

NOVÆ RES URBIS

GREATER TORONTO & HAMILTON AREA

WEDNESDAY,
MARCH 26, 2025

Vol. 28
No. 13



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Caledon's Updated Town-wide Design Guidelines
- 7 PRESERVING TEXTURE
Ajax Considers Developing HCD Plan for Neighbourhood One

■ MIXED-USE PROPOSAL IN BRAMPTON WOULD BRING HOUSING AND OFFICE SPACE TO SUPPORT FUTURE HOSPITAL

IN SEARCH OF SYNERGIES

Matt Durnan

A high-rise mixed-use development proposed for a site near a major intersection in Brampton's southwest would bring substantial new housing to the area while opening up the possibility of bringing a significant number of professional services like medical offices to an area that is sorely lacking in that department. However, the quantity of services that would be provided depends largely

on whether or not a hospital proposed for a site across the street materializes.

At its February 24 meeting, Brampton planning and

development committee received a report on **Glen Rouge Developments'** official plan and zoning by-law amendment applications for a

site at 10020, 10024, 10042, and 10054 Mississauga Road and 2036 Bovaird Drive West. Glen Rouge is seeking to develop four

CONTINUED PAGE 10 ■

Rendering looking southeast at Glen Rouge Developments' mixed-use proposal for 10020, 10024, 10042, and 10054 Mississauga Road and 2036 Bovaird Drive West in Brampton at the corner of Mississauga Road and Bovaird Drive West. The project would bring four mixed-use high-rise buildings to the site, along with three blocks of back-to-back townhouses, accommodating a total of 1,240 residential units.

SOURCE: CITY OF BRAMPTON
ARCHITECT: ARCHITECTURE UNFOLDED



UPCOMING DATES

MARCH

26 Barrie Council, 7:00 p.m.

Brampton Council, 9:30 a.m.

Durham Regional Council,
9:30 a.m.

Georgina Council, 7:00 p.m.

Hamilton Council, 9:30 a.m.

Innisfil Council, 7:00 p.m.

Mississauga General
Committee, 9:30 a.m.

Richmond Hill Council,
9:30 a.m.

27 York Regional Council, 9:00 a.m.

31 Oshawa Council, 9:30 a.m.

APRIL

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

Durham Region Planning &
Economic Development,
9:30 a.m.

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

East Gwillimbury Council,
2:00 p.m.

Markham General Committee,
9:30 a.m.

Markham Planning Public
Meeting, 7:00 p.m.

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

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



KITCHENER COMPLETES HOUSING FOR ALL STRATEGY ACTIONS,
PREPARES FOR NEXT FRONTIER

GEARING UP FOR PHASE TWO



Lana Hall

The City of Kitchener has reported completing all 44 of the action items detailed in its Housing For All strategy, a five-year plan initiated in 2020 to address various challenges across Kitchener's housing landscape.

"It goes without saying that these 44 actions have demonstrated important steps forward in our long journey, and as I look over these actions, I see that staff and council in partnership with the community have been busy working, planning, collaborating and advocating for the housing needs of our community," said City of Kitchener mayor **Berry Vrbanovic** in a statement.

The Housing For All strategy was launched in 2020, in an effort to increase options across Kitchener's housing continuum, from supportive housing to market-rate housing. Staff grouped the strategy's 44

action items by priorities, which included using a human-rights-based approach to housing, collaborating with people who have lived experience of housing precarity, helping end homelessness, helping secure community, affordable rental, and affordable ownership housing, aligning land-use policy, and filling data gaps on housing needs.

Some of the completed actions entailed providing City-owned land for the development of affordable housing, including projects developed by **Habitat for Humanity Waterloo Region**. Kitchener also worked with the **Region of Waterloo** and some not-for-profit housing operators to support the development of 184 units of supportive housing locally, and 128 supportive housing units that are still in development.

As part of the Housing For

All strategy, Kitchener also waived development charges for non-profit housing projects, introduced an incentive grant for affordable rental and co-op housing developments, and implemented an inclusionary zoning by-law to support the development of lower-cost housing across the city.

One of the strategy items that City of Kitchener director of planning and housing policy **Rosa Bustamante** is most proud of is the establishment of a "lived experience" working group, composed of Kitchener community members who have experience with housing precarity or homelessness. The group meets monthly with City staff to provide input on policy and other housing and development decisions the City is facing.

"[It] really broadens our

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GEARING UP FOR PHASE TWO

■ CONTINUED FROM PAGE 2

understanding and our perspective when we go to write housing policies or work on things like our rental replacement by-law,” says Bustamante. “I’m not sure how many other cities are doing that.”

For example, before launching a webpage to help Kitchener residents find resources and support after receiving notice of eviction, the City asked the lived experience working group for feedback on the page design, its copy, and the resources it included.

“They told us, ‘No that’s not what people think about when they’re getting an eviction notice. This is the right sequence of items. Here’s the first couple things they should see on the top of the webpage.’ So that real insight from people who have gone through that themselves helped us tailor our tools to manage what the real

world experience would be like for those residents,” says Bustamante.

Another approach Bustamante thinks has been beneficial for the City has been looking at its real estate portfolio through what she calls “a different lens.” In 2023, council approved a new land disposition framework, which has enabled Kitchener to lease several parcels of its vacant land to non-profit organizations for the development of affordable housing, typically at a nominal price. One of those parcels was donated in its entirety to Habitat for Humanity Waterloo Region for the development of an affordable and attainable housing project at River Road East and Ottawa Street North.

“For many cities, they typically look at their land holdings in terms of achieving economic development objectives or possibility for

their parkland needs,” says Bustamante. “From Kitchener’s perspective, we see housing as a human right, so...any efforts that we can make to contribute to resolving the housing challenges our community is facing is seen as a long-term investment.”

Kitchener’s next step is to develop a Housing For All strategy 2.0, which is targeted to be presented to council before the end of 2025. This next iteration will build on the current strategy’s successes as well as Kitchener’s learnings from it. For example, the City is refining a concierge program for affordable and non-profit housing developers struggling to navigate the development application process. This is not an item that was in the original

strategy, but rather a pivot the planning division implemented after noticing some of these projects getting “stuck” in the approvals process.

“For a lot of traditional planning teams, especially in lower-tier municipalities, moving into the housing space can be a bit of a new, uncertain territory in terms of ‘How do you make the biggest difference with the tools that you have?’ says Bustamante.

“...But our experience has shown us that by being collaborative and working with all different orders of government and looking for creative solutions, we’ve been able to still make meaningful difference in different parts of the housing challenges that our community faces.” 🌱



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 MARKHAM

ONE-STOP DESIGN POLICY SHOP



Matt Durnan

The Town of Caledon is updating its town-wide design guidelines, with a focus on six key design principles that will not only guide how the town develops but will help to make the development application process more expedient for developers as Caledon plots its path towards a major population increase over the next 25 years.

At its March 18 meeting, Caledon planning and development committee approved its updated comprehensive town-wide design guidelines (TWDG), the first update to the guidelines since they were established in 2017. The updated guidelines revolve around six fundamental design principles, while incorporating new guidance for housing types that are starting to become more common in the town, such as multiplexes

and additional residential units (ARUs).

The six principles of the updated comprehensive town-wide design guidelines include: addressing the changing climate, conserving cultural heritage, designing great places, creating healthy and complete communities, creating high-quality transportation options, and addressing housing affordability and choice.

“First and foremost, we’re expected to grow from about

80,000 residents to over 300,000 by 2051, so we are expected to grow at a very quick rate. And I think that’s one of the reasons something like this [the TWDG] was important to move forward with. And most of this growth is going to take place, as expected, in our area that we have designated as urban area,” Town of Caledon manager of development and design

Carmine Caruso told *NRU*.

“We want to provide

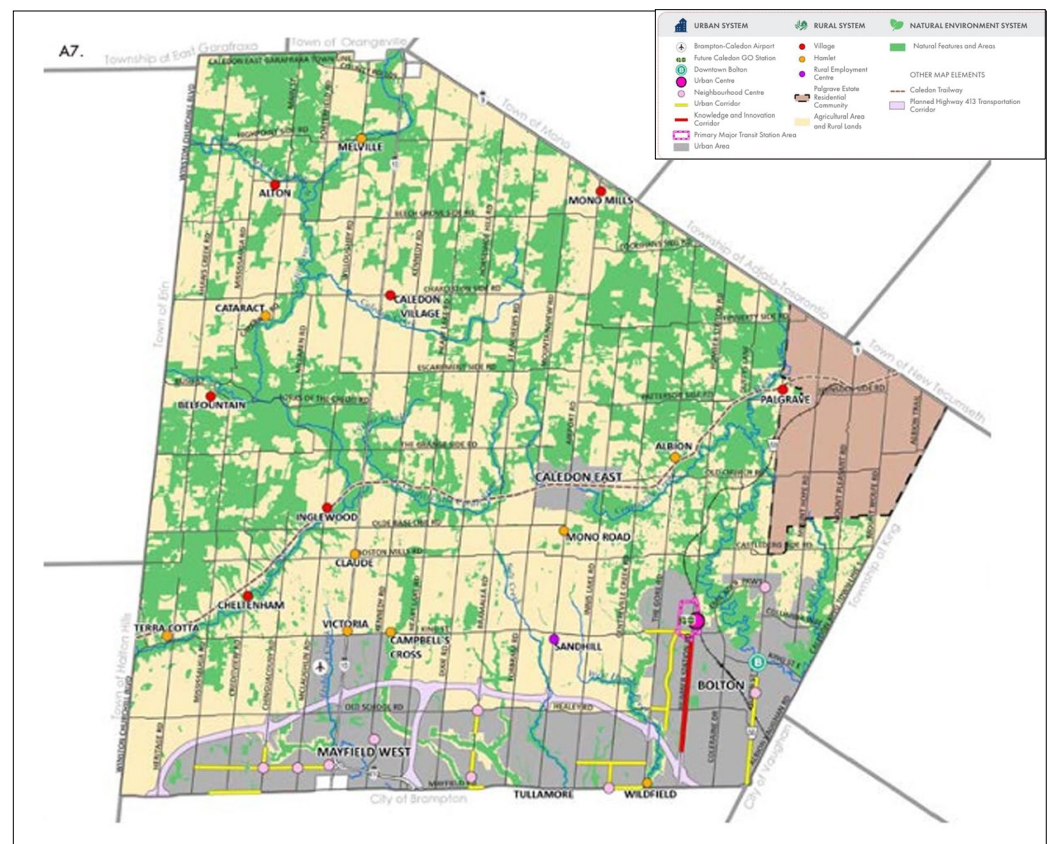
[development] applicants with direction to ensure high-quality design, walkable, mixed-use communities. This will help with sustainability. It will help with walkability. It will design communities that will reduce the reliance on cars. So those are kind of the main reasons why we do this.”

The updated design guidelines expand upon various sections of Caledon’s existing guidelines and offer

CONTINUED PAGE 5 ■

Map of the Town of Caledon’s structure as shown in the Town’s Future Caledon official plan. Caledon is in the final stages of approving its updated town-wide design guidelines, which will guide how Caledon develops as its population increases from around 80,000 residents now to a target of 300,000 residents by 2051.

SOURCE: TOWN OF CALEDON



ONE-STOP DESIGN POLICY SHOP

■ CONTINUED FROM PAGE 4

guidance around how to develop complete mixed-use neighbourhoods that balance industrial, commercial/retail areas, and open spaces, while preserving the town's character.

In addition to expanding upon the existing guidelines, the update introduces a number of new recommendations for built form typologies that are newer to Caledon, including provisions for high-rise, mid-rise, multiplex, and mixed-use developments, especially within major transit station areas (MTSAs), as well as direction regarding infill development that supports transit-oriented growth.

"We have a lot of communities being planned right now. There are quite a few communities and quite a few secondary plans on the go, and we want to use those secondary plans as a showcase of how these urban design guidelines can work," Caruso said.

"We have an opportunity where there's essentially a brand new community being designed, and we have this opportunity for a sort of litmus test for these guidelines."

With Caledon's population projected to more than triple over the next 25 years, efficient and expedient delivery of housing projects will be key

to accomplishing that goal comfortably. These town-wide design guidelines will have a prominent role to play in reducing some of the inefficiencies that can occur in the development application process, specifically when it comes to meeting study requirements.

"During the application process, this will expedite review, because when going through an official plan or zoning by-law amendment, or draft plan of subdivision, the Town would typically require the preparation of urban design guidelines, urban design briefs, architectural control guidelines, to go along with those applications," NAK Design Strategies associate **Robin O'Connell** told *NRU*. NAK was retained by the Town of Caledon to prepare the update to the town-wide design guidelines and to address

any relevant planning-related issues.

"Because we now have these comprehensive urban design guidelines, those [supporting] documents don't have to be as detailed as they once were. [Town planning staff] can now refer to the guidelines within this comprehensive document, and their purpose would be to focus on specifics to the particular context of the development application and [identify] any discrepancies with the guidelines. If there are any differences, [Town planning staff] could speak to how certain guidelines aren't being met and what should be done instead. This really would expedite the review process because [the application] is not a lengthy document that needs to be created any more, it simply needs to reference these guidelines," said O'Connell.

In the past, without guidelines like these in place, applicants would be tasked with preparing the reports listed by O'Connell, often 100-plus page reports that would have to be compiled by consultants hired at the expense of the applicant,

making the application preparation process most costly and more time consuming.

The updated guidelines include a number of new sections related to housing types and built forms that until recently, have not been very common in Caledon, but whose development will be paramount to achieving the Town's housing goals to support its projected population growth.

Housing types such as multiplexes and additional residential units like basement apartments, additions to ground-related homes and residences developed within detached garages now have set guidelines, as do mid-rise and high-rise developments in Caledon's newer communities.

"Another section focuses on transitions to mid-rise and high-rise, which is very key in Caledon because we want to ensure that there are sensitive transitions between low-rise land uses and high-rise residential uses, as well as sensitive transitions between

■ CONTINUED PAGE 6



Concept diagram illustrating how one of Caledon's key growth areas could take shape in the future, as illustrated in the Caledon's updated town-wide urban design guidelines. The updated guidelines will serve to inform secondary plans for Caledon's new communities, while also helping to make the development application submission and review processes faster and easier for applicants and staff as the town moves towards significant population growth over the next 25 years.

SOURCE: TOWN OF CALEDON
ARCHITECT: NAK DESIGN STRATEGIES

ONE-STOP DESIGN POLICY SHOP

CONTINUED FROM PAGE 5

residential communities and industrial rural, so there are a lot of new sections that focus on those sensitive transitions between land uses,” O’Connell said.

“We speak to transitions between environmental land uses, natural heritage systems, cultural heritage, and we also have expanded sections on infill development.”

The town-wide design guidelines cover everything in Caledon from greenfield

to infill development, and everything from residential development to commercial to industrial for all land use types.

“We’re all hearing about missing middle housing and that is a top priority, even from the Province. So, these [guidelines] provide insights on missing middle housing, which are a great tool to provide that necessary density and gentle intensification,”

Town of Caledon senior urban designer **Madhuparna**

Debnath told *NRU*.

The guidelines will be a living document that will be able to be updated as planning policies evolve and change, and will serve as something of an umbrella document that will inform how Caledon’s secondary plans for its new communities take shape. In many ways, the guidelines will serve as a “one-stop shop” for all of Caledon’s design-related policy.

“It’s good to note that these guidelines integrate key design aspects from all municipal documents that Caledon currently has,” O’Connell said.

“So it’s like a one-stop shop for design-related policy that can be updated by the

Town as needed when there are changes in other policies. There is opportunity to create additional guidelines or diagrams as those other documents change.”

The Caledon town-wide urban design guidelines final report was scheduled to come before council on March 25 for final approval. 🌱

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Land Area	± 545 acres
Official Plan Land Use	Agricultural Area
Zoning By-Law	Rural - RU3

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Bay of Quinte

Weller's Bay

Stinson Block Road

Lake Ontario

WELLER'S BAY BOAT LAUNCH

EXISTING BUILDINGS ON-SITE

WATER RIGHT OF WAY EASEMENT

CONSECON

ASKING PRICE: \$6,400,000

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WEDNESDAY, MARCH 26, 2025

NOVÆ RES URBIS GREATER TORONTO & HAMILTON AREA 6

PRESERVING TEXTURE



Lana Hall

One of Ajax's first master-planned neighbourhoods could become the subject of a Heritage Conservation District (HCD) plan, which among other things, would help preserve the neighbourhood's unique street pattern, which represents a distinct shift in post-war land use planning.

At its meeting on March 3, **Town of Ajax** community affairs and planning committee approved a motion to begin the process of designating a Heritage Conservation District (HCD) for "Neighbourhood One," a residential enclave immediately east of the town's downtown core.

Built in the 1940s and 1950s, Neighbourhood One was designed and constructed by the **Canada Mortgage and Housing Corporation (CMHC)** towards the end of WWII to convert Ajax's **Defence Industries Limited (DIL)** lands into a self-sustaining community. During WWII, the lands were home to the DIL munitions manufacturing plant. At its peak, the plant employed almost 9,000 workers, mostly women, while much of the surrounding area served as makeshift workers' housing.

As part of the tail end of the federal government's Wartime Housing Initiative, the CMHC

converted the area into a residential enclave after the closure of the munitions plant. Today, Neighbourhood One is characterized by winding streets that surround a series of parks and modest one-and-a-half-storey homes on spacious lots.

Speaking at the March 3 meeting, Town of Ajax senior planner **Michael Sawchuck** told the community affairs and planning committee that the neighbourhood is a well-preserved example of a post-WWII development that showcases "modern" planning principles.

"When I walk through

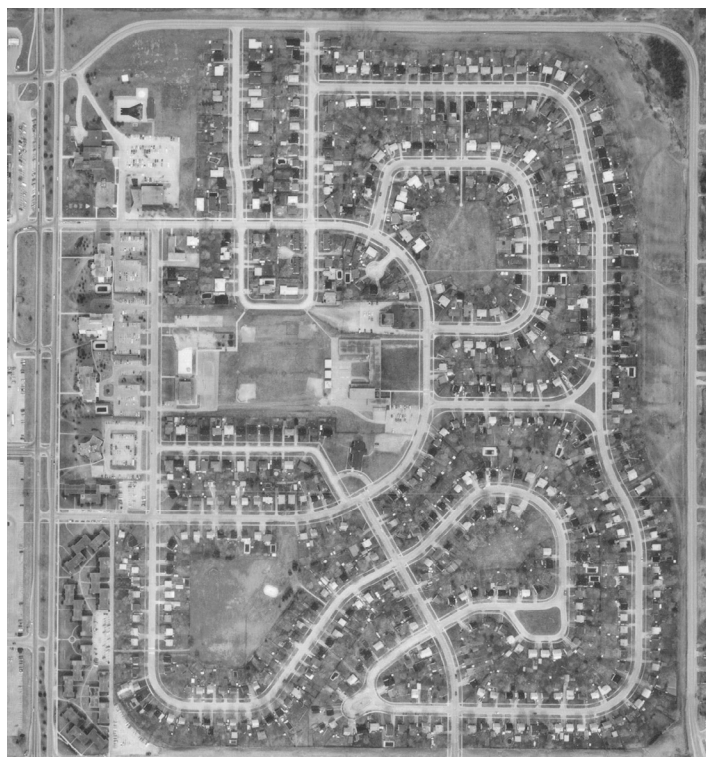
CONTINUED PAGE 8 ■

Above right: Aerial photo showing the curvilinear street pattern of Ajax's Neighbourhood One. Built at the tail end of WWII, the neighbourhood is considered one of the Town of Ajax's first master-planned communities and represents a distinct shift in neighbourhood design, including the curvilinear street pattern and spacious lots that back onto a central park. To preserve that design, the Town is exploring designating Neighbourhood One as a Heritage Conservation District.

SOURCE: TOWN OF AJAX

Right: Aerial photo showing the layout of a neighbourhood adjacent to Neighbourhood One, built just five years earlier in the typical grid-style pattern of the time, which continues to prevail.

SOURCE: TOWN OF AJAX



PRESERVING TEXTURE

■ CONTINUED FROM PAGE 7

[Neighbourhood One] myself, it's quite a different feeling than you get with any new development," Sawchuck told *NRU* in a follow-up interview.

"Today we focus so much on the economy of land development and making sure we get as much into as little room as possible. And that clearly was not the intention here. The intention was to provide good spaces for people, space for people to move around and grow ... You see cul-de-sacs that have little centralized grass areas in the middle. That's something you never see today, but back then, it was seen as a good way to improve the streetscape."

Sawchuck said the request to consider a HCD designation for Neighbourhood One stems from local residents' concerns about redevelopment. Over the past few years, some of the neighbourhood's homes have been demolished and

replaced with larger homes that do not reflect the area's existing character. As these new developments typically meet zoning requirements, the Town has little at its disposal to prevent them from being built. Most of the area is zoned as R1-B, which permits heights and building footprints that exceed the dimensions of historical development in the neighbourhood.

Sawchuck told the committee introducing HCD guidelines for Neighbourhood One would be preferable to

changing its zoning by-laws, as zoning can only restrict quantifiable measures such as height, lot coverage, and building setbacks; it can't protect character elements such as building materials or architectural style. He also noted that the **Province of Ontario** has expressed interest in "[repealing or overriding] municipal policies, zoning or plans that prioritize the preservation of physical character in neighbourhoods." Where there is a conflict between an HCD guideline and any other kind of municipal by-law, the HCD guidelines take precedence.

While some HCDs in the GTHA, such as Ajax's Pickering Village HCD, are primarily implemented to help preserve

existing building features that reflect an historical era, Sawchuck anticipates a HCD for Neighbourhood One would be just as much about preserving the area's neighbourhood layout and design, which he says is distinct to that period.

"At least for us in Ajax, it was very clearly the first attempt at using these curvilinear street patterns and centralized parks, that sort of thing. It was very much a departure from the grid-style planning that we had always used in the past," he says, noting that the neighbourhood was "built to be its own enclave, with its own school and its own centralized park, and pathways everywhere."

Sawchuck says that while some of those elements, such as

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Photo taken in 1966, showing a view of Neighbourhood One in Ajax. The single-family homes on spacious lots that back onto a central park are visible in the image. Those involved with proposing a HCD plan for Neighbourhood One say the area's emphasis on space and room for growth is a different model than the high-density developments Ajax often sees today in its master-planned communities.

SOURCE: TOWN OF AJAX



PRESERVING TEXTURE

CONTINUED FROM PAGE 8

multi-modal pathways, are still implemented in neighbourhood planning today, Neighbourhood One's curvilinear street pattern has largely fallen out of favour, in exchange for the more traditional grid-pattern. "It is interesting to see that evolution." Still, Sawchuck considers an HCD to be a "tool to manage change over time," rather than a policy that prohibits any kind of increase in density.

At the March 3 meeting,

Town of Ajax Regional ward 3 councillor **Joanne Dies** emphasized the importance of completing a full public consultation before designing a proposed HCD for Neighbourhood One. She referenced the Pickering Village HCD process, which saw the proposed HCD cut in half due to its complexity. Some of the buildings within the original proposed Pickering Village HCD have since been sold for redevelopment as

condominiums.

"It didn't get that protection," Dies told the community affairs and planning committee. "In Neighbourhood One, we need to have that consultation ... It's important to a lot of people and the redevelopment of homes in the area, I know has caused a lot of concerns."

The next steps for designating a HCD for Neighbourhood One as stipulated by the *Ontario Heritage Act*, would include preliminary consultation with the neighbourhood's residents. Should Ajax council vote to proceed with an HCD designation following that consultation, the Town's planning staff would undertake

an HCD study to identify which neighbourhood features and built forms would be preserved.



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The property benefits from being in proximity to the University of Guelph, one of Canada's top comprehensive universities, and is also well located nearby a number of amenities including Stone Road Mall, which is a 7 minute drive from the site. Given these factors and existing approvals, the offering represents a significant development opportunity for a range of housing options, including condominium, purpose built rental and student housing.

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IN SEARCH OF SYNERGIES

■ CONTINUED FROM PAGE 1

mixed-use towers on the site, ranging in height from 10 to 35 storeys, and three blocks of back-to-back townhouses, for a total of 1,240 new residential units.

The roughly 2.9-hectare site currently accommodates the now-closed Apple Factory building, once a popular market on the northwest corner of the busy intersection of Bovaird and Mississauga Road that stood as a pillar of the community. In addition

to the Apple Factory building, a storage facility and three residential buildings remain on the site. All of the existing structures would be demolished to make way for the proposed mixed-use development.

“This has always been a high-density intensification project, and the City has always looked at these lands, just given

the constraints on the four corners of the intersection, as a major area where they’ll be able to achieve intensification in proximity to the GO station,”

Corbett Land Strategies vice president, development planning **Nick Wood** told *NRU*.

“This is one of the few opportunities to do so, because around this area is a lot of existing low-density.”

While the size of the site would permit the development of significant new housing in the area, there is still a balancing act being carried out with respect to the non-

residential space. City planning staff are not considering the future of the site in isolation, but rather with a very sharp eye on the future development of another large site located directly across the road on the south side of Bovaird.

Currently, the site directly across from the Apple Factory site on the southwest corner of Mississauga Road and Bovaird Drive West contains a golf course driving range. That site is being considered as a possible future location for Brampton’s third hospital. If the development of a new hospital is confirmed for that southwest corner, it would have a direct impact on the Apple Factory site to the north, which could accommodate a number of professional services tied to the medical/health care industry within the site’s non-residential space.

“Those [driving range] lands are going to be part of the future hospital site, so the City sees an expanded bit of office and medical uses. The plan is to have Brampton’s third hospital at that location and then

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Aerial image showing the location of the site at 10020, 10024, 10042, and 10054 Mississauga Road and 2036 Bovaird Drive West in Brampton. Glen Rouge Developments is proposing to develop four mixed-use high-rise buildings and three blocks of townhouses on the site. The 2.9-hectare site currently accommodates the shuttered Apple Factory farm market, three residential buildings, and a storage facility, all of which would be demolished to make way for the new development.

SOURCE: CITY OF BRAMPTON

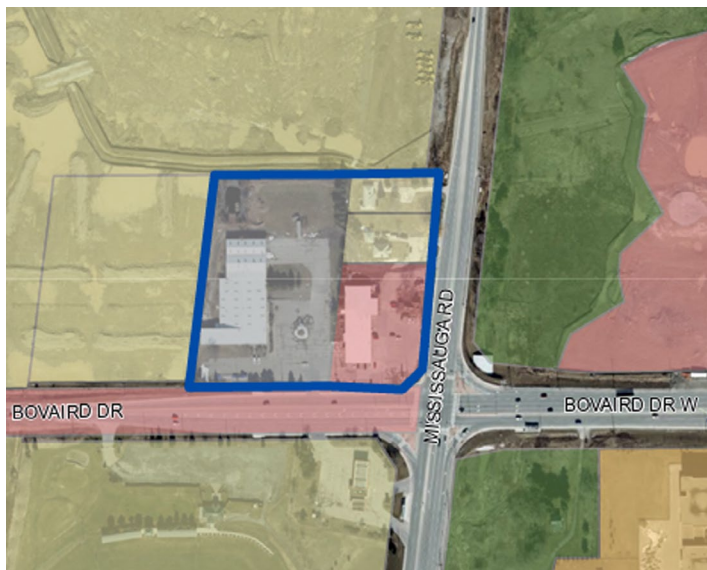


Photo image showing the site at the corner of Mississauga Road and Bovaird Drive West in Brampton, roughly as it appears today. Glen Rouge Developments is proposing a high-rise mixed-use development on the site. Currently, the site accommodates the now-closed Apple Factory farm market, a storage facility, and three residential buildings, all of which would be demolished to make way for the proposed development.

SOURCE: GOOGLE



IN SEARCH OF SYNERGIES

■ CONTINUED FROM PAGE 10

support the medical industry with office and research and development in that immediate area,” Wood said.

The opportunity not only to bring housing to the area, but to create a critical professional services hub is one that Brampton Ward 2 and 6 councillor **Michael Palleschi** supports. The former Apple Factory site is in ward 6. Palleschi would like to see more professional services on the site, which borders Caledon, Georgetown and Halton Hills, an area that lacks needed professional services like legal, accounting and medical. For Palleschi, the Glen Rouge proposal presents an opportunity to meet the rising

demand for these services in a growing area.

Due to the expectation that the planned hospital would increase the demand for local office uses, and the possibility that the future hospital might not materialize in the event that funding is not made available, Brampton planning staff are recommending using a sliding scale to determine the amount of office space that could be required in the zoning by-law amendment.

The required minimum of 4,600 square metres (50,000 square feet) of office uses on the site could be reduced to

2,400 square metres (roughly 26,000 square feet) in the event that the plan for a hospital is abandoned. A minimum of 2,400 square metres of commercial space would be required in the zoning by-law amendment regardless of the status of the hospital plan.

Palleschi feels that even at the higher end of the scale, the amount of space proposed by staff for office uses on the former Apple Factory site falls short of what should be required. At the February 24 planning and development committee meeting, he noted that city staff are currently undertaking a market and economic analysis of the area.

“This site is located at the intersection of two major corridors, Mississauga Road and Bovaird Drive, which are intended to be a location of a

diverse mix of uses supporting the creation of complete communities. Coupled with the fact that this is located across the road from the proposed location of Brampton’s third hospital, through the Heritage Heights secondary plan, and that staff have undertaken a broader review of expanding the med-tech sector, there’s a natural synergy between office uses on the subject lands and the proposed hospital—certainly much greater than 4,600 square metres,” Palleschi said during the meeting.

“To this end, I recommend that this report be deferred until staff complete the market and economic analysis. And I understand that staff are targeting to complete this work by the end of Q2 of this year.”

Brampton planning and

CONTINUED PAGE 12 ■

Rendering of Glen Rouge Developments’ proposed mixed-use development for 10020, 10024, 10042, and 10054 Mississauga Road and 2036 Bovaird Drive West in Brampton, looking northwest from the intersection of Mississauga Road and Bovaird Drive West. The developer proposes to bring four mixed-use buildings ranging in height from 10 to 35 storeys, and three blocks of back-to-back townhouses to the site, accommodating a total of 1,240 new residential units. Currently, much of the non-residential space for the site is being contemplated as professional space for healthcare uses, as Brampton’s third hospital is tentatively planned for the property directly south of this site.

SOURCE: CITY OF BRAMPTON
ARCHITECT: ARCHITECTURE UNFOLDED



IN SEARCH OF SYNERGIES

■ CONTINUED FROM PAGE 11

development committee supported Palleschi's motion to defer any decision on Glen Rouge's application until that staff report comes back to committee later in the second quarter of this year.

In addition to office uses, the proposed mixed-use development would bring with it a variety of housing options, including multi-unit housing within the four towers, and ground-related housing, with three blocks of back-to-back townhouses accounting for 72 residential units.

"Glen Rouge definitely wanted to have a range of housing options on this site as much as possible. They do a lot of townhouse development across the GTA, and that's kind of their wheelhouse and they can get those off the ground pretty easily," Wood said.

The proposed development would also accommodate a total of 1,449 parking spaces within three levels of underground parking and some surface parking.

"This site is also taking advantage of the entire site being a parking garage. So the townhouses, the apartments, the mixed-use, the office use will all have a shared parking facility, separated [residential and non-residential]. There's also a subdivision under

construction to the northwest that is all low-rise housing form, so the townhouses being looked at for this site are being looked at as a way to build in some compatibility and transition," said Wood.

The site to the northwest to which Wood is referring is a massive 56-hectare piece of vacant agricultural land owned by a consortium of developers, including **Argo TFP Brampton Ltd.**, **TACC Construction**, **Fieldgate Urban** and **Paradise Developments**. That site is being planned for a mixed-use subdivision that would bring a new **Peel Regional Police** headquarters, an elementary school, and a substantial number of low-rise homes to the area, including affordable housing (See: "*Accommodating Multiple Uses*", *Novae Res Urbis GTHA*, Wednesday, October 19, 2022).

While the Mississauga Road and Bovaird Drive intersection is a major one in this part of Brampton, the reality is that much of the area, especially to the west of Mississauga Road, has long been agricultural land, without a high amount of vehicular traffic activity.

Glen Rouge's proposed development, coupled with the under-construction project to the northwest, would significantly increase vehicle

traffic in the area, although Wood says that Brampton has been preparing and planning for this evolution in the area.

"I think the traffic analysis we had satisfies the City's requirements for traffic and is why they've recommended approval from a parking perspective. From a parking and trip generation perspective, the City is comfortable with what's being proposed," said Wood.

"From an intersection perspective, entering and exiting the site is only a 'right-in-right-out' directly onto Mississauga Road and Bovaird, so that's going to curb movement patterns as well. This whole area has been long

planned to accommodate some of Brampton's next growth, and that's just what we're seeing."



Tackling Housing Affordability, What Can Toronto Learn From Other Cities?

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IN BRIEF

[Town reviewing South Oakville zoning regulations](#)

The **Town of Oakville** is undertaking review of its existing zoning regulations for single-detached and semi-detached homes in low-density neighbourhoods south of Dundas Street. The review seeks to ensure the development of clear and consistent rules for new homes, and renovations and upgrades to existing homes in South Oakville, while maintaining neighbourhood compatibility. Members of the public are invited to attend one of two in-person open houses next month, scheduled for Wednesday, April 9 from 6 pm to 8 pm and Thursday, April 10 from 6 pm to 8 pm at Oakville town hall. At the open houses, visitors will be able to view a series of maps and diagrams illustrating key zoning issues, to view preliminary staff recommendations for South Oakville zoning regulations, and to learn more about the areas under review. Town staff and the project consultant will be on hand to field questions, receive comments, and collect input that will help shape the draft zoning by-law amendment for South Oakville. To learn more about the South Oakville Residential Zoning By-law Review, please visit the Town website [here](#).

[Bradford West Gwillimbury launches new building services portal and growth services inquiry form](#)

The **Town of Bradford West Gwillimbury** has launched a new portal that allows users to apply for building permits, pay for permits online, track the progress of a building permit application, and schedule building inspections without having to come to the Town offices. The new building services portal will make it faster and easier for residents and businesses to access these building services. To visit the new building services portal, please visit the Bradford West Gwillimbury website [here](#). The Town has also launched a growth services inquiry form that permits users to submit questions to the City about zoning and permitted uses on a property, to ask whether changes to a property's grading are permitted, or to enquire about development occurring near a home or business. To access the Town's new growth services inquiry form, please visit the Bradford West Gwillimbury website [here](#).

[Waterloo Region adds new online features to keep residents informed of infrastructure projects](#)

The **Region of Waterloo** has updated its website to include features that offer residents and businesses an easier way of keeping informed about ongoing Regional road, water, and wastewater infrastructure projects. The updated features include: an interactive map that allows users to identify the locations of infrastructure projects and to track their progress from planning through construction; project pages providing clear and up-to-date details about active projects; a construction news feed featuring public notices, news releases, and important updates on the Region's construction projects; and a new online form through which residents and businesses can share non-urgent issues or concerns pertaining to Regional road, water, and wastewater construction projects. To access these new features, please visit the Region of Waterloo website [here](#).

[Accessibility Standards Canada seeking public input on draft standard for design and service delivery](#)

Accessibility Standards Canada has posted for public review its draft standard

for the design and delivery of accessible programs and services pertaining to accessible service delivery and design on federally regulated entities as defined by the Accessible Canada Act. Members of the public are invited to review the draft standard and provide feedback on it by visiting the Accessibility Standards Canada website [here](#). The portal will be open for feedback until Monday, April 14, 2025.

[Accessibility Standards Canada seeking public input on draft standard for AI](#)

Accessibility Standards Canada has also posted for public review its draft standard for accessible and equitable artificial intelligence systems. Members of the public to review the draft standard and provide feedback on it by visiting the Accessibility Standards Canada website [here](#). The portal will be open for feedback until Monday, May 5, 2025. 🌟

COMMITTEE AGENDAS



PEEL

Approval recommended for Mineola townhouses

At its March 24 meeting, **Mississauga** Planning & Development Committee considered a [public meeting recommendation report](#) recommending approval of applications by **Twin Townhouses Inc.** for official plan and zoning by-law amendments and draft plan of subdivision for 1489 Hurontario Street. The applicant proposes to develop nine three-storey townhouses.

Approval recommended for Burnhamthorpe infill development

At its March 24 meeting, **Mississauga** Planning & Development Committee considered a [public meeting recommendation report](#) recommending approval of official plan and zoning by-law amendment applications by **1840-1850 Bloor E (MISS) Ltd.** for 1840-1850 Bloor Street. The applicant proposes to develop two 18-storey rental apartment buildings containing 433 units, and to retain the existing two 14-storey rental apartment buildings on the site. Staff are also recommending that

the site be designated as a Class IV noise area under the NPC-300 Environmental Noise Guidelines given its proximity to the nearby Dixie Employment Area.



YORK

Approval recommended for Elgin Mills development

At its March 19 meeting, **Richmond Hill** Committee of the Whole considered a [staff report](#) recommending approval of official plan and zoning by-law amendment applications by **Yongehill Developments 11305 Inc.** for 11305 Yonge Street. The applicant proposes to develop a 10-storey apartment building containing 82 dwelling units. A total of 37 townhouses are also proposed.

Approval recommended for Richmond Hill Centres and Corridors and Accessible Parking By-law

At its March 19 meeting, **Richmond Hill** Committee of the Whole considered a [staff report](#) recommending that council approve a municipally initiated comprehensive zoning by-law to implement a zoning framework for the following areas:

- Yonge Street and

Carrville/16th Avenue Key Development Area;

- Yonge Street and Bernard Avenue Key Development Area;
- Village Local Centre;
- Newkirk Local Centre;
- Oak Ridges Local Centres;
- Local Development Areas;
- Regional Mixed-Use Corridors; and
- Local Mixed-Use Corridors.

The proposed new zoning by-law would also introduce a new accessible parking by-law.



Richmond Hill Housing Incentive Programs

The City of Richmond Hill is accepting applications for two new incentive programs to help build more housing faster.



Community Improvement Plan for Affordable Housing and Sustainable Design

This program offers financial incentives to sustainably designed rental projects over 11 units, with a minimum of five of those being affordable rental units.

Application deadline:
April 25, 2025

For more information on the program, eligibility and the application process, visit RichmondHill.ca/CIP-AHSD or email affordablehousing@richmondhill.ca.

Infrastructure Acceleration Incentive Program

This program helps advance new residential developments by providing funding to accelerate necessary municipal capital infrastructure through partnerships with the development industry.

Applications are accepted on an ongoing basis, subject to available funding.

For more information on the program, eligibility and the application process, visit RichmondHill.ca/HAF (under "Infrastructure Acceleration Incentive Program") or email developmentengineering@richmondhill.ca.

RichmondHill.ca



OLT NEWS

WESTON-HWY 7 DEVELOPMENT APPROVED FOLLOWING CONTESTED HEARING

In a March 18 decision, OLT Vice-Chair **Scott Tousaw** allowed appeals, in part, by **Wedgewood Columbus Limited** against the **City of Vaughan's** failure to make a decision on its official plan and zoning by-law amendment applications for 7887 Weston Road.

Wedgewood Columbus submitted applications to the City of Vaughan proposing to redevelop the Weston Road lands with a high-density mixed-use development. On the north side of the site, two towers of 41 and 46 storeys would be linked by a nine-storey podium. On the south side of the site, two towers of 46 and 51 storeys would be linked by a nine-storey podium. An east-west privately-owned publicly accessible space would separate the two buildings mid-

block.

The City did not make a decision on the applications within the *Planning Act* statutory timeframes, and Wedgewood Columbus appealed. Subsequently, Vaughan staff recommended that the applications be refused on the basis they were premature pending the completion of the City's ongoing Weston-Highway 7 secondary planning process.

A contested hearing took place during which the City and **York Region** appeared in opposition to the Wedgewood Columbus appeals, seeking that they be dismissed. Neighbouring landowner **Home Depot of Canada** was granted party status to address its concerns regarding the interface between the proponent's development and Home Depot's adjacent lands.

At the hearing, Wedgewood Columbus sought the Tribunal's approval of a modified proposal consisting

of two 46 and 49-storey towers linked by a six-storey podium on the south block, and two 36 and 39-storey towers linked by a six-storey podium on the north block. The revised proposal contemplates a total of 2,339 residential units and 2,564 square metres of retail space, as well as a parking ratio of 0.4 spaces per dwelling unit. A floor space index (FSI) of 10.8 times the lot area is proposed, reduced from the initial request for 11.09 FSI.

On behalf of Wedgewood Columbus, the Tribunal heard evidence from planner **Antonio Volpentesta (Bousfields)**, from urban designer **Anne McIlroy (Brook McIlroy)**, from transportation planners **Steve Krossey (BA Group)**, from servicing engineer **Patrick Turner (Counterpoint)**, and from land economist **Rowan Faludi (urbanMetrics)**.

On behalf of the City, the Tribunal heard evidence from planners **Margaret**

Holyday and Ron Palmer (The Planning Partnership), from urban designer **Chrisoula Assimopoulos**, from transportation planners **Christopher Tam and Paul Grove**, and from servicing engineer **Nadia Porukova**.

After hearing all evidence, the Tribunal ruled in favour of Wedgewood Columbus. The primary issue in dispute concerned the capacity of the area road network to accommodate the proposed development. The Tribunal found that while the proposal could have a slight exacerbating effect on local traffic congestion, its reduced parking rate and emphasis on transit and active transportation provide sufficient justification to enable the development to proceed, subject to the identification of transportation demand measures through the future site plan control process.

For reasons explained in greater detail in the decision,

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Senior Planner – Aurora Office

Macaulay Shiomi Howson Ltd., a well-respected planning consulting firm serving a broad range of private and public sector clients in Ontario, is seeking a motivated and energetic planner. The successful candidate will have:

- A university degree in urban planning or related field;
- Full Membership in OPPI;
- A minimum of 8 years land use planning experience in Ontario;
- Experience with both development and policy planning an asset;
- Excellent written and verbal communication skills;
- A strong work ethic with an ability to work independently;
- Proficient in Microsoft Office Suite;
- Knowledge of GIS, AutoCAD & SketchUp (or similar) an asset; and,
- Valid driver's license in good standing.

For more details, please see the job ad on the firm's website. Please submit resume & cover letter to: mshmail@mshplan.ca. **Deadline: March 28, 2025**



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the Tribunal allowed the appeals, in part, approving the official plan and zoning by-law amendments, in principle, subject to the application of several holding provisions. A future Phase 2 hearing will focus on finalization of the amending instruments, as well as on issues of interface with the adjoining Home Depot lands.

Solicitors involved in this decision were **Christopher Tanzola** and **Michael Cara (Overland)** representing Wedgewood Columbus Limited, **Andrew Baker** and **Julie Lesage (Borden Ladner Gervais)** representing the City of Vaughan, **Raj Kehar** and **Narmada Gunawardana (WeirFoulds)** representing York Region, and **Jesse White** and **David Tang (Miller Thomson)** representing Home Depot of Canada Inc. [See *OLT Case No. OLT-22-004652*.]

AMENDMENTS TO MISSISSAUGA DEVELOPMENT CHARGES BY-LAW APPROVED

In a March 7 decision, OLT Vice-Chair **Scott Tousaw** and member **Daniel Best** allowed an appeal, in part, by **Sheridan Retail Inc. (Dunpar Homes)** against the City of Mississauga's Development Charges By-law 0133-2022 (DCBL).

Dunpar appealed the City's

DCBL, taking issue with its methodology for identifying eligible capital projects to be funded through development charges.

After 11 days of a contested hearing, Dunpar reached a settlement with the City that involves shifting 37 capital projects in the DCBL Background Study from an "in-period eligible cost" to a "post-period benefit".

Municipal finance expert **Jaclyn Hall (Hemson Consulting)** provided evidence on behalf of the City, in support of amendments to Schedules A, B and C of the DCBL that reflect the deferral of several roads and related services projects. These changes will have the effect of reducing development charge rates by approximately 11 per cent for residential uses, by 17 per cent for industrial uses, and by 19 per cent for non-industrial uses.

The Tribunal adopted Hall's evidence that the proposed changes to the DCBL conform with the *Development Charges Act*. It allowed the appeal, in part, and amended the DCBL by replacing Schedules A, B and C with new rate schedules appended to the decision.

Solicitors involved in this decision were **Luke Johnston**, **Giouzelin Mutlu** and **Michael Nemanic** representing Sheridan Retail Inc. (Dunpar Homes) and **Andrew Biggart**

(**Ritchie Ketcheson Hart & Biggart**), **Baiqing Luo** and **Lia Magi** representing the City of Mississauga. [See *OLT Case No. OLT-22-004364*.]

SETTLEMENT APPROVED FOR HAMILTON MOUNTAIN HIGH-DENSITY DEVELOPMENT

In a March 21 decision, OLT Vice-Chair **Carrie Hardy** allowed appeals, in part, by **499 Mohawk Inc. (New Horizon Development Group)** against the City of Hamilton's failure to make a decision on its official plan and zoning by-law amendment applications for 499 Mohawk Road East.

In October 2022, New Horizon filed applications proposing the redevelopment of the Mohawk Road East site with eight apartment buildings of 25, 25, 20, 15, 15, 13, eight, and eight storeys, as well as seven three-storey townhouses. In total, the development proposed 1,945 residential units.

The City did not make a decision on the original

applications within the *Planning Act* statutory timeframe, and in August 2023, New Horizon appealed to the OLT. After engaging in Tribunal-assisted mediation, New Horizon submitted a settlement proposal to the City that was endorsed by city council in March, 2025.

The settlement proposal comprises three 20-storey buildings, two 16-storey buildings, one 14-storey building, seven three-storey townhouses, and three three-storey back-to-back townhouses. Altogether 1,850 dwelling units are proposed, in addition to 1,054 square metres of commercial space, and a 3,000-square-metre outdoor open space. The proposed rezoning shall be subject to a holding provision requiring that the owner enter into an agreement with the City to provide 17 affordable dwelling units in compliance with the definition of "affordable" in the Urban Hamilton Official Plan.

The Tribunal held a written settlement hearing where

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it considered evidence in the areas of urban planning from **Matt Johnston** (**UrbanSolutions**) and in urban design from **Roxy Shiell** (**Bousfields**). They described the proposal as representing an appropriate level of intensification along two arterial roads in Hamilton that are well-served by transit.

The settlement proposal incorporates measures to appropriately transition to adjacent sensitive uses.

The Tribunal also considered seven participant statements that expressed a range of concerns with the settlement proposal, including concerns with respect to visual impact, setbacks, shadowing,

wind, traffic, parking, lack of greenspace, infrastructure capacity, and loss of trees and landscaping.

Based on Johnston and Shiell’s uncontested expert evidence, the Tribunal allowed the appeals, in part, approving the amendments in the form attached to the decision.

Solicitors involved in this decision were **Patrick Harrington** and **Matthew Helfand** (**Aird & Berlis**) representing 499 Mohawk Inc.

and **Peter Krysiak** representing the City of Hamilton. [See *OLT* Case No. [OLT-23-000795](#).] 🌱

PEOPLE

At a ceremony at the **Royal Ontario Museum** last week, newly re-elected Premier **Doug Ford**’s cabinet was sworn in, with few changes to the roster since before the February 27 provincial election. Among the notable changes are:

- The appointment of Elgin-Middlesex-London member of provincial parliament (MPP) **Rob Flack** as Minister of **Municipal Affairs and Housing**. Flack succeeds the previous minister in the role, Markham-

Stouffville MPP **Paul Calandra**. Calandra has been appointed Minister of Education. Previously, Flack served as Minister of **Agriculture**, a role to which Chatham-Kent-Leamington MPP **Trevor Jones** has now been appointed.

- The appointment of Durham MPP **Todd McCarthy** as Minister of **Environment, Conservation and Parks**. McCarthy succeeds the previous minister in the role, Barrie-Innisfil MPP

Andrea Khanjin, who has now been appointed Minister of Red Tape Reduction.

- The appointment of Brampton North MPP **Graham McGregor** as Minister of **Citizenship and Multiculturalism**. McGregor succeeds the previous minister in the role, former York South-Weston MPP **Michael Ford**. Ford did not seek re-election in February.

The **City of Orillia** has appointed **Trevor Lee** as its new chief

administrative officer (CAO), effective Monday, April 14. Lee comes to the role with Orillia after serving almost eight years as **City of Guelph** deputy CAO, corporate services. Lee succeeds previous Orillia CAO **Gayle Jackson** in the role. Jackson left the position at the end of 2024 to become **Township of Ramara** CAO in early January 2025.

The **Town of Caledon** has appointed **Solmaz Zia** as its new director of engineering, effective Monday, April 7. Zia comes to Caledon

after almost 17 years with the **Region of Peel**, most recently serving as Peel Region’s manager of transportation, design and construction.

The **Town of East Gwillimbury** has appointed **Kevin Brake** as its new director of engineering within the engineering and public works department. Brake has been with the Town of East Gwillimbury since 2008, serving in a series of increasingly responsible positions.