a process

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Rendering of RioCan's proposed mixed-use, multitower Shoppers World Brampton redevelopment, which would include 5,000 new residential units, a school, a library, a recreation centre, a daycare, arts and cultural spaces, and a community hub. Once built out, 100,000 people would walk and work within the twenty-minute neighbourhood around the development. See story, page 4.

SOURCE: CITY OF BRAMPTON
ARCHITECT: QUADRANGLE



UPCOMING DATES

OCTOBER

- 14 Brampton Council, 9:30 a.m.

Durham Region Committee of the Whole, 9:30 a.m.

East Gwillimbury Special Council, 10:00 a.m.

Hamilton Council, 9:30 a.m.

Markham Council, 1:00 p.m.

Mississauga Council, 9:30 a.m.

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

Vaughan Committee of the Whole (Closed Session), 5:00 p.m.
- 15 York Region Committee of the Whole (Special Meeting), 9:00 a.m.
- 19 Ajax Council, 7:00 p.m.

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

Clarington General Government Committee, 9:30 a.m.

King Council/Committee of the Whole, 6:00 p.m.

Markham General Committee, 9:30 a.m.

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

Newmarket Special Committee of the Whole, 1:00 p.m.

Oakville Council, 6:30 p.m.

Uxbridge General Purpose & Administration Committee, 10:00 a.m.

Whitby Committee of the Whole, 7:00 p.m.
- 20 Caledon Committee of the Whole, 2:30 p.m.

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

East Gwillimbury Council, 10:00 a.m.

BENCHMARKING MUNICIPALITIES



Rob Jowett

While many GTHA municipalities are advancing projects to improve their development approvals processes, unnecessary delays, additional fees, and uncertainty for applicants around the processes for submission are adding significant costs that contribute to keeping housing prices high, according to a recent study by the **Canadian Home Builder's Association (CHBA)**.

In a [report](#) released September 22 and prepared by **Altus Group** for the CHBA, the development approvals processes for municipalities across the country are compared and ranked to determine which municipalities are the easiest to develop in and which are the most challenging. The study evaluates municipalities according to three categories—planning features (the overall ability to get a development approved), government charges,

and approval timelines. The study also examines the overall impact of all of these factors on final development costs.

“[We’re] trying to get an understanding of some of the factors and policies and approaches municipalities are taking that could have an impact on housing affordability,” Altus Group economic consulting research, valuation and advisory senior director **Daryl Keleher** told *NRU*. “Things like quantifying the amount of government charges that a new housing development would be subject to and comparing those. Looking at things like planning approvals timelines, to get an idea of how long it’s taking for municipalities to get project approvals turned around.”

Ensuring the development approvals process is as smooth and obstacle-free as possible is vital to keeping housing costs low, **Residential Construction Council of Ontario** president

Richard Lyall told *NRU*. He says delays and uncertainty in the system can add months to project timelines, raising the overall cost by hundreds of thousands of dollars while slowing down the ability of developers to deliver final products.

“We do have a housing crisis, and we have an affordability crisis,” says Lyall. “If you have an inefficient system that has considerable built-in delays to producing new housing, and some of them are time delays, well, time is money.”

The study ranked 23 Canadian municipalities according to ease of developing there. In the GTHA, the **Town of Oakville** was overall the highest ranked municipality, tying for seventh nationally and tying for first with the **City of Toronto** in the planning approvals category. In overall rankings, the **City of Hamilton**

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BENCHMARKING MUNICIPALITIES

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was ranked 12th, Toronto and the **City of Pickering** tied at 14th, the **City of Brampton** was ranked 18th, the **City of Markham** was ranked 19th, and the **Town of Bradford-West Gwillimbury** was tied for 20th. Nationally, the **City of Regina** was ranked first overall.

Keleher says that some of the greatest challenges for developers navigating the development approvals process is in the clarity of what municipalities consider a complete application. He says that many municipalities ranked very low in the 'planning features' category simply because it is difficult for applicants to determine exactly what is expected of them at various stages in the planning application process. He adds that many municipalities do not make their data, such as mapping information, readily available and that creates for challenges in completing studies that are underway.

"[A municipality] can make that pre-submission stage go more smoothly by getting clear terms of reference for what studies are required, giving a list of what studies are required for certain application types, and then for those studies, what are municipalities looking to see in those studies," says Keleher. "It's really kind

of making that pre-submission stage as smooth as possible to reduce the amount of submissions that might be required later on."

Keleher adds that the study did not consider the length of time spent during non-municipal procedures such as provincial approvals or through court-reviewed processes such as the **Local Planning Appeal Tribunal** as municipalities are not responsible for administering these and applications can be appealed for a wide variety of reasons.

The study also quantified the effects of each of the factors considered in the study on the final cost of development in each municipality. For high-rise development scenarios, the study found that each month spent within the approvals process added an average of \$216,300 to the cost of a project, and an average of \$351,500 to the cost of a project for low-rise development scenarios. These costs include additional labour time, vacant land taxes, inflation, wage, and material price increases, carrying cost of loans, and increased municipal charges.

Town of Oakville planning services director **Mark Simeoni** told *NRU* that the

town has been working to overhaul its planning approvals since 2018 in order to better serve both residents and customers. He says the town recently undertook a project to upgrade its development approvals process and to improve communication with both proponents and community members.

"Planning and interaction with development is an interactive and always-changing environment," says Simeoni. "[We have] a lien-based process to take a customer's perspective toward the development processes and try to improve the timeframes and the communication, not only from a customer standpoint, but also from a citizen standpoint about the entire development process."

Simeoni says the Town of Oakville's work had to be accelerated this year due to the COVID-19 pandemic. A state of emergency declared in Ontario March 17 required all employees work from home whenever possible, necessitating that development approvals all be submitted electronically and all meetings between planning departments and development applicants be held virtually, along with community information and consultation meetings. Lyall says the pandemic has forced municipalities to accelerate plans to digitize their planning approvals systems, which he says will help to reduce timelines and to improve efficiency overall.

"The answer to [this challenge] lies with modernizing and digitizing the process," says Lyall. "The logic follows that if you have a process that is much more predictable, transparent, and accountable, that will encourage more investment in the market because it's easier to analyze your potential risk and look at what your potential return on investment is."

Keleher says many municipalities are working to improve their internal processes to reduce barriers to development as they can see the benefits as well. He says he agrees that the COVID-19 pandemic has greatly accelerated the pace of ongoing work and has forced municipalities to work harder on digitization and modernization of their processes.

"[Planning departments] don't want to be bogged down with all this paperwork either," says Keleher. "And so, they have enough of an incentive, I think, to make these improvements. And it seems like a lot of them are underway. But the effect of those remains to be seen." 🌱

THE REINVENTION OF UPTOWN BRAMPTON



Marc Mitanis

City of Brampton’s 2040 Vision is guiding a fundamental shift in land use that will transform Uptown Brampton from a car-dependent community into an urban transit-oriented gateway to the city.

RioCan’s proposed mixed-use, multi-tower redevelopment of **Shoppers World Brampton** at the corner of Hurontario Street and Steeles Avenue will serve as the anchor of Brampton’s Uptown Core, one of three walkable and complete communities planned for Uptown Brampton.

“[Uptown Brampton] is providing the opportunity to implement what the 2040 vision sketched out,” City of Brampton director of policy planning **Robert Bjerke** told *NRU*. “The Uptown is the gateway into Brampton. With the new LRT infrastructure going in, it’s an exciting time.”

As set out in the city’s [Brampton 2040 Vision: Living the Mosaic](#), the Uptown Core is envisioned as a 20-minute neighbourhood: a walkable, inclusive, and healthy community which emphasizes

living locally. In 20-minute neighbourhoods, residents are afforded the amenities and resources to meet most of their daily needs within a 20-minute walk from their homes.

The Shoppers World Master Plan proposes 5,000 new residential units and a community hub with a school, library, recreation centre, daycare, arts and cultural spaces, and ancillary public uses. Once built out, 100,000 people will walk and work within the 20-minute neighbourhood.

Brampton’s Uptown Framework Plan imagines additional 20-minute neighbourhoods within the Uptown East and Uptown South precinct plan areas. Located

at the site of the existing **CAA Centre** at Kennedy Road and Highway 407, the Uptown East precinct will be supported by upgraded multi-purpose sports and conference facilities, a cricket stadium, and a future ZUM route extension and **407 Transitway** station.

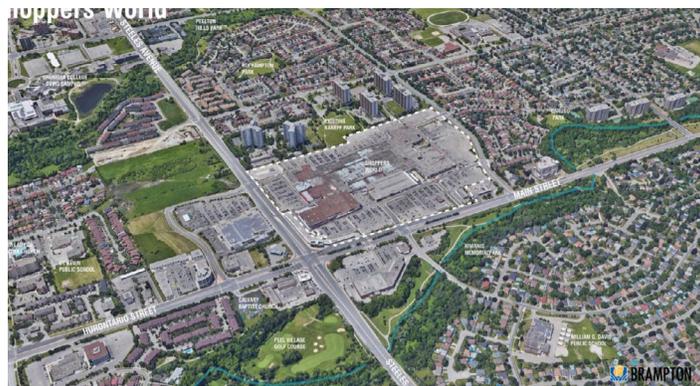
The planned Hurontario Light Rail Transit (LRT) stop at Hurontario and Steeles is recognized in the **Metrolinx** 2041 Regional Transportation Plan and the Brampton Official Plan as a Gateway Mobility Hub, where high-density growth is proposed to be coupled with pedestrian and cycling infrastructure. Expected to enter service in 2024, the anticipated arrival of the Hurontario LRT is triggering a

complete makeover of Uptown Brampton.

The Uptown South precinct at the Davis Campus of **Sheridan College** will also be serviced by the LRT. A neighbourhood currently defined by its educational spaces, community centres, and court houses, the precinct plan aims to attract new residents to Uptown South through enhanced public spaces, prioritized pedestrian movement, and an accessible internal transportation network.

“Many of these places are slowly evolving,” City of Brampton manager of urban design **Yvonne Yeung** told *NRU*. “When you’re arriving

CONTINUED PAGE 5 ■



Aerial photograph showing the location of Brampton’s Shoppers World shopping mall at the corner of Hurontario Street and Steeles Avenue. In October 2019, RioCan submitted plans to redevelop the property into a mixed-use, multi-tower community. The proposed development is key to realizing the twenty-minute neighbourhood and transit-oriented communities planned for Uptown Brampton and laid out in the *Brampton 2040 Vision: Living the Mosaic* report.

SOURCE: CITY OF BRAMPTON

UPTOWN BRAMPTON

CONTINUED FROM PAGE 4

from Mississauga along the LRT, the first thing you see will be Uptown South, but the most energy you see in the long-term will be at Steeles and Hurontario.”

The 20-minute neighbourhoods at Uptown Core, Uptown East and Uptown South will be connected by enhanced road, pedestrian and cycling infrastructure, including creek trails.

“It’s very groundbreaking,” Yeung told *NRU*. “This is the implementation of the Brampton 2040 vision, and [we’re] using that to celebrate the new growth model for transit-oriented communities.”

Urban Land Institute executive director **Richard Joy** told *NRU* an urbanization of the suburbs is taking place across the region, and the traditional sprawling shopping mall is a prime candidate for reinvention.

“The frontier of growth in the GTHA has been increasingly in the last 20 years an urban frontier and not a suburban greenfield frontier,” Joy told *NRU*. “You’re seeing a market that wants more urban opportunity. There’s no other place for that frontier to realize itself than these large tracts of properties, which have probably had their peak in terms of their viability as shopping malls.

We’re seeing the reinvention of the shopping mall in the context of rejuvenated urban development.”

Joy said the adoption of urbanist principles in a suburban environment is a trend that other cities across the continent aren’t experiencing to the same degree as the GTHA. “We’re seeing more urbanism in the suburban post-war metro than really anywhere else in North America,” Joy told *NRU*. “That’s just an incredible story for us. This is not a North American-wide phenomenon, as much as it might be a North American-wide aspiration.”

The development of Uptown Brampton is being informed by provincial, regional, municipal, community, and private-sector stakeholders, with the common goal of creating vibrant transit-oriented communities. A virtual townhall on transit-oriented communities hosted by the Urban Land Institute last week included a diverse range of voices from government and the private sector, including Brampton Mayor **Patrick Brown**, associate **Minister of Transportation Kinga Surma**, Brampton South member of parliament **Sonia Sidhu**, and RioCan senior vice-president of development **Andrew Duncan**. Joy told *NRU* the coordination and alignment taking place

between all actors involved in the process is “somewhat unprecedented.”

“You do not see this kind of excitement that crosses the development landowner side of the equation through to the city, province, school board, region, and even public health,” Joy told *NRU*. “This is the kind of sophisticated alignment that’s hopefully on the cutting edge of the future of urbanism. I think Brampton finds itself on that cutting edge.”

The Shoppers World redevelopment proposal was submitted to the city of Brampton in October 2019. To be built in multiple phases, full completion of the plan could take up to 30 years.

“There’s certainly lots of change coming and we want to make sure we’re collaborating with all of the partners we can to learn from some of the things that have happened elsewhere, both good and bad, and also [to] make sure the services are there throughout,” Bjerke told *NRU*.



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CONNECTING WITH THE PUBLIC



Marc Mitanis

The Town of Newmarket is transforming its 11.6-acre Mulock Property at the northwest corner of Yonge Street and Mulock Drive into a new public park. Late last month, Newmarket's Committee of the Whole was presented with three design concepts for the park, developed using five guiding principles that emerged following an extensive public engagement process.

The Mulock Property contains the former residence of politician, lawyer, educator, agriculturalist, and philanthropist, Sir William Mulock. The property was visited by a number of dignitaries and influential historical figures in the past, including Frederick Banting and Edward VIII, and it remained with the Mulock family for six generations.

The Town of Newmarket purchased the Mulock Property in October 2018 with the intention to preserve the designated heritage house on the site. In October 2019, Newmarket partnered with PLANT Architects and public engagement experts PROCESS to lead the visioning consultation and concept master plan development for creating a

public park on the property.

"I don't think I've ever worked on anything in the town that has had more public engagement and input and in different forms and formats," Newmarket mayor John Taylor told *NRU*. "I just really want people to be engaged and excited because this is a big responsibility. We're building a space that's going to be there for generations to come. We want to make sure we get it right."

Community consultations informed the creation of five guiding principles to shape the project—make it a destination, keep it natural, root it in diverse histories and look forward, create inclusive and accessible spaces, and connect it to the town. The three culminating design concepts share similar features, including trails, gardens, water features, and recreational opportunities.

'An Energized Mulock' proposes The Village Green, an active park with natural play zones, running paths, a skating trail, yoga area, a fire pit, a food market and café, and an interactive water feature. 'An Expressive Mulock' proposes The Culture Hub, with performance spaces, art installations, a sculpture garden, and artist residencies striving to inspire creativity. 'A Peaceful Mulock' features The Arboretum, which would include a conservatory and recreational trails meandering through woods and gardens.

"The three concepts highlight the different things that we heard, but ultimately, we don't want to pit those different concepts against each other," PROCESS principal Sara Udow told *NRU*. "There are opportunities to incorporate aspects of each of the concepts

onto the site."

At a harvest picnic in October 2019, nearly 1,000 members of the Newmarket community were welcomed onto the Mulock grounds to explore the heritage home and the surrounding green space. Udow told *NRU* the picnic was just one piece of the comprehensive engagement work that has been carried out to date.

"Our work is collaborative, inclusive and people-centred. We really try to understand the diversity of perspectives and experiences and how those can be incorporated into the plan," Udow told *NRU*. "A key part of our approach to engagement is education to ensure we have a mutual understanding."

In January and February 2020, the town of Newmarket conducted focus groups, pop-up engagement activities at town events, school workshops, an

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Map showing site constraints identified by community members through a public engagement process on the Mulock Property in Newmarket. Located at the northwest corner of Yonge and Mulock, the property, which includes the former residence of Sir William Mulock, was acquired by the Town of Newmarket in 2018. The town intends to retain the former residence, now a heritage house, and late last month revealed three design concepts for a public park on the property that emerged from extensive public consultations.

SOURCE: TOWN OF NEWMARKET
ARCHITECT: PLANT ARCHITECT

CONNECTING WITH THE PUBLIC

CONTINUED FROM PAGE 6

online survey, and a community visioning workshop. The phase one engagement report was presented to city council in May 2020.

“We’ve never worked with the Town of Newmarket before, and I think that their attention and desire to connect to the public is exemplary,” PLANT Architect founding partner **Lisa Rapoport** told *NRU*. “We’ve never seen anything like this before, so that’s fantastic.”

A separate consultation held virtually in July with neighbours of the property examined possible design solutions to address local concerns. “We had a special meeting just with the neighbourhood to talk about possible traffic calming measures, how they felt about certain kind of uses being adjacent to their property, noise and lighting at night, parking alternatives, all of those kinds of issues,” Rapoport told *NRU*.

Under Newmarket’s Urban Centres Secondary Plan—which will guide development on the Yonge Street and Davis Drive corridors for the next 25 years—the majority of the Mulock Property is designated as parks and open space.

“The Urban Centres Secondary Plan is going to see increased density, particularly at the corner of Mulock and Yonge,” Mayor Taylor told *NRU*.

“Having this large, significant park space will provide so much support for people who will eventually move into this area.”

Taylor said a multi-use path along the hydro corridor to the north and a shuttle service on Yonge would connect the park to Ray Twinney Recreation Complex, located approximately one kilometre northwest of the Mulock Property. “We’re really

trying to make sure [the park] integrates into the existing communities and also plans for future residents.”

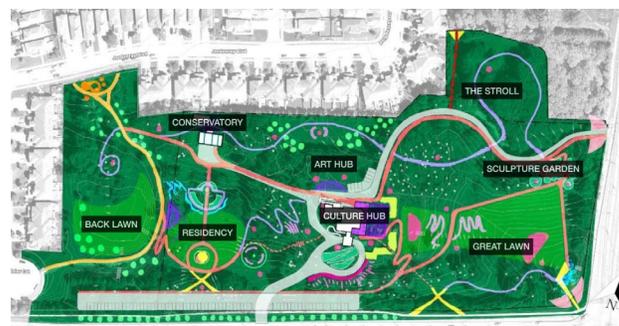
Continued feedback from the community will be used to identify priority elements from each plan, which can be integrated into one final concept. “The public consultations at this point are going to help us understand the level of interest or excitement, or lack thereof, related to some of the more key elements of the eventual final design,” Taylor told *NRU*.

“I am so proud of our community for their ongoing engagement in the landmark

Mulock property,” Newmarket ward six councillor **Kelly Broome** told *NRU*. “Thousands of ideas have been shared and all voices have been heard. This has truly been a collaborative effort and we will all share an enormous sense of pride when our vision becomes a reality.”

The preferred concept will be presented during a Newmarket committee of the whole meeting in November or December. The initial master plan will be presented to council in early 2021, with approval expected in the spring.

“A large part of the way we do our work and the process for this is to keep people engaged for the remainder of the masterplan and to build long-term capacity and stewardship to realize the plan,” Udow told *NRU*. “If people are involved throughout the process, they’ll want to stay involved, have their voices heard, and they’ll also be excited to be part of a plan built for them and by them.”



Map showing proposed amenities of the ‘Energized Mulock: Village Green’ design concept presented to the Town of Newmarket. The concept was one of three that emerged from public consultations on preferred uses for the site. It includes a food market and café, two large lawns, skating and walking trails, and an interactive water feature.

SOURCE: TOWN OF NEWMARKET
ARCHITECT: PLANT ARCHITECT

The ‘Expressive Mulock: Culture Hub’ design concept presented to the Town of Newmarket. This concept includes performance spaces, art installations, walking trails, and sculpture gardens.

SOURCE: TOWN OF NEWMARKET
ARCHITECT: PLANT ARCHITECT

The ‘Peaceful Mulock: Arboretum’ design concept presented to the Town of Newmarket late last month. This concept features hiking and skating trails, two lawns, a conservatory, and a terraced garden.

SOURCE: TOWN OF NEWMARKET
ARCHITECT: PLANT ARCHITECT

EYES ON THE GREENBELT

CONTINUED FROM PAGE 1

in place allowing employment growth along 400-series highways in the Greenbelt, dating back to 2004, but so far, the province has not been willing to consider the requests. Richmond Hill, Whitchurch-Stouffville, East Gwillimbury, and King have also made their own individual requests to remove lands from the Greenbelt between 2013 and 2019.

“At this time, we have not received any formal requests on the matter from York Region,” Municipal Affairs and Housing Ministry media relations and correspondence issues manager **Richard Stromberg** told *NRU*. “The government remains fully committed to protecting the Greenbelt, and as the Minister has made clear—we are not considering any proposals to remove lands from the Greenbelt. We look forward to continuing to work with York Region to accelerate opportunities that create jobs and housing, outside the Greenbelt and the Oak Ridges Moraine. Together, we will get Ontario back on track.”

Town of Whitchurch-Stouffville mayor **Iain Lovatt** told *NRU* that it is necessary to allow employment growth on lands at key intersections along the 400-series highways in order to take advantage of the access to major highways and

to allow municipalities to grow and diversify their tax base. He says permitting employment growth to occur at the three interchanges in the town—Stouffville Road, Bloomington Road, and Davis Drive—could bring as many as 26,000 jobs and as much as \$62-million in tax revenue for the town. Lovatt says this revenue is vital to upgrading aging infrastructure and building new community amenities. He adds that he only wants to see environmentally sustainable industrial and employment development in the Greenbelt, not the urban sprawl that usually comes in the

form of low-density residential developments.

“This is not a free-for-all in the Greenbelt,” says Lovatt. “The three areas that we’ve identified along the 404 are what we call provincially-stranded assets. A billion dollars of infrastructure has been put in by the province, and we’re not maximizing the value that’s there. And we should be. And it’s a mistake to ignore these lands.”

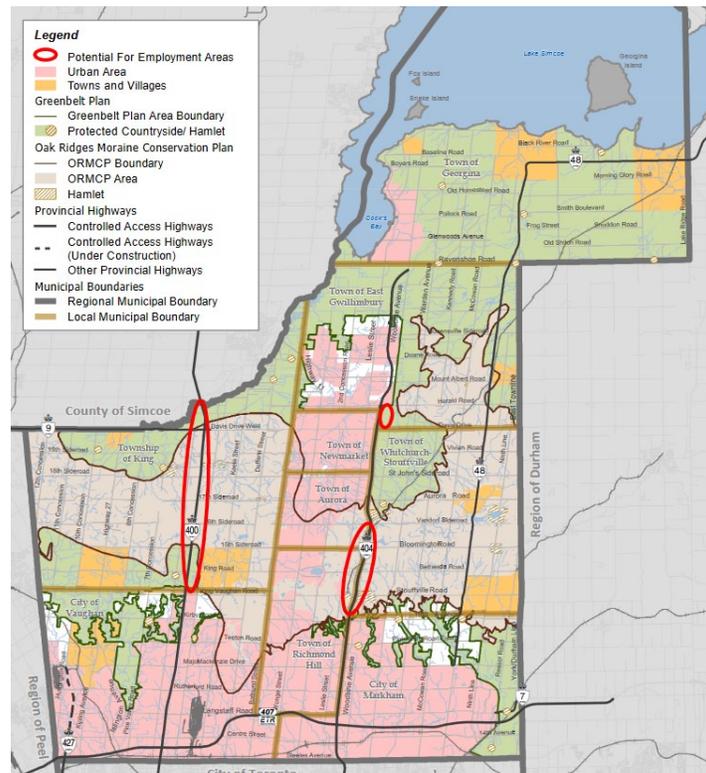
There is significant concern about the proposal and what the implications of allowing and development in the greenbelt could be. **Greenbelt Council** chair **David Crombie** told *NRU* that if any requests to remove lands from the Greenbelt are approved, it would create a precedent allowing more municipalities in the future to remove other lands from the Greenbelt as well.

“We’ve always been pretty steadfast as a province that the Greenbelt is the Greenbelt, and once you start moving things around, there are people who hold land and can make money who will look for ways in which they [can make money],” says Crombie. “I’m sure that [municipalities] have their own economic development plan. I think they should be doing it without having to take land out of the Greenbelt.”

Environmental Defence executive director **Tim Gray** told *NRU* that he shares Crombie’s concerns with York Region’s proposal. He says the Greenbelt has been the only effective way to stop urban sprawl in the GTHA, and that any proposal to remove lands from it, even targeted strategic lands, would weaken the legislation and allow for more lands to be developed in the future. He adds that most York Region municipalities have a large supply of employment land available to them and that there is no guarantee the lands removed from the Greenbelt would remain as an employment uses, and they could easily be redesignated for residential uses.

“We spent the years from the

CONTINUED PAGE 9



Map showing the areas of York Region’s 400-series highways that York Region believes could support strategic growth on Greenbelt lands. The region is requesting the province develop a standardized method to allow municipalities to override the Greenbelt Plan in strategic growth areas to determine needs for employment lands.

SOURCE: YORK REGION

EYES ON THE GREENBELT

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Second World War until about the mid-2000s just gobbling up farmland like crazy and building highways everywhere, building low-density subdivisions, and we see the results of it in terms of sprawl, impacts on competitiveness, impacts on people's quality of life, impacts on rising property tax costs and overtaxed municipalities—the long list of things that are associated with poorly planned development,” says Gray. “Since the Greenbelt came in, we haven't lost a single hectare of farmland... [in] the

rest of Southern Ontario, we're still losing farmland like crazy.”

Lovatt says that most employment growth is in York Region's southern municipalities, like Vaughan and Markham, and municipalities with a significant amount of Greenbelt lands are unable to share in the prosperity that brings. He says that without growing the municipality's tax base, which is almost exclusively residential, there will be no way to finance the infrastructure upgrades Whitchurch-Stouffville needs

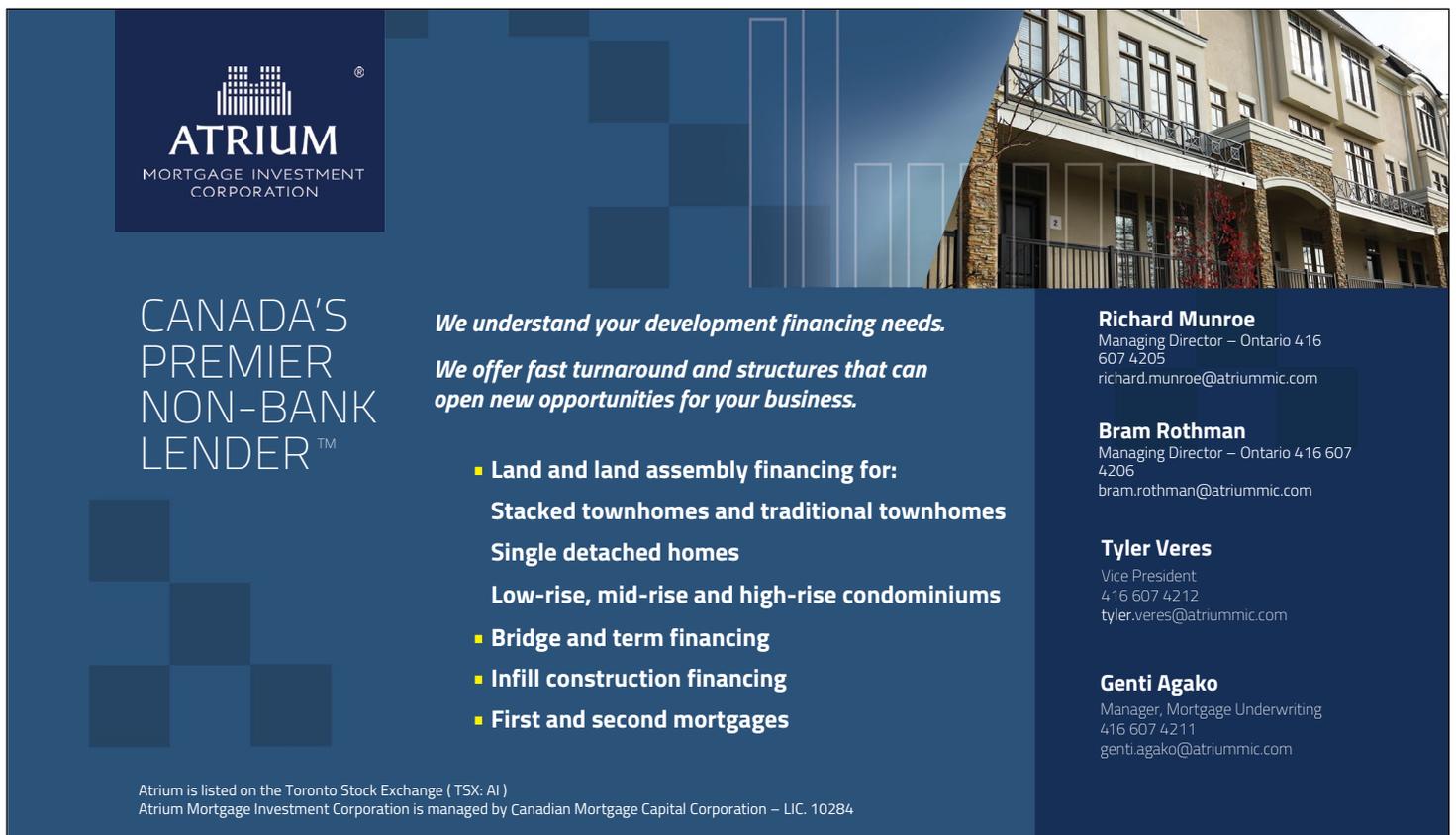
and provide needed amenities like community centres for local residents. He adds that regional funding for infrastructure would be the only other way the town could undertake major infrastructure projects, and calls a request for such funding a “non-starter”, noting that there is not support for it in council.

“You've got a 400-series, 10-lane highway at interchanges with four other lanes. It's already disruptive of the Greenbelt,” **King Township** mayor **Steve Pellegrini** told *NRU*. “You're not going to do too much environmental damage when it's right up against something that's already provided the corridor through the gateway there.”

Pellegrini says he has spoken with several landowners who own

property abutting various parts of the Greenbelt who would be willing to swap their lands with the province in exchange for sites along the strategic interchanges to which growth would be directed. He says the land they currently own would then be added to the Greenbelt, meaning that strategic development could result in a larger Greenbelt overall.

“Here's an opportunity for a win-win for everybody,” says Pellegrini. “And all we're trying to do is utilize the billion dollars of investment that the province has put in, in terms of increasing the 400-series highways everywhere. So, go ahead. It's not a broad brushstroke to say we can do whatever we want.” 🌸



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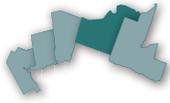
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Tomasz Wierzba, Planner, ext. 4403

Janice Sadgrove, Secretary-Treasurer, Committee of Adjustment, ext. 4577

COMMITTEE AGENDAS



YORK

Jefferson semi-detached dwellings proposed

At **Richmond Hill** Council's October 7 public meeting, a preliminary staff [report](#) regarding a rezoning application by **Zonix Group (Harris) Inc.** for 229 Harris Avenue was presented. Zonix proposes to construct six semi-detached dwellings on lots having frontages of 15.67 metres

and lot areas of 902 m².

Bayview-Bloomington mid-rise development proposed

At **Richmond Hill** Council's October 7 public meeting, a preliminary staff [report](#) regarding official plan and zoning by-law amendment applications by **2747883 Ontario Inc.** and **2753502 Ontario Inc.** for 13572 and 13586 Bayview Avenue was presented. The applicants propose an 11-storey residential apartment building containing 122 dwelling units.

Locust Hill towers proposed

At its October 13 meeting, **Markham** Development Services Committee considered a preliminary [report](#) regarding official plan and zoning by-law amendment applications by **Springhill Homes Inc.** for 7128, 7170 and 7186 Highway 7 East. Springhill proposes to build four residential towers having heights of 18, 18, 24 and 24 storeys, containing a total of 977 dwelling units. The existing heritage-designated Francis Pike House will be retained on-site where it

will be used as a day care.

McCowan-Hwy 7 storage facility proposed

At its October 13 meeting, **Markham** Development Services Committee considered a preliminary [report](#) regarding a rezoning application by **30 Heritage Development Limited Partnership** for 30 Heritage Road. The applicant proposes a six-storey 12,654 m² commercial self-storage facility.



11131 & 11231 HUNTINGTON ROAD

Kleinburg, Ontario

ABOUT THE OFFERING

CBRE's Land Services Group is pleased to offer for sale 11131 & 11231 Huntington Road in the Village of Kleinburg in northwest Vaughan. The property is ideally located within the North Kleinburg-Nashville Secondary Plan area, allowing for a variety of low and medium density residential and mixed-use development. The GTA West Corridor released the "Preferred Route" in August 2020, and it does not include the site. It is our understanding that the Block Plan process for the Secondary Plan area can resume.

Kleinburg is known as one of the most exclusive residential markets in the GTA, that provides small-town charm while delivering urban amenities, shopping and services. As such, demand for single family housing is unmatched and levels of absorption remain high, with 98% of the launches in 2020 sold. The offering provides an exceptional opportunity to capitalize on the demand and strength of the market, as well as the future infrastructure projects.

PROPERTY INFORMATION

PIN(S)	033490466 & 033490470
TOTAL AREA	± 62.8 ac.
FRONTAGE	1,354 ft. along Huntington Road
OFFICIAL PLAN	KN Low-Rise Residential I, KN Low-Rise Residential II, Low-Rise Residential III, KN Low-Rise Mixed-Use I, KN Low-Rise Mixed-Use II, Natural Areas
ZONING	A (Agricultural)

LOCATED WITHIN NORTH KLEINBURG-NASHVILLE SECONDARY PLAN AREA

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LPAT NEWS

SETTLEMENT APPROVED FOR VAUGHAN OP APPEALS

In an October 5 decision, LPAT member **Scott Tousaw** allowed appeals, in part, by **MCN (Pine Valley) Inc.** and **Block 42 Landowners Group Inc.** against the 2010 **Vaughan Official Plan (VOP)**.

The appeals of both MCN (Pine Valley) and Block 42 Landowners Group concerned the manner in which the VOP designates and applies policies for natural heritage areas. Both appeals were settled without the need to hold a contested hearing.

MCN (Pine Valley) owns approximately 60 hectares of land within the northwest part of the area of Vaughan known as Block 42—a 500-hectare area at Vaughan's northern boundary that is presently largely designated for agricultural uses, but may be considered for future urban development pending further study by **York Region**.

MCN's settlement modifies Schedule 2 of the VOP (Natural Heritage Network) to remove certain "Core Feature" and "Enhancement Area" designations on the lands, and adds a policy recognizing that a small wetland at the southwest part of the property can be studied in greater detail if and when a development application comes forward for the site.

Planner **Michael Bissett (Bousfields)**, ecologist **Bradley Baker (Birks Natural Heritage Consultants)** and agrologist **Paul Neals (Orion Environmental Solutions)** provided evidence on behalf of MCN, in support of their settlement.

Block 42 Landowners Group also owns lands in the Block 42 area. Its settlement with the City modifies Schedule 2 of the VOP to clarify that any natural features on its lands will be determined at the time of future development, and includes policies that provincially-significant wetlands will be surrounded by a 30-metre protection zone, and other wetlands will be surrounded by a 10-metre protection zone.

Planner **Ryan Mino-Leahan (KLM Planning Partners)** and ecologist **Brian Henshaw (Beacon Environmental)** provided evidence in support of the Block 42 Landowners Group settlement.

The Tribunal was satisfied by the uncontested evidence of the expert witnesses and agreed that the proposed amendments to the VOP satisfy the intent of relevant planning and environmental policies at the provincial, regional and local levels.

Solicitors involved in this decision were **Steve Ferri** and **Mandy Ng (Loopstra**

Nixon) representing MCN (Pine Valley) Inc., **Michael Melling** and **Andy Margaritis (Davies Howe)** representing Block 42 Landowners Group Inc., **Effie Lidakis** representing the City of Vaughan and **Tim Duncan (Gardiner Roberts)** representing **Toronto & Region Conservation Authority**. [See LPAT Case No. [PL111184](#).]

DECISION ISSUED IN BOLTON SETTLEMENT AREA EXPANSION APPEALS

In an October 7 decision,

LPAT member **David Brown** dispensed with a number of motions in connection with appeals of **Peel Region's** adoption of Regional Official Plan Amendment No. 30 (ROPA 30), which expands the urban settlement boundary of the Bolton Rural Service Centre in the **Town of Caledon**.

Appellants **Tesmar Holdings Inc.**, **Nutristock Corp.**, **Sarno Holdings Corp.** and **BoltCol South Holdings Inc.** brought a motion seeking inclusion of a 34.2-hectare

CONTINUED PAGE 13

Come Join our Team

Glen Schnarr & Associates Inc. (GSAI) is a team of land use planning and urban design professionals located near Mississauga City Centre. We represent primarily private sector clients who require services related to urban and rural land development planning, policy planning, subdivision and site plan design, expert evidence at LPAT and other tribunals and project management of landowner groups.

We are currently seeking **all levels of Planners** to complement our current staff and serve our wide range of clients and projects. We welcome all Planners who are results-oriented and motivated by achieving personal and team objectives. A degree in planning or related discipline is essential and membership in CIP/OPPI is preferred.

- GSAI Offers:**
1. Competitive salary
 2. Comprehensive medical benefits
 3. Flexible work hours
 4. Mentorship
 5. CPL opportunities
 6. Continued education/conferences

All positions are full time and are available immediately. Please submit your resume and cover letter including what skills, qualifications and experiences you possess that make you the ideal candidate by **October 30, 2020** to: info@gsai.ca



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LPAT NEWS

CONTINUED FROM PAGE 12

site—described within the context of the appeals as the “Triangle Lands”—within the urban settlement boundary for the purpose of employment uses.

The Triangle Lands appellants proffered expert evidence that the lands can accommodate approximately 1,026 new jobs, contributing to the Region’s employment targets under the *Growth Plan*. Counsel for the Triangle Lands appellants advised that the lands have always been contemplated for employment uses, that the lands are no longer required to be frozen pending completion of the planning process for the GTA West Highway, and that restrictive covenants will be applied preventing any residential uses on the Triangle Lands, thus ensuring they are developed for employment uses.

The Tribunal allowed the Triangle Lands appellants’

motion and allowed their appeals, in part, approving ROPA 30 specifically as it applies to the Triangle Lands.

Appellant **Zancor Homes (Bolton) Ltd.** brought a motion requesting the Tribunal modify and approve ROPA 30 to allow the expansion of the Bolton Settlement Area boundary to include its 10.08-hectare property located at the intersection of Glasgow Road and Chickadee Lane.

Zancor intends to develop its lands for residential uses and has submitted separate planning applications to the Town of Caledon. A portion of its lands are located in the Greenbelt, although the Tribunal heard evidence from Zancor’s expert witnesses that the lands are situated at the fringe of the rural and urban area, are not in agricultural use, and can be easily serviced by existing infrastructure in the area.

The Tribunal expressed

reservations about Zancor’s motion seeking expansion of the settlement area to permit residential uses, finding that it is “not able to assess what impact the requested expansion may have [pending] a full hearing of the merits of [ROPA 30].” The Tribunal denied Zancor’s motion.

Solicitors involved in this decision were **Stephen D’Agostino (Thomson Rogers)** and **R. Arti Sanichara** representing Peel Region, **Chris Barnett** and **Alyssa Clutterbuck (Osler, Hoskin & Harcourt)** representing the Town of Caledon, **Janice Page** and **Anna-Lea Beamish** representing **Ministry of Municipal Affairs & Housing**, **Quinto Annibale** and **Brendan Ruddick (Loopstra Nixon)** representing **Bolton North Hill Landowners Group Inc.**, **Patrick Harrington (Aird & Berlis)** representing **Bolton Option 3 Landowners Group**, **Hannah Bahmanpour (Davis Webb)** representing **Bolton Residential Option 4 and 5 Group Inc.**, **Gordon Dennis**,

Gold Humber Station Inc., **Flato Developments Inc.** and **2357104 Ontario Inc.**, **Andrew Biggart (Ritchie Ketcheson Hart & Biggart)** representing Zancor Homes (Bolton) Ltd., **J. Pitman Patterson, Piper Morley** and **Lee English (Borden Ladner Gervais)** representing BoltCol South Holdings Inc. and **Michael Melling** and **Jamie Cole (Davies Howe)** representing **Humber Station Villages Landowners Group Inc.**, **Sarno Holdings Corp.**, **Longbrook Holdings Inc.**, **2440981 Ontario Inc.**, **Ballantry (Bolton 2) Inc.**, **Ballantry (Bolton) Inc.**, **Tesmar Holdings Inc.**, **Nutrstock Corp.**, **Equity Inc.**, **Roger Simone** and **Ben Chlandry**. [See LPAT Case No. [PL170058](#).] 🌱

PEOPLE

Peter Smith has been elected **Residential and Civil Construction Alliance of Ontario (RCCAO)** chair. He is also **Heavy Construction**

Association of Toronto executive director. Smith replaces outgoing RCCAO chair **Phil Rubinoff**.

The **Architectural Conservancy of Ontario** has announced the winners of its heritage awards. **City of Hamilton** heritage

planning specialist **Alissa Golden** has been awarded the Carlos Ventin Award for Municipal Heritage Leadership for her work in streamlining

and improving the city’s heritage conservation abilities.



- › Real Estate Appraisal
- › Real Estate Counselling
- › Land Use Planning
- › Expropriation/Litigation

Kenneth Stroud, President of *gsi Real Estate & Planning Advisors Inc.*, is pleased to announce that Ian Tilley, Peter Rusin and Catherine Spears have been made partners – *“Each individual brings a unique blend of background, education and training to our firm, and I am delighted to have Ian, Peter and Catherine add theirs to the partnership team”.*



Ian Tilley AACI, P. App., PLE

Ian Tilley is an accredited real estate appraiser (AACI, P.App.) and Professional Land Economist, having worked in the appraisal field for more than 18 years. His practice focuses on the preparation of appraisal reports for matters related to expropriation and litigation, and he has appeared as an expert witness at the Local Planning Appeal Tribunal and the Superior Court of Ontario. Ian has performed a wide range of real estate valuation assignments for both the private and public sectors, and has appraised a multitude of property types. He is a long-serving member of the Ontario Expropriation Association’s Board of Directors and is a past president.



Peter Rusin AACI, P. App

Specializing in real property consulting, advisory, appraisal, and property acquisition and negotiation services for all public sector levels of government, government agencies, and private sector clients, Peter Rusin has served a diverse clientele for more than 30 years. He is currently actively engaged in a variety of transportation infrastructure initiatives across the GTHA, including land assemblies and property acquisitions and dispositions. He also provides a wide range of expropriation services including appraisal, amicable settlements, and litigation support. He was also a past member of the Board of Negotiation chairing land compensation disputes.



Catherine Spears MCIP, RPP

Catherine Spears, MCIP, RPP has over 37 years experience in land use planning, land development, expropriation and project management. She has appeared before the LPAT and TLAB, Superior Court of Canada and Arbitration, Board of Negotiation and Assessment Review Board hearings, and specializes in Highest and Best Use analyses, planning justification reports, expropriation reply reports, and all facets of land development approvals.

About *gsi Real Estate & Planning Advisors Inc.*

gsi Real Estate & Planning Advisors Inc., with over 10 professionals, has been providing real estate counselling for more than 25 years. Our boutique valuation firm is recognized for its excellence in real estate appraisal, litigation support and dispute resolution services, and we have a proven track record in the preparation of appraisal and valuation reports in support of matters before the Local Planning Appeal Tribunal.

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