

Novæ Res Urbis

GREATER TORONTO AREA EDITION

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FATE OF TEDCO

Muzzled meeting

NRU has learned that a meeting was held between Toronto senior city staff and employees of the **Toronto Economic Development Corporation** (TEDCO) last Thursday at the Holiday Inn to discuss the arms-length corporation's future.

Sources say TEDCO staff members were informed that the corporation would be disbanded and that some positions with the city's newly-reorganized economic development, culture and tourism division would be open to applicants—but that there would not be jobs for everyone.

The meeting was led by city manager **Shirley Hoy**, who resigns as of October 6, and the economic development advisor in the mayor's office, **Nick Lewis**, sources said.

When asked by NRU if the meeting occurred and if the discussion was about the disbanding of TEDCO, Lewis said he had "no comment," and that "if a meeting like that was held, it would be a private matter with TEDCO's employees."

Numerous phone calls to TEDCO senior staff members made by NRU were not returned.

The corporation is a self-financing subsidiary of the city and operates at arms length. Incorporated in 1986, TEDCO owns more than 500 acres of land and has focused on the redevelopment of brownfields in addition to brokering more than one million square feet of new proposed commercial, industrial and mixed-use projects.

On September 10, TEDCO's president and CEO **Jeff Steiner** announced his intent to resign at the end of the year. During an interview with NRU that week, Steiner said the board of directors and staff were expecting a report and recommendations to come out of the corporation's mandate review within a few weeks. The mandate review was a suggestion in the mayor's blue ribbon panel report and a priority action in the *Agenda for Prosperity*.

The corporation is strategically aligned with the city's economic development division, its website states. The city's economic development, culture and tourism division recently underwent a re-organization and the general manager position remains vacant.

NRU10

BILLIONS FOR TRANSIT

Metrolinx unveils plan

With no funding plan in place beyond 2015, **Metrolinx** released its draft Regional Transportation Plan at a press conference yesterday, proposing a 25-year, \$50-billion revitalization of transit and transportation in the GTA and Hamilton.

Central features of the plan include subway extensions of the Spadina line into Vaughan and the Yonge line into Richmond Hill, an electrified express GO line along the lakeshore, a rail link between Union Station and Pearson Airport, expansion of the Scarborough Rapid Transit line and rapid transit along Eglinton Avenue, connecting to the airport and Scarborough Town Centre.

Rapid transit along Highway 403, and along Highway 2, connecting at Scarborough Town Centre, as well as expanded rail service to Milton, Markham, Mississauga and Bowmanville and expansion of the 400-series highways are included in the plan.

"This is the most ambitious long-term transportation plan on the books in North America," MacIsaac proclaimed.

Metrolinx intends to double transit service, while increasing the number of residents living within two kilometres of a transit stop from 42 to 75 per cent within 25 years. A goods movement strategy is also being developed through roundtable discussions with industry representatives. More work will be done to develop plans to improve parking at transit connections across the region.

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Coming Up

SEPTEMBER 24

Whitby Planning & Development Committee, 7:15 p.m.

Mississauga Council, 9:00 a.m.

Brampton Council, 1:00 p.m.

SEPTEMBER 25

The Durham Strategic Alliance: Transforming Transportation, Ajax Convention Centre, 550 Beck Crescent, 7:30 a.m. – 7:30 p.m. Register online at www.dsea.ca.

SEPTEMBER 25-26

The Canadian Institute's 4th National Summit: Creating and Enforcing Municipal By-laws, Four Seasons Hotel, 21 Avenue Road, Toronto. Register online at www.canadianinstitute.com or call 1-877-927-7936.

SEPTEMBER 26

Metrolinx Board Meeting, location TBA

SEPTEMBER 29

Oshawa Development Services Committee, 1:00 p.m.

Oakville Council, 7:00 p.m.

Mississauga Planning & Development Committee, 1:30 p.m.

SEPTEMBER 30

Toronto Region in the Next Ten Years: Planning and Getting it Done, Seely Hall, 6 Hosking Avenue, Trinity College, University of Toronto, 4:00 – 8:00 p.m. Free.

OCTOBER 1

York Region Planning & Economic Development Committee, 1:00 p.m.

OCTOBER 1-2

Niagara Escarpment Commission: Leading Edge 2008 Conference, Monora Park Pavilion, Orangeville. Register online at www.escarpment.org/education/conference/zeroeight/index.php.

OCTOBER 5

Pickering Planning & Development Committee, 7:30 p.m.

OCTOBER 6

Whitby Council, 8:00 p.m.

STAYING ON COURSE

Ec Dev strategy Vol. 1 No. 1

It has been in the works for some time, but just last week **Caledon** council approved the town's first economic development strategy giving the nod for the still-young economic development and communications department to continue with its implementation.

After a corporate-wide reorganization in 2004, the economic development department was formed and although staff have been working on strategies like retaining current business, attracting new ones and working with the town's planning department on provincial policy implementation, the 16-page strategy puts it all down in black and white.

"The report formalizes what we've been doing for the last four years," Caledon economic development and communications manager **Norm Lingard** told *NRU*.

"We've been very active and I would say that 95 per cent of what's in the strategy we are actively doing and this really just crystallized it."

There are five strategic objectives:

- Business retention and expansion
- Investment attraction
- Entrepreneurship development
- Tourism promotion and investment
- Advocacy and facilitation

The strategy outlines specific actions

under each objective. For example, it calls for the economic development team to meet with employers at their facilities, learn about expansion opportunities and how to facilitate it. It also calls for support of the agricultural sector and when it comes to attracting new industries, focuses on manufacturers of industrial machinery, plastics and food, as well as companies that serve the professional, scientific and technical services industry.

Another initiative in the strategy is to establish a business ambassador program that would enable key business leaders in the town to support and promote the vision.

THE REPORT FORMALIZES WHAT WE'VE BEEN DOING FOR THE LAST FOUR YEARS. WE'VE BEEN VERY ACTIVE AND I WOULD SAY THAT 95 PER CENT OF WHAT'S IN THE STRATEGY WE ARE ACTIVELY DOING AND THIS REALLY JUST CRYSTALLIZED IT.

• Norm Lingard

The strategy looks to encourage Caledon as a tourist destination and support the industry. It also sets up the economic development department as an advocate for businesses seeking development permits and skilled workers looking for employment.

The strategy incorporates information from the town's community and economic profiling exercise, a sector and employment concentration analysis, stakeholder consultations, the town's official plan and ongoing work from the planning department like an inventory of employment lands.

There is vacant employment land in Bolton and Tullamore and future development opportunities in Mayfield West along the Highway 410 extension,

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Many projects can be started now with money set out in the province's MoveOntario 2020 plan, which will provide \$17.5 billion in funding, but this money will only cover approximately seven years of the plan. A draft investment strategy was also unveiled yesterday, though previously anticipated revenue tools were not included. MacIsaac insisted that providing a stronger base system would make it easier to propose and implement new tolls, taxes or other revenue-generating initiatives further down the line.

The investment strategy will be revisited in 2013 and revenue tools will be examined at that time. Metrolinx has discussed potential revenue tools at earlier board meetings, including road tolls, taxes on commercial parking spaces within the **City of Toronto** and taxes based on the fuel efficiency of individual cars.

"It is best to flood the region with transportation alternatives," MacIsaac said. "We have no desire to see [the plan] mired in interminable controversy over new revenue tools. This is a plan we can't afford not to do. Other cities around the world are doing this and have been doing this for a long time."

It was reported earlier this month that a previous version of the plan proposed a subway line be constructed along Eglinton Avenue, despite TTC plans to construct a cross-town light rail line. MacIsaac brushed off questions about Eglinton, stating that Metrolinx is currently working with the City of Toronto to determine the best way to address the street's future transit needs. In the long-term, the plan considers a new subway line running underneath Queen Street in the downtown core.

"We are one of the world's fastest growing regions, but we are one of the slowest when it comes to planning our transportation infrastructure," MacIsaac said in a speech before the press conference, as part of the **Greater Toronto Marketing Alliance's** International Leaders Breakfast Club series.

MacIsaac noted that the region is behind the times in many ways, stating that "in the age of silicone chips we still use paper transfers."

The plan also seeks to improve the status quo with regard to active transportation, integrating walking and cycling net-

works throughout the region. This will include implementing bike share programs in major urban centres.

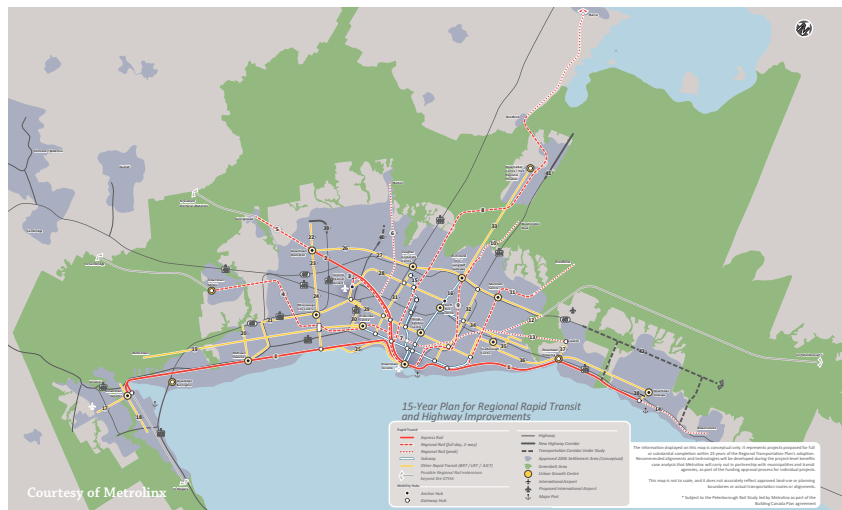
A study to be released by the agency in about two weeks will address the cost of congestion, including infrastructure, accidents, environmental impacts and lost or delayed transactions. MacIsaac stated that the estimate is approximately \$6 billion annually.

Calling the plan a strategic document, MacIsaac stated that Metrolinx will be applying a benefits case analysis to projects on a line-by-line basis.

The Metrolinx board will meet Friday morning to consider approving the draft plan, which will then be released for consultation with the public and stakeholders. A final plan is expected in November.

At the October board meeting members will be voting on a rolling capital budget for the first five years of the plan.

While addressing questions on reducing greenhouse gas emissions from cars, MacIsaac stressed that "the plan is not against automobile owners" and that a balance between transit and car use is being sought.



This map shows the transportation improvements proposed for the next 15 years.

Metrolinx is also working with regional municipalities to ensure that future transit plans are consistent with growth as municipalities work towards conforming to the provincial growth plan. Some regions are considering expanding the urban boundaries of some of their municipalities to accommodate population growth identified in provincial documents.

"We have made certain assumptions in our modelling about the boundary conditions," said Metrolinx general manager of transportation, policy and planning **Leslie Woo**. "We're working with the municipalities and the Ontario Growth Secretariat to make sure that our information is as up to date as possible. It's a partnership in moving it forward. We're not drawing any lines in the sand at this point."

In 25 years, the plan estimates average per day car travel will be reduced from 25 to 19 kilometres, with 7,600 kilometres of bike lanes added to the region and an additional 1,150 kilometres of rapid transit service. The plan seeks to reduce average daily commute times by five minutes. According to the plan, 25 years from now 1.26-billion transit trips will be taken in the region every year, up from 546 million today, and the number of riders using transit during the morning rush will rise from 467,000 to 1.1 million.

BRANDING VAUGHAN

Image makeover

Vaughan council has decided to spend \$138,000 on an image makeover. The “city above Toronto” may have to change its slogan, its city signs and convince some councillors that it’s the right thing to do.

At its committee of the whole meeting last week, councillors approved Toronto-based public affairs firm **Sussex Strategy Group Inc.** as the consultant to work with city staff on a communications strategy and issues management.

The consultant will work to “reposition” the city, “address growing concerns of Vaughan residents about the city’s negative image” and provide advice on developing a long-term communications strategy.

The firm was chosen from three public relations firms that responded to the request for proposals.

Regional councillor **Mario Ferri** said the “city above Toronto” slogan was useful when people didn’t know where Vaughan was, but it’s time for a new one.

Another regional councillor, **Joyce Frustaglio**, disagreed and said she still has to be convinced that what they have isn’t marketable.

The public affairs firm has helped an organization of

healthcare professionals lobby the provincial government to reverse a budget decision delisting certain services and succeeded. The firm also worked for a shopping centre developer looking to get approvals from regional government for the project and it eventually received unanimous approval and has been developed, according to the firm’s website. **NRU10**

Also at Vaughan’s council meeting September 8, councillors approved proposed terms of reference and \$150,000 from development charges to the planning department’s budget for a study of lands formerly owned by Canada’s Wonderland at Jane Street and Major Mackenzie Drive.

Currently the 82-acre site on the northwest corner of the intersection is

zoned theme park commercial. A sign advertising the land by Colliers International faces Highway 400 and calls the site a “development opportunity.” Council voted in July to put a one-year interim control by-law in place until staff could do a study and survey what type of development would be in the city’s best interest

Ec Dev strategy continued from page 2

which the town should be promoting, according to the economic development strategy.

From a group of 50-business owners and stakeholders, the economic development staff learned that Caledon has some



strengths—like competitive land cost, proximity to highways and a high quality of life—but it also has some weaknesses—like a high percentage of protected lands, road congestion, lack of hotel or conference amenities and encroaching residential development.

Caledon is expected to nearly double in size from its current 57,050 residents over the next 25 years and the strategy encourages future focus on “timely development of high quality serviced employment land, access to public transit and affordable housing” to encourage economic development. **NRU10**



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BUILDING OUT

GTA greenfield density

A new report from **The Neptis Foundation** examines density and housing mixes in the GTA. The report looked at the extent to which the growth of urban centres can change over time.

“As we plan are we really planning for a future where in fact household compositions could be quite different from what they are today?” asked **Zack Taylor**, a **University of Toronto** doctoral student and lead author of the report. “If we build to a certain population density now, can we expect that population density to hold in the future?”

One conclusion drawn from the study is that the oft touted goal of creating complete communities is often quite difficult to implement.



“You want things to be a bit more mixed, you want to have jobs in proximity to where people live, you want to have amenities in proximity to where people live,” Taylor told *NRU*. “These are all great principles and certainly some municipalities have been working on this idea for many years, but it doesn’t seem like we’ve gone nearly far enough down the road for these things to actually produce a difference in travel behaviour.”

“We’re not going to be able to take apart the vast tracts of employment lands that we have and reinsert these things in residential areas to produce something akin to the older parts of the City of Toronto,” Taylor continued. “This is one of the great planning conundrums. How do we figure out how to do that?”

The report studied 16-different urban communities in the GTA: five that were built before 1960, six that were built out in the 1960s and 1970s and five that were constructed in the 1980s and 1990s.

Though not included in the study, Taylor discussed the difficulty that the **City of Pickering** had planning for development in the Seaton area of north Pickering.

“They had to bend over backwards to try and figure out how to protect all the natural areas that they wanted to pro-

tect but still work it out spatially in a way that you could even provide bus service, because there’s so many gaps in the contiguous urban fabric there.”

Taylor also noted that household size has been in decline and this could prove problematic for municipalities seeking to meet growth plan density targets and will “reduce the efficiency of infrastructure investment and service provision, and undermine the use and cost-effective provision of public transit,” as stated in the report.

While the report does not offer up recommendations, included for comparative purposes is a note on planning in the United Kingdom. In the U.K., local planning depart-

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• Zack Taylor

ments must engage in consultations with national counterparts before approving greenfield developments that will provide less than 30-residential units per hectare. The result has been a sharp increase in the average density of greenfield development.

NRU10

New Deal for Cities Revisited: Urban Issues and the Federal Election

Wednesday October 1, 2008

Registration & Breakfast – 7:30 am

Briefing – 8:00 am to 9:45 am

The National Club • 303 Bay Street, Toronto, Ontario

With Keynote Speaker

The Honourable Jim Watson

Minister of Municipal Affairs and Housing, Ontario

with

Alan Broadbent

Chairman of the Maytree Foundation, Chairman and CEO of the AvanaCapital Corporation, author of *Urban Nation*

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GTA in Brief

DURHAM

Clarington apartment

The **Municipality of Clarington** will host a public meeting October 20 to discuss a rezoning application submitted by **West Diamond Properties Ltd.** to permit development of a four-storey, 82-unit apartment building and 119 townhouses at Green Road and McBride Avenue, northwest of Martin Road and Highway 401.

HALTON

Growing Halton

The **Town of Halton Hills** will hold a special meeting of council this evening to discuss five regional growth concepts put forward as part of the Sustainable Halton Plan. The plan is currently in the second of four phases, which involves lower-tier municipalities providing comments to the region regarding the growth concepts.

Milton contracts

The **Town of Milton** considered a report recommending that **Macaulay Shiomi Howson Ltd.** be awarded a \$548,260 contract to develop the Boyne Survey Secondary Plan. Another report called for **Monteith Brown Planning Consultants** to develop a concept design and business plan for expansion of the Milton Sports Centre. A third report recommended **ZAS Architects Inc.** be contracted to work on the design of a new fire hall.

Oakville detached houses

Oakville will host a public information meeting October 1 to discuss applications for rezoning and plan of subdivision approval, submitted by **881178 Ontario Limited**, to permit development of 28-detached houses at Coronation Drive and North Ridge

Trail, east of Trafalgar Road and Dundas Street East.

North Oakville East proposal

The **Town of Oakville** is to host a public meeting to discuss a plan of subdivision and zoning by-law amendment proposed by **Mattamy - Lower Fourth Development Inc.** and **Pendent Development Ltd.** to permit 2,317-residential units to be built on 138 hectares of land in the North Oakville East area, between Highway 407, Dundas Street West, Neyagawa Boulevard and 6th Line. The meeting is scheduled October 1.

Employment uses in Oakville

A public meeting will be held October 6 to discuss official plan and zoning by-law amendments proposed by the **Ontario Realty Corporation** to permit employment uses at **1455 Joshuas Creek Drive**, west of Highway 403 and Upper Middle Road East in **Oakville**.

PEEL

Mississauga community uses

At **Mississauga's** September 29 planning and development committee meeting, the committee will consider a report recommending revised definitions and location criteria related to community uses in its new official plan. The city will examine whether or not to add new location and site development criteria for facilities such as daycare centres and private schools and whether or not to add separate designations for each specific type of community use.

Burnamthorpe study meeting

The **City of Mississauga** will host a public information meeting October 1 to discuss the environmental assessment currently underway for accommodating future transportation, residential and employment needs along a stretch of Burnamthorpe Road East running from Arista Way to Dixie Road. The meeting will be held at the

Tomken Twin Arena, 4495 Tomken Road, from 6:00 to 8:30 p.m.

Mississauga Eglinton development

Mississauga has received an application for plan of subdivision approval from **Erin Mills Development Corporation** to permit development of 27-detached houses on the north side of Eglinton Avenue West, east of Erin Mills Parkway.

YORK

York power plant update

At its September 22 meeting, **King Township** considered a motion put forward by Councillor **Cleve Mortelliti** calling for a year-long interim control by-law to be immediately implemented for every application to develop a natural gas-fired power generation facility to give the township a chance to review health and environmental concerns related to such projects. The motion comes as a heated debate continues in **York Region** following a plan put forward by the **Ontario Power Authority** to have a 350-megawatt station built in an attempt to alleviate escalating electricity demand in **York Region**. (See *NRU-GTA Edition July 2, 9 and 16, and August 20 2008*.)

In related news, **Northland Power**, through **Stantec Consulting Ltd.**, will host a public information session to discuss plans to build a gas-fired power generation station at **1166 Bloomington Road** in the **Town of Aurora**. The meeting is scheduled October 6 at the Howard Johnson Hotel, 15520 Yonge Street, from 4:00 to 9:00 p.m.

Aurora wins heritage award

The **Town of Aurora** has received the Prince of Wales Award from the **Heritage Canada Foundation**. The award is given to a municipality that has made significant efforts to preserve its heritage sites. The **Town of Markham** is among the previous winners of the award, which was established in 1999.

GTA OMB News

Whitby redevelopment approved

In a decision issued September 19, board member **Peter Atcheson** allowed appeals by **Whitby By The Lake Inc.** against failure of the **Town of Whitby** to approve official plan and zoning by-law amendments and a plan of subdivision to permit a residential development at **700 Gordon Street**, southwest of Brock Street South and Highway 401, and north of Iroquois Beach Park. The **Whitby Mental Health Centre** sits immediately south of the proposed development site.

The board was informed that a settlement had been reached between all parties. The proposal is for one high-density residential block, 302 medium-density housing units and 124 low-density units in south Whitby.

Anthony Biglieri (The Biglieri Group Ltd.) provided planning evidence on behalf of Whitby By The Lake, in support of the settlement. Biglieri noted that the proposal includes redeveloping portions of land that were part of the Whitby Psychiatric Hospital, though it would preserve one building from the former hospital for its heritage value.

The site is designated living area under the regional official plan, and institutional under the town official plan and the *Lynde Shores Secondary Plan*. Biglieri noted that the settlement would re-designate the site residential, with the secondary plan being amended to permit all of the proposed densities. Biglieri stated that such a development could be considered a brownfield redevelopment and that the proposal provides significant intensification and housing mix.

The board allowed the appeals, amending the official plan and zoning by-law and approving the plan of subdivision.

Solicitor **Chris Barnett (Davis)** represented Whitby By The Lake Inc. Solicitor **Shelley Pohjola** represented the Town of Whitby. Solicitor **Jane Pepino (Aird & Berlis)** represented the Whitby Mental Health Centre. Solicitor **Patrick Devine (Fraser Milner)** represented **Ontario Realty Corporation**. (See OMB Case Nos. PL080273, PL080334 and PL080335.)

Halton Hills OP appeals update

In a prehearing decision issued September 16, board member **James McKenzie** provided an update with regard to appeals by **Maple Lodge Farms Ltd.**, **611679 Ontario Ltd.**, **611680 Ontario Ltd.**, **2160555 Ontario Inc.**, **James E. Thatcher Limited**, **May Junior Farms Ltd.**, **May Junior Holdings Limited**, **John and Valda May**, **Robert and John May**, and **Arthur May** against the **Town of Halton Hills'** new official plan.

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GTA OMB News continued from page 7

The appellants are seeking modifications to the official plan policies to achieve a designated transportation corridor. However, the town and **Halton Region** are undertaking the Halton-Peel Boundary Area Transportation Study and recommended that the appeals not be heard prior to preliminary reports from the study, expected within six months.

The **City of Brampton** requested and was granted party status, citing participation in the study. The **Northwest Brampton Landowners Group Inc.** was also granted party status. Some of the lands that are subject to the proposed modifications are owned by the group.

The board set the next prehearing for May 11 and 12, 2009 to allow the municipalities time to report preliminary findings from the transportation study.

Solicitor **Jeffrey Wilker (Thomson, Rogers)** represents Halton Region and the Town of Halton Hills. Solicitor **Ronald Webb (Davis Webb)** represents Maple Lodge Farms Ltd., 611679 Ontario Ltd., 611680 Ontario Ltd., 2160555 Ontario Inc., James E. Thatcher Limited, May Junior Farms Ltd., May Junior Holdings Limited, John and Valda May, Robert and John May, and Arthur May. Solicitor **Colin Grant** represents the City of Brampton. Solicitor **Scott Snider (Turkstra Mazza)** represents the Northwest

Brampton Landowners Group Inc. (See OMB Case No. PL080424.)

Board sets date for Oakville condo appeals

In a prehearing decision issued September 18, board member **Aristotle Christou** provided an update with regard to appeals by **Creebank Properties (Lyons Lane) Ltd.** against failure of the **Town of Oakville** to approve official plan and zoning by-law amendments to permit development of two-condominium buildings, 20- and 24-storeys tall, with a total of 420 units, at **599 Lyons Lane**, southwest of Trafalgar Road and Highway 403.

The board was informed that the town is currently examining conservation issues that should be addressed by Creebank.

The board set the date for the hearing, which is expected to take three to four weeks, for March 23, 2009.

Solicitor **Peter Pickfield (Garrod Pickfield)** and **Conservation Halton's** manager of environmental planning **Jennifer Lawrence** represent the Town of Oakville and Conservation Halton. Solicitor **David Beck** represents **Halton Region**. Solicitor **Barry Horosko (Bratty & Partners)** represents Creebank Properties (Lyons Lane) Ltd. **D. McKay** acts as agent for **Home Depot Holdings Inc.** (See OMB Case No. PL080691.)

GTA in Brief continued from page 6

New arena, fire hall for Whitchurch-Stouffville

The **Town of Whitchurch-Stouffville** has awarded the contract for a new twin-pad arena and fire hall to **Norlon Builders London Ltd.** The \$24-million contract is for the London-based company to construct the buildings,



totalling 90,000-sq.ft. over an estimated 16-month timeframe on Weldon Road, southwest of Main Street and 9th Line.

Richmond Hill townhouses

The **Town of Richmond Hill** has received an application for draft plan of subdivision approval, submitted by **559975 Ontario Inc.**, to permit development of 36 townhouses at **13301 Bathurst Street**, north of King Road.

GTA People

Melissa Scaman has joined the **Town of Georgina** as its new economic and tourism development officer. Scaman came from a similar post in High River, Alberta.

Three long-serving senior managers have announced their retirement in **York Region**: long-term care general manager **Shawn Turner**, who has worked for the region for 24 years;

supplies and services director **Tom Appleby**, who has been there 13 years; and family and children's services director **Elizabeth Wagle**, who has been with the region for 10 years.