

# GREATER TORONTO & HAMILTON AREA

Vol. 28  
No. 20

## Georgina Housing Needs Assessment Finds Gaps in Affordable, Purpose-Built Rental

# INTENSIFICATION AT A HUMAN SCALE

## UPCOMING DATES

### MAY

14 Barrie Council, 7:00 p.m.

Brampton Council, 9:30 a.m.

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

Georgina Public Planning Meeting, 7:00 p.m. - CANCELLED

Innisfil Council, 7:00 p.m.

Mississauga Council, 9:30 a.m.

Richmond Hill Council, 9:30 a.m.

Whitby Public Meeting, 7:00 p.m.

20 Ajax Council, 1:00 p.m.

Aurora Public Planning, 7:00 p.m.

Burlington Council, 9:30 a.m.

Caledon Council, 7:00 p.m.

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

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

21 Brampton Committee of Council, 9:30 a.m.

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

East Gwillimbury Council, 6:00 p.m.

Halton Regional Council, 9:30 a.m.

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



## PROVINCE'S PROPOSED BILL 5 RAISES FIRST NATIONS CONSULTATION, ENVIRONMENTAL PROTECTION CONCERNS

# MAJOR INFRASTRUCTURE, MINOR OVERSIGHT?



Lana Hall

A proposed provincial bill designed to strengthen Ontario's economic development in the wake of recent U.S. tariffs has highlighted tensions between the province's desire to increase its economic power and sovereignty and what some organizations believe is a growing lack of protection for the province's natural resources.

On April 17, the **Province of Ontario** introduced *Bill 5, Protect Ontario by Unleashing Our Economy Act, 2025*, which aims to "cut red tape and duplicative processes" surrounding major infrastructure, mining and resource development projects throughout Ontario. A press release accompanying the proposed bill says these measures will help unlock economic opportunities associated with Ontario's

"abundant supply of critical minerals."

Among several proposed policies, the new legislation would permit the Province to create "special economic zones," where certain projects deemed to be of provincial importance, such as the development of housing or infrastructure, would have streamlined requirements, including accelerated permitting. It would also use a new permitting model to reduce government review time on mining projects throughout the province.

The press release accompanying the bill's introduction notes that the province would continue to

fulfill requirements to consult with Indigenous communities, many of which are disproportionately impacted by large-scale resource extraction projects, although the bill does not specify how the province would fulfill those requirements.

The Bill would also repeal the *Endangered Species Act*, replacing it with something called the *Species Conservation Act*, which removes certain species-related protections from some projects, including a requirement for certain habitat conditions to be satisfied before some development permits can be issued.

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The powers contemplated under this bill are essentially emergency powers that allow the government to circumvent the rule of the law...

- Anaïs Bussi res McNicoll

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# INFRASTRUCTURE OVERSIGHT?

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Of particular concern to some organizations is Schedule 9 of the proposed bill, which would allow the province's Minister of **Economic Development, Job Creation and Trade** to exempt "trusted proponents" and designated projects within the proposed special economic zones from having to comply with certain review processes. As proposed, the bill does not specify how those proponents or their projects would be determined, essentially leaving those decisions to the provincial cabinet's discretion. The proposed bill would remove the need for comprehensive environmental assessments from the Eagle's Nest mining project within Northern Ontario's Ring of Fire, for example, as well as for the redevelopment of Ontario Place.

**Canadian Civil Liberties Association** (CCLA) director of fundamental freedoms **Anaïs Bussi res McNicoll** is concerned that this lack of definition would enable select corporations to circumvent various protection laws surrounding their projects, including environmental laws, labour laws, health and safety laws and municipal by-laws. She says granting this kind of authority to the provincial

cabinet has its place, but should be used sparingly and temporarily.

"The powers contemplated under this bill are essentially emergency powers that allow the government to circumvent the rule of the law..." Bussi res McNicoll tells *NRU*. "Such powers are sometimes necessary in times of crisis, for instance, during a pandemic or a war. But they should be the democratic exception, and they should come with checks and balances, all of which are absent from Bill 5."

For its part, the Province says the new legislation is an urgent attempt to strengthen the province's economy and resource development amid growing trade tensions with the U.S, which requires drastic measures.

"When it comes to protecting our province and country's economic sovereignty from President Trump's attacks, it cannot be business as usual," said Province of Ontario **Energy and Mines Minister Stephen Lecce** in a statement.

"We are unveiling a bold plan that ensures Canada is self-reliant, economically independent, and seizing every opportunity to grow our economy and stand on our own two feet." A technical briefing accompanying the bill notes that it can take up to 15 years to get a new mining project built in Ontario, with up to 32 different approvals required across four provincial ministries.

**Environmental Defence** executive director **Tim Gray**, however, believes the bill, which has been widely protested by environmental and Indigenous advocacy groups, will make the province's economic development efforts more challenging to undertake. At a press conference held on May 12 outside the Legislative Assembly of Ontario, Gray said the bill's "attack on the constitution" will attract legal challenges, increase public opposition, and further damage the provincial government's relationships with Indigenous communities, which is required to negotiate many of the mining projects referenced in the bill. When asked if he thought sections of the bill could be re-written to make it more viable,

Gray said the bill should be "reconsidered" in its entirety.

"This bill is so fundamentally flawed I don't see how you could amend it," said Gray.

For more information about Bill 5 *Protect Ontario by Unleashing Our Economy Act, 2025*, please visit the Legislative Assembly of Ontario website [here](#). 🌸

We are unveiling a bold plan that ensures Canada is self-reliant, economically independent, and seizing every opportunity to grow our economy and stand on our own two feet.

- Stephen Lecce

# CHANGING LANDSCAPE



**Matt Durnan**

A high-rise mixed-use development proposed for a site just north of Vaughan Metropolitan Centre (VMC) would bring significant new housing along with a new hotel to what has long been an employment area, but is now on the verge of a transformation to a more pedestrian-focused complete community.

At its April 1 meeting, Vaughan committee of the whole received a staff information report on **MPAR Developments'** official plan and zoning by-law amendment applications for a site at 60 Talman Court. MPAR is proposing to develop a mixed-use building on the site, comprising two towers standing 50 and 55 storeys sharing a four-storey podium that would accommodate a new hotel.

Currently, the site accommodates a single-storey light-industrial building containing both warehousing and office uses, and is surrounded by a number of low-density office and industrial buildings. The existing industrial building at 60 Talman Court would be demolished to make way for the new mixed-use development.

The proposal would bring two mixed-use towers to the site containing a total of 933

residential units, along with a hotel containing around 200 hotel rooms within the shared podium. MPAR is also proposing to dedicate nearly 500 square metres of space for public parks on the site.

Currently, MPAR has two projects on the go in the Talman Court area, which is located a stone's throw north of Vaughan Metropolitan Centre, the city's largest urban growth area. Now, the developer has submitted an official plan amendment application for the site at 60 Talman Court

that would redesignate the site from "Employment Area" to "Primary Centres" and from "General Employment" to "High-Rise Mixed-Use Area".

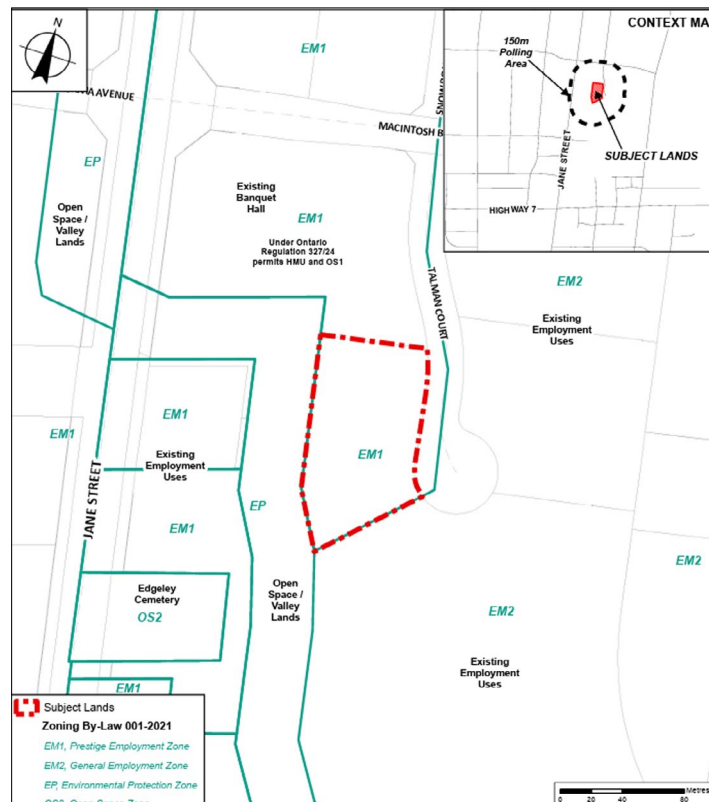
In December of 2023, MPAR applied to the City of Vaughan to convert the zoning for a site nearby at 8083 Jane Street through the federal Community Infrastructure & Housing Accelerator (CIHA). That proposal sought to transform the Jane Street site containing a conference centre and events facility into a mixed-use community by developing

two towers standing 50 and 60 storeys. The existing conference centre would be demolished and replaced with a new events centre (*See "Supporting Expedited Approval", Novae Res Urbis GTHA, Wednesday, January 3, 2024*).

"This application (at 60 Talman Court) is really just an extension of that conversion that we were granted at 8083 Jane Street, but this time, through a different process—with the City of Vaughan directly this time," MPAR president **Matthew Rossetto** told *NRU*.

"This relates to furthering the infrastructure that's being put in place in terms of the rapid transit corridor, and obviously, the proximity to Vaughan Metropolitan Centre, and by extension, the TTC

CONTINUED PAGE 5 ■



Land use map showing the location of the site at 60 Talman Court in Vaughan where MPAR Developments is proposing to develop two mixed-use towers standing 50 and 55 storeys atop a shared four-storey podium. MPAR also owns the site directly to the north at 8083 Jane Street where it is proposing to develop two mixed-use towers standing 50 and 60 storeys. Much of the area surrounding the site is designated as "Employment Area". The developer is seeking an official plan amendment to re-designate the site at 60 Talman Court as mixed-use.

SOURCE: CITY OF VAUGHAN



# CHANGING LANDSCAPE

■ CONTINUED FROM PAGE 4

subway station that's there now."

Vaughan Metropolitan Centre, located just to the south of the site, has been a hotbed of development in recent years, with several significant development applications in process in the area. One of these consists of a massive master-planned community at 3131 Highway 7 that would bring 17 mixed-use buildings to the site and more than 10,000 residential units (See: *"The Vision at Centre Ice", Novae Res Urbis GTHA, Wednesday, November 6, 2024*).

While the planning vision for the VMC establishes it as Vaughan's central growth hub, the planning for the nearby areas is still coming into focus as the City works towards establishing its latest official plan.

"The City of Vaughan is currently preparing the new Vaughan Official Plan 2025, which includes understanding the land uses that co-exist along Jane Street, while maintaining the city's employment area," **City of Vaughan** staff told *NRU*.

"The land at 60 Talman Court is currently designated as an employment area in the existing Vaughan Official Plan 2010. The development application is currently under review. A part of this exercise is assessing and evaluating the application's alignment with current land use policies."

The developer is treating both its 8083 Jane Street application and its 60 Talman Court application as "separate, but together", and with the sites neighbouring one another (Jane Street to the north, Talman to the south), there are opportunities to create new pedestrian connections through the area and to introduce a new public realm experience.

"We are certainly looking to combine the green space that's being provided at both the Talman and Jane Street sites, and we're going to essentially create a phasing plan for what is now

seven acres [between the two sites]," Rossetto said.

"We're providing 'whole communities' here in a sense that we're providing residents a combination of outdoor amenity space and pedestrian connections and walkways to engage the public."

MPAR is also currently proposing a mix of housing tenures on the Talman Court site, with one of the towers planned as a market condominium development and the other as a purpose-built rental tower.

A **Marriott**-licensed hotel proposed for the podium that would join the two towers would also accommodate a range of tenures, from high-end hotel stays to extended stay, with a restaurant component proposed to be attached to the hotel.

"We (MPAR) have been developing in Vaughan for more

than 30 years, and the landscape here has changed dramatically in that time," Rossetto said.

"This is just the beginning of what is an extremely unique time. There's no other place in the province or in the country that there is a brand new city centre to this extent, that is being built before our very eyes, and that's what has attracted us to continue to be part of this as well."

Vaughan committee of the whole received planning staff's information report on the proposed development on April 1, and the application is expected to be brought to city council for a final decision at a future meeting.

Rossetto is hopeful that once approved, the developer will be able to proceed to the site plan application phase, with an eye to getting construction underway by late-2026. 🌱

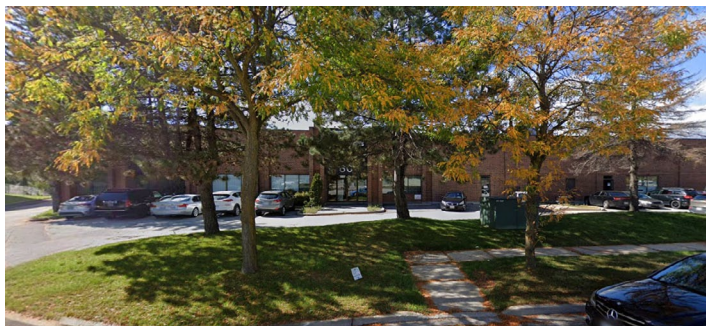


Photo image showing the site at 60 Talman Court as it appears today. MPAR Developments is proposing to develop two mixed-use towers standing 50 and 55 storeys atop a shared four-storey podium. Currently, the site accommodates a single-storey light industrial building containing warehouse and office uses. The existing building on the site would be demolished to make way for the new mixed-use development.

SOURCE: GOOGLE



Rendering of MPAR Developments' proposed two-tower mixed-use development for 60 Talman Court in Vaughan. The proposed development would bring two towers standing 50 and 55 storeys atop a shared four-storey podium. The towers would accommodate a total of 933 new residential units, while the four-storey podium of the building would accommodate a new hotel that would bring 200 new hotel rooms to the area.

SOURCE: CITY OF VAUGHAN  
ARCHITECT: SVN ARCHITECTS + PLANNERS

# FILLING IN THE GAPS



Lana Hall

**T**he Town of Georgina is the latest municipality in southern Ontario to conduct a Housing Needs Assessment, which ultimately concluded that the town's supply of affordable and purpose-built rental housing has not kept pace with the demand for it, which is likely to continue growing as Ontarians flee larger urban centres in search of a lower cost of living.

On May 7, the Town of Georgina released the findings of its Housing Needs Assessment (HNA), designed to evaluate housing affordability and accessibility within the town and guide local housing policy and infrastructure investments as necessary. The assessment comes following the federal government's requirement that all communities with more than 30,000 residents must provide a HNA to be eligible for some federal funding programs, such as the Housing Accelerator Fund (HAF) and the Canada Community Building Fund (CCBF).

Georgina's assessment found that housing affordability is the most significant housing challenge in the town, affecting 23.5 per cent of local households. Of this group, renters experience this challenge the most

acutely, with 40.4 per cent reporting unaffordable housing conditions, compared to 19.6 per cent of homeowners. Part of this affordability problem stems from rental market pressures. Georgina has a shortage of purpose-built rental housing and lengthy wait times for subsidized rental units, leading to higher demand and limited options for low-income renters, according to the assessment.

Like many communities outside of large urban centres, Georgina's existing housing stock consists of predominantly single-detached homes, accounting for more than 83 per cent of all residential units. To accommodate anticipated growth, Georgina needs between 3,473 and 5,481 new units to be constructed, according to the needs assessment, including around 1,577 new apartment units, 1,494 new townhouses, and 3,771 new single-detached homes, according to the HNA's calculations.

"A lot of Georgina's housing stock was built during periods where home ownership was more strongly promoted and rental development was less common," says **Vink Consulting** principal **Cassandra Vink**, who consulted on Georgina's HNA.

"So a lot of the growth that happened since the 1980s aligns more with policy and market shifts that favoured single-detached homes rather than rental."

Vink says this is compounded by recent migration trends, which have seen more people moving from larger municipalities like Toronto, Aurora, and Newmarket to Georgina, in search of more affordable home ownership or rental options.

"People for sure have been seeking more single-detached homes, but I think it has also now increased the demand for rental housing," says Vink. "Likewise, it has also become known as more of a retirement destination, which is also increasing the demand for senior-friendly housing, which can include rental."

Increasingly, Vink says, Georgina is also seeing a larger number of seasonal workers, who might be looking for more affordable or temporary housing options.

Town of Georgina development services manager **Denis Beaulieu** tells *NRU* that a combination of logistical and economic challenges has also contributed to a deficit in purpose-built rental developments that would accommodate those shifting

demographics. The first is limitations in water and wastewater infrastructure in the town that would support more residential and commercial development. Water and wastewater facilities in Georgina are owned and operated by **York Region**, which is experiencing rapid growth in most of its municipalities.

"There's just a lot of pressure and demand on those limited resources at a regional level," says Beaulieu. "We have a lot of developments that have been approved in years past that have yet to break ground for whatever reason—economics, market conditions—but they're essentially holding onto a significant amount of servicing capacity that can't be given to any other development."

The second is a combination of forces not unique to Georgina that make it challenging to manage and finance any kind of development in the current market. These forces include land prices, high materials or labour costs, financing limitations and timeline uncertainty associated with municipal development application approval processes.

"Anecdotally, at least what we're hearing from those

CONTINUED PAGE 7 ■

# IN BRIEF

## [Oakville uptown core growth area review public information meeting postponed](#)

The **Town of Oakville** has postponed the Uptown Core Growth Area Review public meeting previously scheduled for May 14 from 6 to 8 pm at Oakville town hall until the end of June. The public open house on the South Oakville Residential Zoning By-law Review, scheduled concurrently for the same time and place, will proceed as scheduled.

## [East Gwillimbury developing climate adaptation plan](#)

The **Town of East Gwillimbury** is developing a climate adaptation plan in response to impacts of changing weather

patterns. Town staff are defining actions that can be undertaken to mitigate future possible impacts of a changing climate on the town. Members of the public are invited to participate in an online survey on the Town's developing climate adaptation plan by visiting the Town website [here](#). To register to participate in a virtual community consultation session on East Gwillimbury's climate adaptation plan occurring online on Thursday, May 15 from 7 pm to 8:30 pm, please email [environment@eastgwillimbury.ca](mailto:environment@eastgwillimbury.ca).


## [Welland undertaking ward boundary and council composition review](#)

The **City of Welland** has retained StrategyCorp to undertake a third-party

council composition and ward boundary review to determine how effectively existing ward boundaries represent Welland residents and to explore new options for redrawing the boundaries of the city's six wards. Members of the public are invited to participate in an online survey on the ward boundary review by visiting the City of Welland website [here](#) until Sunday, May 25.

## [Brampton developing invasive species management strategy](#)

The **City of Brampton** is developing its first ever invasive species management strategy to protect its urban forests and natural heritage system by identifying and managing harmful invasive species. Brampton residents, community groups and

stakeholders are invited to participate in an online survey to provide ideas and input on what the City's priorities and challenges in managing invasive species in Brampton might be. To participate in the City of Brampton Invasive Species Management Strategy Community Survey, please visit the City website [here](#) until August 29. To learn more about invasive species in Brampton, please visit the City website [here](#). 

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# FILLING IN THE GAPS

■ CONTINUED FROM PAGE 6

landowners, those developers, those builders, is that market conditions and economic conditions are playing a huge factor in their ability to actually deliver the product," says Beaulieu.

The Town has a number of initiatives in place that could

help solve some of the deficits identified in the HNA. These include a financial incentive program for homeowners to develop additional residential units (ARUs) on their properties, a system for targeting priority servicing allocation for rental or

affordable housing projects, and an ongoing review to determine whether any Town-owned land could be used for rental or deeply affordable housing. The Town is also considering amending its zoning policies to facilitate higher-density development, and attempting to streamline development application approvals through a development tracking system and by delegating some approval authority to Town staff instead of council.

"One of the numerous

things that we're trying to tackle, at least so far as we can have some sort of influence over this, is to reduce the overall cost and get [developers] to a point where it makes sense financially so they can move forward," says Beaulieu. 



# HUMAN SCALE INTENSIFICATION

CONTINUED FROM PAGE 1

mall structure to the north, west, and south would be demolished to enable redevelopment with 17 new buildings, both mixed-use and residential, that would accommodate as many as 4,500 new residential units.

Cadillac Fairview has been considering the site for redevelopment for some time, with its original application submission deemed complete by Markham planning staff in June of 2023. The proposal has gone through some substantial changes over the past nearly two years, with the developer submitting a revised application to the City in April of 2025.

“This is the largest shopping centre that we have in Markham. We don’t have a policy, per se, on mall redevelopment but there is

provincial policy that looks at utilizing properties like this for intensification that have under-utilized parking areas,” **City of Markham** mayor **Frank Scarpitti** told *NRU*.

“Markville Mall is one of Cadillac’s successful properties, and it’s a very active and successful mall. I don’t know that I would say it’s under-utilized but I’d say it certainly provides an opportunity to find efficiency in the land that is surrounding the mall. This is one of the largest land holdings and is part of the Markville secondary plan review that we’re doing, and this is a significant piece of that plan, so the opportunity here is

huge.”

The proposed redevelopment of the site has gone through some significant revisions since Cadillac Fairview’s original 2023 submission, notably with respect to proposed building heights and how the development would interact with uses surrounding the site.

The revisions process was a somewhat lengthy one, in part due to the fact that concurrently, Markham has been in the midst of reviewing its Markville secondary plan, which will guide how development will occur in this area of the city.

“In my opinion, Cadillac Fairview has been a very open and patient corporate citizen throughout this entire process, but I think they are also eager to see an end to this process,” **Malone Given Parsons** principal **Lincoln Lo**

told members of Markham development services committee during a special meeting on April 22.

“There has been a lot of careful consideration of locating the tallest buildings away from the existing community, and there’s an understanding that the proposed heights and density and land use program is very much in line with other key development areas in the city. As a planner that is based in Markham, I have had many projects in all of those key areas, and I can say that I don’t think this development is out of place with anything that has been reviewed or approved in those other areas. This proposes good planning. It represents a high-density mixed-use development in an identified intensification area, in a key development area, in a

CONTINUED PAGE 9

Aerial image showing the location of the site at 5000 Highway 7 in Markham where CF Markville Nominee is proposing a massive mixed-use development that would bring 17 new buildings to the site. The site is currently occupied by Markville Mall, a Cadillac Fairview property. The developer is proposing to retain the existing mall but to demolish the surface parking lots on the north, west and south areas of the site to make way for the new mixed-use and residential buildings that would bring as many as 4,500 new residential units to the site.

SOURCE: CITY OF MARKHAM





# HUMAN SCALE INTENSIFICATION

■ CONTINUED FROM PAGE 8

PMTSA, and is a stone's throw from a huge regional mall. If high-density is not a fit here, then I'm not really sure where in the city it would be a fit."

Mayor Scarpitti has been more than hands-on when it comes to the redevelopment proposal and has led a push for a number of revisions that start with a reduction in building heights from the initially proposed 45-storey maximum height down to a maximum of 39 storeys.

Additionally, Cadillac Fairview's initial proposal included a large above-ground parking structure to be located along Highway 7 at the south end of the site where the greatest building heights are proposed. That parking structure has been removed in the revised plan and replaced with a 15-storey residential building.

"You can dress these (parking structures) up nowadays, but it becomes kind of sterile as far as the interface with Highway 7, so that has been removed and replaced with a 15-storey residential building," Scarpitti said.

"In our latest round of discussions, I said that this building is 15 storeys top to bottom but we need to make it more human scale. This latest revision introduces stepbacks

at eight storeys so that this isn't just a slab building. So it's creating a much better urban landscape along Highway 7."

The focus on "human scale" and a better urban landscape is evident throughout the proposal, with the developer proposing the smallest of the buildings for the northwest of the site, fronting Bullock Drive, across the road from which is a low-rise residential neighbourhood. One of the three new public parks proposed for the site would be located to the east of three six-storey buildings here, directly across the road from the low-rise residential neighbourhood.

On the opposite side of the site, at the southeast corner, the largest of the buildings are proposed, standing 37 and 39 storeys in height. Mayor Scarpitti pushed to have these two buildings serve as a "gateway" or "entrance" into the site.

"I think it's critically important that this not only be integrated, but also not be just for the people who live there. So when you walk by or drive by or take transit, this is a place where you want to stop and be part of the community, even if the mall wasn't there," Scarpitti said.

"From that corner, right across from Highway 7, that

was a major change that I wanted; to create a beautiful entrance and boulevard. With the introduction of podiums and having a bigger boulevard with potential restaurants and creating this wonderful entrance into not only the mall, but the future residential community, it gives a real strong sense of place."

Located within a PMTSA, the proposed development will be transit-oriented, with access to the future bus rapid transit (BRT) corridor planned along Highway 7, with connections to the Stouffville GO rail line and local bus transit.

Overall, Scarpitti says he is pleased with the revisions that Cadillac Fairview has made to its proposal, and is optimistic that this project could serve as a benchmark for mall developments not only in the GTHA, but across Canada and beyond.

"There's a lot that we have now that provides a very strong foundation and I've made it very clear to Cadillac Fairview that I want this to be the best redevelopment of a shopping

centre anywhere in North America," Scarpitti said. "With this latest iteration, I've fought for some of these changes to be made, and to their credit, they have incorporated some nice things. With these additions and revisions, it lays a good foundation for this to be one of the best redevelopments of a shopping centre in North America, given the context of what we have. We're fortunate to have Cadillac Fairview, who has a reputation they want to keep intact, and they have agreed that they want this to be a great example of that." 🌱



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# COMMITTEE AGENDAS



## DURHAM

### Approval recommended for Courtice subdivision

At its May 12 meeting, **Clarington** Planning & Development Committee considered a [staff report](#) recommending approval of rezoning and draft plan of subdivision applications by **Tribute (Prestonvale) Limited** for 1246 Prestonvale Road. The applicant proposes to develop the 31.63-hectare Prestonvale Road site with 274 single-detached dwellings and 128 street townhouses. The proposed subdivision also includes a part block for a future school, a park, two stormwater management ponds, and streets.

### Clarington Waterfront Strategy update

At its May 12 meeting, **Clarington** Planning & Development Committee considered a [staff report](#) providing an update on the first comprehensive Waterfront Strategy update since 1992. The updated strategy aims to guide recreation, environmental protection, and land development along the municipality's 34-kilometre Lake Ontario shoreline. Since 1992, public ownership of

waterfront lands has increased from just three per cent to over 30 per cent. The new Waterfront Strategy will create a strategic framework for managing the waterfront over the next 25-30 years.

### Courtice Waterfront and Energy Park Secondary Plan proposed

At its May 12 meeting, **Clarington** Planning & Development Committee considered a [statutory public meeting report](#) regarding a proposed new Courtice Waterfront and Energy Park Secondary Plan. The proposed secondary plan would establish a new waterfront community in Clarington featuring a waterfront park west of Courtice Shores Drive, and a protected employment area east of Courtice Shores Drive. The secondary plan has been revised from a previous version presented to council in June 2022 to respond to provincial policy changes and shifts in the local context.

### Soper Springs Secondary Plan proposed

At its May 12 meeting, **Clarington** Planning & Development Committee considered a [statutory public meeting report](#) regarding a proposed new Soper Springs Secondary Plan. The proposed secondary plan area is 184 hectares in size, generally

bounded by the Bowmanville urban boundary to the north, Liberty Street North to the west, Concession Road 3 to the south, and Lambs Road to the east. The secondary plan would guide the development of a compact, complete, connected, and walkable community in Bowmanville that is interconnected with the natural environment.



## HALTON

### Burlington preferred ward boundary option recommended

At its May 12 meeting, **Burlington** Committee of the Whole considered a [staff report](#) recommending that council approve ward boundary Final Option 1 as recommended by the City's consultant **Watson & Associates Economists** as part of the [2024/2025 Council Composition and Ward Boundary Review](#). The recommended Final Option 1 is described as a "minimal change" option that provides a ward boundary map that is familiar to residents while also addressing some shortfalls of the existing ward boundary design.

### Bronte Creek Meadows OPA recommended

At its May 12 meeting,

**Burlington** Committee of the Whole considered a [staff report](#) recommending approval of a City-initiated official plan amendment (OPA) to implement policy outcomes from the Bronte Creek Meadows Area-Specific Planning Project. The proposed OPA applies to lands south of Upper Middle Road, west of Burloak Drive, north of Mainway, and east of Sheldon Creek, lands which are under the ownership of a single landowner. The OPA would establish a community structure based on protected natural heritage features and organized into districts, accommodating a multi-modal transportation network and a mix of residential and non-residential uses. Approximately 16,000 new residents, 9,000 new housing units, and 3,600 new jobs are contemplated for the area at full build-out.

### Downtown Burlington tower proposed

At its May 12 meeting, **Burlington** Committee of the Whole considered a [statutory public meeting report](#) regarding official plan and zoning by-law amendment applications by **Old Lakeshore Development Inc.** for 2083 Old Lakeshore Road. The applicant proposes to develop a 27-storey mixed-use building containing 418 square metres

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# COMMITTEE AGENDAS

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of retail space at grade and 196 residential units above. Burlington city council has already approved two other tall building applications by Old Lakeshore within the block to the east of this development site, and the developer has proposed a fourth tall building for the site immediately to the west. Staff are continuing to process Old Lakeshore's applications for the site at 2083 Lakeshore Road, which shall involve a determination of potential streetscape enhancements to Lakeshore Road to implement the design principles and guidelines of the Burlington downtown streetscape design.

## Approval recommended for amended Downtown Burlington development

At its May 12 meeting, **Burlington** Committee of the Whole considered a [staff report](#) recommending approval of a rezoning application by **409 Brant Street Limited** for 401-413 Brant Street, 444-450 John Street, and 2002-2012 James Street. The site was previously approved for an 18-storey mixed-use development. The applicant proposes minor revisions to the previous approval, including reduced parking standards and parking

space dimensions, a minor increase to overall building height, and reduced setbacks to the parking structure.



## PEEL

## Approval recommended for Bramalea townhouses

At its May 12 meeting, **Brampton** Planning & Development Committee considered a [staff report](#) recommending approval of official plan and zoning by-law amendment applications by **2391057 Ontario Inc.** for 0 Father Tobin Road and 10819 & 10833 Bramalea Road. The applicant proposes to develop six blocks of three-storey stacked and back-to-back townhouses, totalling 131 dwelling units.

## Approval recommended for 2-tower development near Brampton GO

At its May 12 meeting, **Brampton** Planning & Development Committee considered a [staff report](#) recommending approval of applications by **Amdev Property Group** to amend the Downtown Brampton

Secondary Plan, and for a zoning by-law amendment for 17-29 Mill Street North and 53 Nelson Street West. The applicant proposes to develop two towers of 45 and 48 storeys, containing 834 square metres of non-residential space and 915 residential units.

## Approval recommended for Downtown Brampton tower

At its May 12 meeting, **Brampton** Planning & Development Committee considered a [staff report](#) recommending approval of applications by **Blackthorn Development Corporation** to amend the Downtown Brampton Secondary Plan and for a zoning by-law amendment for 55-65 Park Street. The applicant proposes to develop a 30-storey residential tower containing 240 dwelling units.

## New Brampton comprehensive zoning by-law proposed

At its May 12 meeting, **Brampton** Planning & Development Committee considered a [staff report](#) presenting information about the City's proposed new Comprehensive Zoning By-law, which would apply City-wide except for the lands in the Brampton GO Major Transit Station Area and the Main Street North Development Permit System area.



## YORK

## Approval recommended for Jefferson subdivision

At its May 7 meeting, **Richmond Hill** Committee of the Whole considered a [staff report](#) recommending approval of rezoning and draft plan of subdivision applications by **Jefferson Heights Estates Ltd.** for 12, 24 & 36 Beech Avenue and 319 Harris Avenue. The applicant proposes the development of 14 semi-detached dwellings and 37 townhouses, as well as blocks for open space and environmental protection. 🌱



# OLT NEWS

## SETTLEMENT APPROVED FOR HAMILTON MOUNTAIN DEVELOPMENT

In a May 7 decision, OLT Member **Kurtis Smith** allowed an appeal, in part, by **Zest (Town Square) Developments Inc.** and **Zest Communities Inc.** against the **City of Hamilton's** failure to make a decision on its official plan and zoning by-law amendment applications for 393 Rymal Road West.

In July 2020, Zest submitted official plan and zoning by-law amendment applications to the City of Hamilton to facilitate the intensification of underutilized areas of the existing St. Elizabeth's Village community. The proposal would have accommodated 1,251 new residential units, including a 200-bed addition to the existing retirement home on the site and a mix of new townhouses and mid- and high-rise buildings ranging

from four to 12 storeys.

In May 2023, Zest withdrew its official plan amendment application, and scoped its development proposal to a 4.26-hectare area in the northeastern corner of the site. A revised proposal for this block sought to develop 430 dwelling units in the form of townhouses and four-to-six-storey buildings, as well as 2,024 square metres of retail and office space fronting onto Rymal Road West.

The City did not make a decision on Zest's rezoning application and in June 2024, the developer appealed to the OLT. Subsequently, Zest and the City reached a settlement of the appeals based on the 430-unit development concept Zest had submitted as a revision in May 2023. The Tribunal held a settlement hearing and heard evidence from planner **Sarah Knoll (GSP Group)** in support of the proposed development.

The Tribunal accepted Knoll's uncontested planning evidence and allowed the appeal, in part, approving the zoning by-law amendment in the form attached to the decision.

Solicitors involved in this decision were **Isaiah Banach** and **Jessica Chen (Dentons)** representing Zest (Town Square) Developments Inc. and Zest Communities Inc. and **Melanie Benedict** and **Patrick MacDonald** representing the City of Hamilton. [See OLT Case No. [OLT-24-000663](#).] 🌸

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An architectural rendering of a modern building with a large glass facade and a wooden slat exterior. People are walking on the sidewalk in front of the building. A white car is partially visible on the right.

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# PEOPLE

Prime Minister **Mark Carney** swore in his new cabinet yesterday in a ceremony at Rideau Hall, comprising 28 ministers and 10 secretaries of state. The new GTHA-based appointees are as follows:

- Markham—Thornhill member of parliament (MP) **Tim Hodgson** is appointed Minister of **Energy and Natural Resources**;
- Brampton Centre MP **Shafqat Ali** is appointed president of the **Treasury Board**;
- Oakville East MP **Anita Anand** is appointed Minister of **Foreign Affairs**;
- Brampton East MP **Maninder Sidhu** is appointed Minister of **International Trade**;
- Mississauga—Streetsville MP **Rechie Valdez** is appointed Minister of **Women and Gender Equality** and secretary of state for small business and tourism;
- Brampton North—Caledon MP **Ruby Sahota** is appointed secretary of state for combatting crime;

- Burlington North—Milton West MP **Adam van Koeverden** is appointed secretary of state for sport.

Toronto-based appointees to cabinet will be noted in this Friday's Toronto Edition.

**City of Cambridge** city manager **David Calder** has announced that he will be stepping down from the role, effective September 1, 2025. Calder has served as Cambridge city manager since September 2019.

The **County of Prince Edward** has appointed **Adam Goheen** as its interim chief administrative officer (CAO) following the April 30 departure of previous Prince Edward County CAO **Marcia Wallace**, who served in the role for five years. Goheen, who joined the County in July 2020 as director of operational services, was appointed Prince Edward County director of housing in January 2024. Goheen will serve in the interim CAO role until a permanent CAO has been hired.

**The Parson Centre for Progressive Policy**, based in Ottawa, has appointed former member of parliament for Oakville North—Burlington and former **Town of Oakville** councillor **Pam Damoff** as its new chief executive officer (CEO). The Pearson Centre is a national think tank that promotes centrist and progressive public policy that combines social responsibility with economic success.

The **Transportation Association of Canada** (TAC) announced the 2025 winners of its volunteer recognition and young professional awards. Among this year's winners were two individuals who do work in the GTHA. **City of Hamilton** director of transportation and parking **Brian Hollingworth** was recognized by TAC with a 2025 distinguished service award in appreciation of his more than 20 years of tangible contributions to TAC's mission and the Canadian transportation sector. Prior to his tenure since 2018 with the City of Hamilton,

Hollingworth worked for **IBI Group** for over two decades in Toronto, where he was among the first transportation consultants to integrate sustainability into transportation master plans, area plans, parking studies, and development proposals, a practice that is standard now, but was heralded as novel, even controversial, in early days. **Parsons** AI & innovation lead for North American infrastructure **Daniel Weng** was awarded a TAC grant for young innovators in transportation. Weng's co-leadership developing a new transportation data plan and governance framework for the **City of Mississauga** demonstrated his talent for systems applications and design thinking to support organizational transformation. 