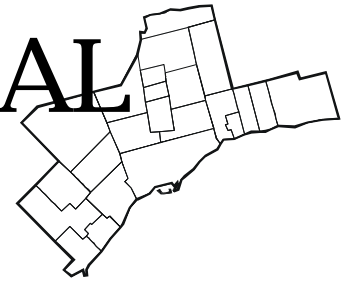


GTA MUNICIPAL NEWS



Wednesday, May 9, 2001 • VOL 4 • No. 19

The GTA is all right... Or is it?

Regional chairs defend their record

by Karen Wirsig

The GTA's regional chairs reached consensus at a workshop on the Toronto area: 'we don't need fixing.' Speaking at the **Urban Development Institute's** workshop on the future of the GTA on May 2, 2001, the four chairs rejected the notion that new rules on growth are needed and argued existing governance is fine.

"Smart growth principles are alive and well in Peel," said **Peel Region Chair Emil Kolb**. He was referring to the province's proposed *Smart Growth* initiative and the request by the **Greater Toronto Services Board (GTSB)** that it be given authority from Queens' Park to establish a growth management plan for the GTA in keeping with the initiative.

"You find me one piece of urban sprawl in Durham Region and I will buy it and tear it down," **Durham Region Chair Roger Anderson** said, defending the Region's existing plans and arguing the GTSB is not necessary.

(Continued on page 2)

Report indicates signs of stress

Income disparity, long-term joblessness, waiting lists for affordable housing and long-term care beds, extremely low vacancy rates for apartments, longer daily car trips, and relatively low voter-turnout in municipal elections are decade-long trends in the GTA, according to a report released by the **Toronto Community Foundation** on May 2, 2001.

Vital Signs: the vitality of the Greater Toronto Area reports on data collected for the first year of the project, a partnership among research institutions, private foundations, local governments and advocacy organizations in the GTA. It is meant to "promote awareness, discussion and civic engagement and change on issues that are important to the quality of life and future vitality of the Greater Toronto Area", but the report avoids drawing conclusions from the data.

Calling the 1990's "a decade of restructuring," *Vital Signs* says the impacts on the region of the North American Free Trade Agreement, "an activist government at the provincial level" and a booming US economy are not yet clear.

The project is tracking a set of ninety indicators on economic, environmental, social, cultural, health and civic participation issues on an annual basis to produce a database it plans to make accessible to the public and to researchers. The full report on the indicators will be released in August, after public consultations throughout the summer.

For a copy of *Vital Signs*, visit the website at www.torontovitalsigns.com.

Next week, GTA Municipal News will report on the environmental trends in the GTA. •

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REGIONAL CHAIRS (FROM PAGE 1)

“There is a sense that smart growth means it is smart if it’s in Toronto and not smart if it is anywhere else,” said **York Region Chair Bill Fisch**. Fisch’s main complaint about the proposed new powers for the GTSB over growth management is that one municipal member – the **City of Toronto** – has half the votes when it comes to making decisions. His sentiments echo the concerns of some of the GTA’s rural mayors about a stronger GTSB. (See *GTA Municipal News*, April 25, 2001).

And, although **Halton Region Chair Joyce Savoline** said her region is supportive of the GTSB having planning policy statements, she dismissed *Smart Growth* as an imported solution to the exaggerated problem of “sprawl” in the GTA. According to a recent survey of the Region’s residents, “78% indicated Halton is a desirable place to live,” Savoline said, countering the notion that out-of-control development is destroying quality of life. Among the concerns people raised about the region were “too much high-density development” and traffic congestion.

Savoline pointed to the *Halton Urban Structure Plan* as the best plan in the province to ensure sustainable growth. As part of the plan, developers finance new water and wastewater infrastructure for residential development up front, taking the pressure off the Region. Kolb said Peel Region’s focus on nodal development, higher density and the protection of greenspace, as well as cheap services, including the lowest water rates in Ontario, means that the Region has demonstrated “we can look after smart growth.”

All of the chairs agreed there are issues that need to be dealt with in the GTA, including overburdened roads and provincial downloading, and they were unanimous in appealing to senior

governments to commit new funds for infrastructure like public transit. Anderson, Savoline and Fisch also made it clear that they expect developers, and new home-buyers, to help pay for new infrastructure through development charges.

“We have, in the GTA, failed to worry about transit,” Fisch said, offering the main confession of the evening. “We need to begin spending money on another way to move people around. In our plan, we are aiming for a 30% modal split (between transit and cars). If we don’t get there, our plans won’t work anymore.”

The share of transit rides in the GTA outside Toronto is currently less than 5% of all trips, with bike and walking trips bringing the share of non-car transportation to about 8%. Fisch appealed to developers to work with the regions to improve transit, saying development charges may be the only answer. “You guys will have problems,” Fisch said, if the GTA doesn’t become more transit friendly.

At least one politician from a lower-tier municipality was not happy with the regions’ track record on public transit. **Oakville Councillor Jody Sanderson** expressed frustration with the lack of coordination between local transit services.

“How come it takes my daughter two hours to get from Oakville to Mississauga on the bus?” she asked.

However, Durham’s Anderson said “the 905 was built on cars,” adding that the developers’ strongest market is young families who want a garage and driveway, with no sidewalk and room to park four cars, as well as a backyard with a fence around it.

“The GTSB is developers’ worst nightmare,” Anderson warned the audience. “You had better develop now and hope you don’t get appealed. The Government of Ontario is about to make decisions that will affect the 905 and 416 for a long time.”•

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Province to move on GTSB

The **Greater Toronto Services Board** (GTSB) is waiting to hear about its future, after sending recommendations on strengthening its powers to Queens' Park earlier this month. (See *GTA Municipal News*, April 25, 2001.) The future of the GTSB is probably the most controversial issue related to the GTA on the provincial agenda, since the government announced it would not continue to force municipal amalgamations earlier this year. It is facing opposing views on the GTSB from different parts of its GTA political stronghold, with **Mississauga Mayor Hazel McCallion** pushing for increased authority for the body and **Durham Chair Roger Anderson** strongly resisting such a move.

The GTA's regional governments are concerned than an expanded GTSB will lead to the elimination of the regions, something GTSB **Chair Gordon Chong**, who has long-standing ties to the provincial Conservative government, has been careful to downplay. Chong has said that, over time, governance in the GTA would evolve under a stronger GTSB, perhaps leading to the dissolution of the regions, but only with participation and agreement from the regional governments themselves. Chong has also said that, if the government is not willing to give the GTSB more authority, the agency should be shelved.

The question is if and how Queens' Park can come up with a proposal that will satisfy the differing parties. Will the provincial government ignore the GTSB recommendations and leave the agency to operate under the existing legislation, which former Municipal Affairs Minister **Al Leach** has called "permissive" enough to allow it to do what the members agree to? Will the GTSB get what it is asking for, including the authority to develop a growth management plan and to set up special purpose bodies to coordinate GTA-wide services?

"The truth is in between," **MPP Morley Kells** (*Etobicoke-Lakeshore*) told *GTA Municipal News*. He said the provincial government is interested in making the GTSB work, especially in

light of the *Smart Growth* initiative in which the GTA is key.

Oakville Mayor Ann Mulvale was critical of the province's recent *Smart Growth* announcement in the Throne Speech. As **President** of the **Association of Municipalities of Ontario** (AMO), Mulvale has been advocating for a commitment of provincial cash for transportation and other municipal infrastructure. She also supports a stronger GTSB.

According to "the best understanding I have," Kells said, the GTSB will get enhanced powers, although "in the funding area, the province has to look after things itself. They got a little ahead of us, but they came up with some good ideas." He added that the changes will likely get made sometime this month, through orders in council or provincial statements, averting the need to introduce legislation, which would be time-consuming. According to Kells, Queens' Park could bring forward legislation at a later date, perhaps next fall when the province will likely introduce a new *Municipal Act*, to clean up the changes made this spring.

Brian O'Riordan, **Vice President** with **G.P. Murray Research**, who follows issues at Queens' Park, told *GTA Municipal News* the GTSB is likely to get more power so that it can work with the province to implement *Smart Growth*.

"Chong is likely to get his way," O'Riordan said, referring to the proposals the Chair made for improving the GTSB. "His ties are still relatively good with the government. He was not put there (as Chair of the GTSB) to be hung out to dry."

Kells said transportation is an important factor of *Smart Growth*, although he is not expecting a specific funding commitment for transit and transportation infrastructure in the province's budget announcement on May 9, 2001. However, he said the province is looking to partner with the federal government to fund transportation and he didn't rule out provincial spending this year. •

Tax pooling still a source of conflict

GTA municipalities will be sharing more than \$200 million in property tax revenues with the **City of Toronto** this year to cover social service costs like welfare and social housing, up from \$176 million last year. Tax pooling was introduced in 1998 by the provincial government as a quick fix for downloading after Toronto argued its disproportionate level of social services, coupled with higher costs, would put the city at a serious disadvantage under the scheme.

But the quick fix is still in place, three years later, leaving GTA municipalities frustrated. GTA politicians argue that pooling means they pay with no say. The money flows to Toronto, where the programs are administered without any input from the other area governments.

“Property tax pooling in the GTA is not very accountable,” **Peel Region Chair Emil Kolb** told developers at a May 2, 2001 workshop. Kolb proposed a third-party audit of how the money is being spent and a benchmarking process to create “more efficient services.” At the same workshop, **Halton Region Chair Joyce Savoline** pointed to the tax pooling to explain why the **Greater Toronto Services Board (GTSB)** should not take on service delivery for the whole GTA.

The money going to Toronto is earmarked to pay for programs that are already heavily regulated by the provincial government, leaving even the city with little leeway in how they are administered. However, **Mississauga Mayor Hazel McCallion** suggested Toronto could increase privatized service delivery as a way of strengthening its financial situation, in a speech to the **Toronto Board of Trade** last February.

“The private sector has to get involved,” McCallion said, comparing Toronto to Mississauga, where “we’ve privatized a lot.”

Meanwhile, provincial downloading also means that Toronto now pays for **GO Transit**

and more for expressways that are used primarily by GTA residents from outside the city. Toronto will pay nearly \$52 million for GO Transit in 2001, or half of the agency’s annual subsidy. In addition, added highway responsibilities, including part of the Queen Elizabeth Way, add up to at least \$2 million more in operating costs every year, according to Toronto’s **General Manager of Transportation Services, David Kaufman**.

That figure does not include the cost of bringing the roads up to standard, estimated at \$46 million in 1996. The province only handed over \$13 million for the work. In all, the city plans to spend more than \$100 million repairing the QEW and the Don Valley Parkway between now and 2005, although Kaufman estimates that sixty percent of the trips on Toronto’s expressways are by 905-area residents.

Downloading has placed more of the onus of paying for services, including social programs designed to redistribute income, on the twenty-eight different property tax jurisdictions of the GTA. It has highlighted interdependence within the region, where there is a shared labour market and an integrated economy. At the same time, downloading and pooling have underscored the differences in their approaches to municipal services.

Some in the GTA, including **Georgina Mayor Jeff Holec**, worry that sending money to Toronto means they can’t expand local services related to the needs of a growing population, especially in the absence of infrastructure funding from the province and the federal government. Others have charged that Toronto’s services are gold-plated and extravagant, insisting the other GTA municipalities should not be left with the tab. These debates will heat up if the GTSB is given the authority to coordinate service delivery across the GTA, when the province updates its mandate this spring. •

Water options for York Region

At a special Tri-Committee Meeting of the **Durham Region Planning, Works and Finance & Administration Committees** on May 1, 2001, **Debbie Korolnek, Director Water & Waste Water for the Regional Municipality of York** made a presentation on the *York Region Long Term Water Supply Project – Individual Environmental Assessment for Lake Ontario Water Supply via Durham West*.

In 1996, York Region initiated a Master Plan to examine and identify long-term water supply requirements to the year 2031. The York Region OP provides for a 2026 population of 1.3 million and 696,000 jobs. The Region, unlike others in the GTA, does not have direct access to a major body of water on which to establish large-scale water supply and sewage treatment facilities.

York Region proposed that a new water supply from **Lake Ontario** be developed in the western portion of the Region of Durham, in the **City of Pickering** and determined that it would be appropriate to conduct an Individual Environmental Assessment for the option.

Durham Region found the initiative by York Region “presented an opportunity for Durham to investigate long term options for water supply which may have the potential to reduce or stage Durham’s capital expenditure requirements for water supply to Durham’s benefit.” The Durham West supply was found to benefit Durham Region only under ideal circumstances. Under the current Durham Regional OP land use patterns and population projections there was found to be no economic advantage to the Region.

The report recommended that York Region fully investigate a Lake Ontario water supply

option via **Peel Region** and additional water supply capacity from the **City of Toronto** in order to develop a joint water supply system prior to implementing a Lake Ontario water supply via Durham West. If the **Ministry of Environment** grants approval for the Durham option, the Region listed a number of conditions to be required. •

• DEVELOPMENT NEWS •

-Peel Region-

Police facility on Derry Road in Mississauga

Peel Regional Police have submitted an application for rezoning to permit a 18,590 sq. m. Regional Police Facility for **180 Derry Road East**, on the south side, east of **Hurontario Street**. Planner for the project is **Nancy Mott-Allen** from the **Region of Peel** and the solicitor is **Patrick O’Connor**. •

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 • REGIONAL NEWS •

-Halton Region-

Residential subdivision on Upper Middle Road in Burlington

A report to the **Burlington Community Development Committee** recommended approval of applications by **Monarch Construction Ltd. & Coral Gable Homes** for rezoning and plan of subdivision at **4192 Upper Middle Road**, the rear of lots at **4172, 4179 and 4187 Upper Middle Road**, and land fronting **William O'Connell Boulevard**. The application would permit 33 detached residential dwellings on a 2.96 ha. lot. The site is heavily vegetated and the east side was found to be of high quality and worthy of preservation according to **Conservation Halton**. The Region advised that the wooded area had not been identified as being Regionally or Provincially significant.

Residential development in Oakville Central Retail Area

A public hearing was held April 23, 2001 at the **Oakville Planning & Development Council Meeting** regarding the applications for *Official Plan Amendment 195* and removal of a holding provision by **Silwell Developments**. The applications, which were supported by staff, would reduce densities and allow the construction of a Regional long-term care facility on Block 15 & 82 and detached and semi-detached dwellings on Blocks 17 and 18 within the **Central Retail Area**, located southwest of **Trafalgar Road** and **Dundas Street**. The proposed dwellings reflect the existing housing form to the west of the site.

Greenfield development in Oakville

The **Oakville Planning & Development Council Meeting** held a public hearing April 23, 2001 regarding applications for rezoning, *Official Plan Amendment 193* and plan of subdivision by **Bronte**

Community Developments Corp. The applications were supported by staff and would allow the development of 126 detached dwellings and 29 units of townhouses on an 8.78 ha. site. The site, located on the east side of **Highway No. 25** north of **Upper Middle Road**, falls within the **Palermo Major Transit Node Study Area** currently being undertaken by **Malone Givens Parsons**.

Residential subdivision in Oakville

A report will be heard May 14, 2001 at the **Oakville Planning & Development Council Meeting** recommending approval of the subdivision agreement for **Penex Property (Trafalgar) Limited**. The application is for subdivision on lands which are part of **Lot 12, Concession 1** south of **Dundas Street** and **Block 35, Plan 20M-642** and for construction of a total of 65 freehold multiple attached residential units.

Subdivision for River Glen Blvd. in Oakville

A public hearing will be held May 14, 2001 at the **Oakville Planning & Development Council Meeting** regarding the applications by **River Oaks Developments Inc.** for rezoning and plan of subdivision for a 2.43 ha. site. The site is located on the south side of **River Glen Boulevard**, abutting **Harman Gate Park** to the east and south-west of **Dundas Street West** and **Sixth Line**. Staff recommended approval of the applications to permit the development of 37 low-density residential lots.

Residential subdivision for Dundas and Eighth Line in Oakville

Applications for *Official Plan Amendment 200*, rezoning and plan of subdivision by **Next house-building (Oakville) Corp.** will be the subject of a public hearing May 14, 2001 at the **Oakville Planning & Development Council Meeting**. Staff recommended approval of the applications, which

(Continued on page 7)

REGIONAL NEWS (FROM PAGE 6)

would permit 53 detached dwellings on a 3.4 ha. site located at the southwest corner of **Dundas Street East** and **Eighth Line**.

Townhouse proposal to be rejected for Upper Middle Road

At the **Oakville Planning & Development Council Meeting** May 14, 2001 a public hearing will be held regarding rezoning **382 Upper Middle Road East**. The application by **F. Vail** is to rezone land from agricultural to permit the construction of 25 stacked townhouses. Staff recommended that Council deny the application, and that the applicant return to Council with a plan showing a maximum of 15 units on the site and a maximum building height of 3 stories. The application for the 25 units has been appealed to the **Ontario Municipal Board**.

Townhouse development on Heritage Way in Oakville

A public hearing will be held at the **Oakville Planning & Development Council Meeting** May 14, 2001 regarding applications for OPA and rezoning by **Heritage Gate Ltd.** for a vacant parcel of land on **Heritage Way**, located southwest of **Upper Middle Road West** and **Third Line**. The applications will permit the development of 86 townhouses, including 24 stacked units, on a 1.87 ha. site. The units will range from one bedroom to three. Staff recommended approval of the applications.

-Peel Region-

Mississauga Council will consider a supplementary report on May 9, 2001 regarding an application for rezoning by **Cantay Holdings Inc.** The application, supported by City Staff, will permit industrial, office and ancillary commercial uses for a 16.52 ha. site in the northeast quadrant of **Matheson Boulevard West** and **Terry Fox Way**. •

• ONTARIO MUNICIPAL BOARD •

-Durham Region-

Additional uses permitted for Pickering truck stop

In a decision issued April 26, 2001 board member **John Aker** allowed the appeal by **1201262 Ontario Inc** for amendment to *Zoning By-law 2511* of the **City of Pickering**. The application was to permit certain accessory uses within an existing truck stop facility at **2000 Clements Road**. The uses include retail sales of accessories and equipment for trucks and sale of convenience items, restaurant, games arcade, a truck stop business office and laundry facilities. At the opening of the hearing, the Board was informed that the parties had reached a settlement. Planner **Gary Templeton (Templeton-Leppek Limited)** said that the zoning amendments conform to the City of Pickering OP and the Regional OP and represented good planning. No one spoke in opposition. Solicitor **Robert Jarvis (Keyser Mason Ball)** represented 1201262 Ontario Inc. **John Hart (Reble, Ritchie, Green & Ketcheson)** was the solicitor for the City of Pickering. (*See OMB Case No. PL001197*).

Severance rescinded for agricultural lands in Pickering

In a decision issued April 27, 2001 board member **Gregory Daly** allowed the appeal by the **Regional Municipality of Durham** against a severance by **Murray Carson** and **Walker Clark** that was granted by the **Durham Land Division Committee** for properties in the **City of Pickering**. The application was to change the boundaries of two parcels of land used for agricultural purposes. The application would enlarge an agricultural parcel from 44 ha. to 48.3 ha. by severing 4.3 ha. from the subject property leaving the applicant with a 0.8 ha. residential development lot. The lands are *prime agricultural area*. The *Provincial Policy Statement* provides criteria for when severance is permitted, and this proposal was not considered to fit the criterion. It

(Continued on page 8)

ONTARIO MUNICIPAL BOARD (FROM PAGE 7)

was thought that the creation of the lot would have a negative impact on farming in the area by setting a precedent and impacting existing or future farm operations. The Board concluded that to add the lands to the larger parcel would result in parcels that are awkwardly shaped and not necessarily any more effective to farm. The severance would not be in keeping with the applicable policies, and the Board found that it did not represent good long term planning for the lands. Solicitor **Michael Fowler** represented Murray Carson and Walker Clark. **Steven Karnay** was the solicitor for the Region of Durham. (See OMB Case No. PL001160).

-Halton Region-

Wal-Mart hearing continues in Burlington

In a pre-hearing decision issued April 26, 2001 board member **Bruce Krushelnicki** set the hearing date for the appeals by **1334218 Ontario Incorporated** for Official Plan Amendment and rezoning to permit the development of large scale retail and service commercial centre for **4515 Dundas Street West** in the **City of Burlington**. The application is to permit a Wal-Mart in the City's east end. The Board has set aside ten weeks for the hearing scheduled to begin November 5, 2001. The Board has struggled to co-ordinate the various Wal-Mart hearings that are scheduled to take place throughout the Province. The second purpose of the hearing was to hear motions for production of sales and store information. **Paletta International Corporation** seeks data on eight stores from Wal-Mart and the City seeks similar data from Zellers for seventeen stores in the same market. The Board ordered that one of the stores be removed from the Wal-Mart list, since it was found not to be relevant, and requested the information from the seven remaining stores. Zellers asserted that in this case, they have no market impact issues and that the requested disclosure of market information is not relevant. The City replied that the request for data is to avoid further delays by adjournment should market issues be raised at a later time closer to the hearing. The

Board ordered that Zellers compile and have readily available, on two days' notice, the information for the seventeen stores in the market. Solicitor **Kelly Yerxa** represents the **City of Burlington**. **Stephen Garrod** and **Scott Snider** (**Turkstra, Mazza Associates**) are the solicitors for Paletta. **Zellers Inc.** is represented by solicitor **Stanley Stein** (**Osler, Hoskin & Harcourt**). **Dennis Wood** (**McCarthy Tétrault**) is the solicitor for 1334218 Ontario Limited. (See OMB Case No. PL000528).

-Peel Region-

Settlement details finalized for commercial plaza use in Caledon

In a decision issued April 25, 2001 board member **Ronald Emo** allowed the appeals by **Northwest Holdings Ltd.** for OPA and with **Jomich Enterprises Ltd.** for amendment to *Zoning By-law 99-138* of the **Town of Caledon**. The Board dismissed the appeal by Northwest for amendment to *Zoning By-law 87-250*. The OPA was to permit the use of **12612 Highway 50 (South Bolton Business Centre)** as a commercial plaza. The rezoning of *By-law 87-250* was to permit the use of existing development as a commercial plaza and recognize the expanded retail uses already existing on the property. The proceedings resulted from an October decision allowing the appeals by Northwest in part. Northwest brought a motion seeking the Board's involvement to finalize the details of the amending planning documents. The Board was told that, despite meetings with the Town and Northwest, there were still unresolved issues as to the interpretation of the Board's direction in the previous decision. The Board determined that the Town's draft documents for *Official Plan Amendment 168* and the revised version of *By-law 99-138* captures the essence of the previous decision, with some minor fine-tuning. Northwest sought additional uses and greater flexibility in their interpretation of the By-law. The fine-tuning would consist of rewording the interpretation of the Board's 33% cap in relation to sales and display areas, and minimum floor areas of certain uses would be revised to reflect actual floor areas currently in use. Solicitor **Jane Thompson**

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ONTARIO MUNICIPAL BOARD (FROM PAGE 8)

represented the Town of Caledon. **Ian Rowe (Burgar, Rowe)** was the solicitor for Northwest. **Steven Zakem (Aird & Berlis)** represented **Loblaw Properties Limited**. (See *OMB Case NO. PL990802*).

Hearings to continue for recreational resort and spa

In a pre-hearing decision issued April 26, 2001 board member **Susan Fish** urged the parties to determine if a settlement is achievable for the appeals by **Franceschini Bros. Aggregates Ltd.** and **Warren Paving and Materials Group Ltd.** for *Official Plan Amendment 163* and amendment to *Zoning By-law 2000-131* of the **Town of Caledon**. The applications are to develop a recreational resort and spa known as the **Caledon Centre for Well Being**. Franceschini owns property adjacent to the proposed Centre, which appears to have a viable aggregate resource. The company intends to extract the aggregate in the future, subject to obtaining the necessary license. Franceschini has indicated that it may wish to bring a motion either for consolidation of this matter with the hearing before the Board dealing with aggregates policy in the Town or for the matter to be heard after the other panel has

issued its decision on the OP policies. The parties are to report at the next pre-hearing, set for May 14, 2001, if a settlement is achievable. Solicitors **Thomas Lederer** and **Karen O'Neill (Davis & Company)** represent the Town of Caledon. **Stephen Garrod (Turkstra, Mazza Associates)** is the solicitor for the **Region of Peel**. **Stephen Waqué (Borden, Ladner, Gervais)** is the solicitor for **Beacon Hall Limited**. Franceschini is represented by solicitor **Jonathan Kahn (Blake, Cassels & Graydon)**. (See *OMB Case No. PL001169*).

-York Region-

Business Park zone permitted in Aurora

In a decision issued April 27, 2001 board member **Donald Granger** accepted the settlement of the appeal by **Donald Hill** against *Zoning By-law 4216-00D*, amending comprehensive *Zoning By-law 2213-78* of the **Town of Aurora**. **Aurora Council** enacted the By-law in the fall of 2000, to permit a *Business Park* zone in accordance with the approved portion of the *Bayview Northeast Area 2B Secondary Plan (OPA 30)* on lands owned by **Whitwell Development Ltd.** The lands are located north of **Wellington Street** between **Leslie Street** and **Highway 404**. The Board was informed at the beginning of the hearing that a settlement had been reached. The By-law was amended to adjust the setback provisions affecting a portion of the Leslie Street frontage and to restrict noxious industrial uses. Town planner **Sue Seibert** provided uncontradicted evidence by sworn affidavit, in support of the amended By-law. The Board found that the amended By-law conforms to the OP, represents good planning and is in the overall public interest of the community. Solicitor **Robert Howe** represented Whitwell. (See *OMB Case No. PL001084*).

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Coming Up

- May 9-12 Wednesday to Saturday, **Ontario Association of Architects Conference**, Royal York Hotel, Toronto. Call: 416-449-6898, ext. 243.
- May 9 Wednesday, "*Understanding Smart Growth*", conference sponsored by the **Canadian Urban Institute**, Westin Harbour Castle Conference Centre, Toronto, 8:30 AM to 4:30 PM.
- May 10 Thursday, **Annual Brampton Business Breakfast**, sponsored by the **Brampton Economic Development Office**, City Hall Atrium, 2 Wellington St. West, Brampton, 7:45 AM to 9 AM. Call 905-874-2650.
- May 10 Thursday, **Peel Region Council Meeting**, 10 Peel Centre Drive, 5th Floor, Brampton, 9:30 AM.
- May 10 Thursday, **York Region Council Meeting**, 17250 Yonge Street, Newmarket, 9:30 AM
- May 14 Monday, **Elizabeth Witmer at Toronto Board of Trade**, First Canadian Place, Toronto, 7:45 AM to 9:00 AM. Call 416-862-4500.
- May 14 Monday, **Brampton City Council Meeting**, 2 Wellington Street West, Brampton, 1 PM.
- May 23 Wednesday, **Halton Region Council Meeting**, 1151 Bronte Road, Oakville, 9:30 AM.
- May 23 Wednesday, **Durham Region Council Meeting**, 1615 Dundas Street East, Whitby, 10:00 AM. •

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Greater Toronto Services Board

The **Transportation Committee** of the GTSB will be holding its next meeting on Friday May 11, 2001, 2:00 PM at **Black Creek Pioneer Village**. The agenda includes a confidential presentation by **Bob Onyschuk** titled *LRT Proposal for the GTA*, and a presentation by **Kevin Bebenek** from **IBI Group** titled *Intelligent Transportation System Strategic Plan*. •