

# GTA / 905

## DEVELOPMENT NEWS

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## GTA chairs not made for sitting

By Sean Hertel

**T**he *Urban Development Institute* invited the four regional chairs to speak candidly about the state of the GTA last week (November 3) over dinner at the Inn on the Park Hotel in Toronto—and got an earful. Asked to touch on the economy, governance, transportation and urban growth, the GTA’s top politicians perhaps gave 250 development professionals more they bargained for.

### Pass the glue.

Speaking first at the dinner, Halton Region chair **Joyce Savoline** said that “communities need both magnets and glue to compete in the global economy.” Magnets being low taxes and debt-free governments and the glue being sound social, physical and environmental conditions in which to live.

But the GTA needs help to keep things sticking, said Savoline, because government money is scarce and the regions are attracting populations that are among the most diverse in the world. And the needs that each region must provide are as just as great and challenging as this diversity.

“There is a strong view that the GTA can look after

(Continued on page 2)

## ‘905’ regions to become Olympic “gateways”

*Olympic boosters keep big venues in Toronto, calls on GTA to be transport hub*

**T**he **Toronto Olympic Bid Corporation** announced yesterday (November 9) that six “gateways” will be developed outside the city as part of the regional transportation plan for the 2008 Summer Olympics.

Although several details are still in the works, the gateways will be located along major **GO Transit** rail lines and 400 series highways to funnel tourists and athletes alike into the Olympic village on Toronto’s downtown waterfront.

Even though Olympic bid chairman **David Crombie** unveiled a “three ring” plan to focus major events and facilities at three major nodes along the city’s waterfront, about half of the estimated 50 sport venues needed for the games will remain scattered across the GTA as announced last month (see *GTA/905* Oct.6/99). But locating GTA venues within a one-hour distance of the Olympic village as originally planned will be virtually impossible without making improvements to existing transportation systems.

In the meantime, the proposed gateways will allow travelers to park their cars or disembark a bus and board the GTA’s network of GO commuter rail lines. Using material provided by the Olympic board, *GTA/905 Development News* has pinned down the gateways to these

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### SPECIAL REPORT

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itself,” Savoline said. “But we’ve been living off the infrastructure built over the past twenty years—we’re overdrawn at the bank folks and the federal government has overlooked us,” she explained.

**“We’ve been living off the infrastructure built over the past twenty years—we’re overdrawn at the bank folks and the federal government has overlooked us”**

**-Joyce Savoline**

said.

For **Bill Fisch**, the York Region chair, the downside to the GTA’s tremendous growth spurt is that services, much of the “glue” that Savoline mentioned, is being provided after-the-fact. “People are feeling the effects of very rapid growth that we’ve had—and we’re behind,” he explained. “We’re catching up as fast as we can.”

### ***They like it on top.***

Pondering the effectiveness of municipal governance in the GTA, the chairs were unanimously in favour of preserving the two-tier system whereby the regions are responsible

**Roger Anderson**, the Durham Region chair, agreed with Savoline and said that the GTA has been collectively “shafted” by the senior government levels despite the fact that it accounts for about one third of the country’s economic output. “The trend is clear, they are spending less and less when need it most,” he

for directing urban growth through road and pipe building. Amalgamation, they agreed, is not always the ticket to better and less expensive services.

Rather than trimming government right down to the bone, Peel Region chair **Emil Kolb** said that municipalities should look to the private sector for cost-cutting measures. In a recent trip to the United Kingdom, Kolb explained that he was impressed at how partnerships forged between government and business, like in London’s subway system, cut costs and actually improved services.

Anderson agreed. “Restructuring the municipal structure will not bring large cost-savings,” he said. “Real opportunities for savings lie in service delivery and allocation.”

Love it or hate it, regional government is the only way to ensure that services will be put in place for new development, according to Fisch. “We still need two-tier government, especially if York continues to grow as it is...we’re ensuring at all times that it grows appropriately,” he said.

### ***The writing is on the board.***

The chairs, predictably, do not share the same affection for the **Greater Toronto Services Board** as they do for their own regional governments. Although they seemed to agree that the transportation mandate of the board is a good thing, the chairs are still not convinced that the board can bring about noticeable change—at least not anytime soon.

I don’t think it’s working well today,” said Kolb about the GTSB. “I honestly think it will take new leadership to make it work.”

Savoline, an active and vocal member of the GTSB, was both frustrated and excited about the current state of the board. “We’ve spent hundreds and hundreds of hours since January trying to make something of the GTSB,” she said.

A strong supporter of the board’s transportation efforts, Fisch remarked that “one of the problems (with the board) is the name.” Making reference to the “service” in the services board, Fisch asked, “What type of service does it deliver?” He suggested that the board may be more effective if it focused on conflict resolution instead of trying to attack the GTA’s transportation woes head-on. “Maybe we should call it the ‘GT Co-ordinating Board,’” remarked Fisch.

Anderson appeared the most frustrated with the board’s performance to date, barely eleven months into its mandate. “The GTSB has not accomplished a thing,” he said. “We spend literally hours travelling to GTSB meetings for no results...we feel we’ve been all hijacked to the Black

**“I don’t consider the words ‘developer,’ ‘builder’ and ‘profit’ four-letter words”**

**-Bill Fisch**

## OLYMPICS (CONTINUED)

(Continued from page 1)

approximate locations:

### **Serving the western GTA**

- Mississauga/Milton/Halton Hills, 401/407 interchange
- Oakville, Trafalgar Road & QEW (Oakville GO Station)

### **Serving the northern GTA**

- Vaughan, Keele Street & 407
- Richmond Hill, Yonge Street & 407 (Langstaff GO Station)
- Markham, Kennedy Road & 407 (Unionville GO Station)

### **Serving the eastern GTA**

- Pickering, Liverpool Road & 407 (Pickering GO Station) •

(Continued on page 3)

## • TRANSPORTATION NEWS • TRANSPORTATION NEWS •

**GTSB breezes through transit-packed meeting***Board waits on transit dispute, thinks about GO Transit DC and pounces on senior government levels*

The GTSB will not intervene in the on-going transit dispute between the cities of Mississauga and Toronto until dispute resolution guidelines are developed. At the last board meeting (November 5), GTA politicians opted to wait until the guidelines were presented to the board's next meeting in December before attempting to solve the infamous Burnhamthorpe Road dispute.

The conflict between the two cities arose last year after Toronto barred **Mississauga Transit** buses from the Islington subway station in response to noise complaints from residents living on and near Burnhamthorpe Road (see *GTA/905* Nov.3/99).

Another important transportation issue deferred at the last board meeting was Peel Region's resolution to create a special development charge designed to fund **GO Transit** expansion plans. The matter will instead be dealt with by the GTSB's *Transportation Funding Staff Team*.

But all was not lost at the last board meeting. In the dying minutes of the session, Toronto councillor and deputy mayor **Case Ootes** challenged fellow board members to go it alone in the fight for more transportation dollars from senior government levels instead of forming an alliance

with Vancouver and Montreal as suggested at the GTSB's last transportation workshop (see *GTA/905* Oct.27/99). According to Ootes, the GTA's needs are far different from those two cities—which should warrant the GTA to take its own approach to realize those needs.

Unlike Toronto, Vancouver and Montreal receive regular transportation payments from their respective provincial governments through a share of the gasoline tax and vehicle registration fees.

Siding with Ootes, Toronto councillor **Dennis Fotinos** was more direct. "We should engage in an anti-government campaign until we get what we want," he said. Further, Toronto councillor **Howard Moscoe** added that "we have to be cognizant of our own interests to make sure we get a piece of the pie."

Making a plea for action to his colleagues, Brampton mayor **Peter Robertson** said that "the focus of this board is flawed...we can talk to each other but we can't talk to the province." After the meeting, Ootes told *GTA/905 Development News* that if it was up to him, local members of provincial and federal parliament would be invited to GTSB meetings to "explain to us why they aren't getting the job done." •

**CHAIRS (CONTINUED)**

(Continued from page 2)

Creek Pioneer Village (the board's head office in Toronto)," Anderson told everyone.

**Good development, or none at all**

"I don't consider the words "developer", "builder" and "profit" four-letter words," said Fisch to the audience. According to the York Region chair, development is good as long as it is managed and fulfils the objectives of the municipality.

"If you bring good plans to us, we'll talk to you," Fisch said. "If you don't bring good plans, we won't talk to you."

But the chair was less accommodating on the issue of his region's current development charge schedule. "We have the highest development charge in the GTA but I think it's justified," said Fisch. Greenfield development in York, currently the fastest in the GTA and possibly the country, has forced the region to pass on cost-recovery charges to builders to cover the expense of billions of dollars in new infrastructure costs including pipes for the *York-Durham Sewerage System*.

**"I want you to know that  
no municipality has a  
record at the OMB better  
than Durham Region"**

**-Roger Anderson**

Fueling much of York's development projects is the recent call to allow residential subdivisions on portions of the hotly-contested *Oak Ridges Moraine*, stretching across the GTA and much of York Region. Although final approval of several subdivision plans is still pending at the **Ontario Municipal Board**, Fisch said that his region "has plans for both the protection and development of the moraine."

Taking a hard line against development on the moraine, Roger Anderson challenged the development community to go head-to-head with his region and test its environmental protection policies. In fact, Anderson told the audience that regional council, earlier that day, unanimously defeated a proposal by **Jay-M Holdings Limited** to build a resort community called "Gan Eden" on the moraine in the Township of Uxbridge.

"I think there are a lot of questions about the Oak Ridges Moraine," said Anderson. "I want you to know that Durham Regional council voted unanimously 26-0 to reject the application. I want you to know that no municipality has a record at the OMB better than Durham Region," he explained to the audience. •

# York Region looks west for anti-smoking guidelines

*Some task force members hope to apply Peel's successful localized approach on their own turf*

Smoke-free Peel Region could serve as a model for neighbouring York as the latter struggles to come up with a smoking policy of its own, a member of York Region's no-smoking by-law task force said yesterday (November 9).

The Peel legislation, which made all workplaces immediately smoke-free on implementation this year and calls for a smoking ban in all restaurants by 2001, was initiated at the regional level but approved and implemented by the individual municipalities of Mississauga, Brampton and Caledon. (See *GTA/905* May 5/99.)

That kind of localized approach, which allowed each community to conduct its own studies and consultations, is proving very interesting to the York Region task force.

"It is very attractive to us," said Markham councillor Jack Heath, one of the committee's 17 members. "We may work incrementally (as well)."

Currently, York's anti-smoking policy is a patchwork of wildly varying local legislation, ranging from the City of Vaughan's total ban on smoking in public places to the looser restrictions of places like East Gwillimbury and Georgina, where smoking is now permitted in private workplaces, shopping centres and even theatres.

And as such variation suggests, the task force's efforts to get each of the municipalities to adhere to its deadlines for smoking bans in different public places have been largely unsuccessful. Already, two – the April deadline for smoking in municipal buildings and the September deadline for private workplaces – have yet to be met on a region-wide basis. In Markham, town council was ahead of the game with the former – it outlawed smoking in municipal

buildings in January of this year – but it still has to enact a by-law for non-public workplaces, councillor Heath said.

"We are still working on that one," he told *GTA/905 Development News*. "It is true that we missed the deadline."

Moreover, York has nine municipalities to co-ordinate – a daunting number even if their current smoking policies didn't differ so drastically. (By comparison, Peel had only three municipalities to contend with.)

But because of the fairly large number, a Peel-style policy in which each community works toward the same goal but at its own distinct pace may be more realistic for York. "It is something that we're looking at very closely," said councillor Heath. "It just may work for us."

According to the councillor, public consultations have been arranged by the task force for early 2000 in Richmond Hill, Newmarket and Stouffville. However – and true to his town's independent streak – he also noted that Markham would be holding its own public forum in February. And in a recent letter on the subject, he noted that Aurora would likewise be following "an independent route."

Whatever the process, the municipalities have the support of the regional health department in achieving the task force's goals over the next two years. Despite its previously missed deadlines, the committee hopes to ban smoking in public spaces by March of next year and in restaurants by September. Like other jurisdictions, it has allowed extra time for nightclubs and similar establishments, calling for a ban in bars and gaming parlours by September 2001 and all other locations by December of that year. •

## Burlington rolls new policy on lot

Burlington planners are pushing for new official plan policies that will permit motor vehicle dealerships in more areas of the city. This call for action is based on the city's *Motor Vehicle Land Use Study*, which found that only 17% of Burlington's total non-residential land is designated to accommodate auto dealerships.

A staff report on the issue, along with the study results, were presented to the community development commit-

tee last Monday (November 8).

The changes recommended by staff would permit motor vehicle dealerships in general industrial and mixed use corridor (retail, general & employment) designations in addition to arterial commercial and shopping (regional & community) areas. According to staff, several stakeholders were consulted in the drafting of the new policy including the **Hamilton-Burlington Automobile Dealers Association**. •

### PLANNING POLICY

# Fear of “dirty Toronto water” no longer plagues York Region, supports pipe from Lake Ontario

*Water-rich Region of Durham, however, backs out*

Construction of the interconnecting watermain that will transport Lake Ontario surface water to several York Region communities will begin in the spring, a new progress report on the *Durham West Solution* and other aspects of the region's long-term water strategy reveals.

According to the report, which was prepared by York's transportation and works committee and will be presented to regional council tomorrow (November 11), the consulting firm of **Totten Sims Hubicki Associates** has been chosen to design the main.

The fact that the watermain has been given a green light marks a major turning point for the \$550-million *Durham West Solution*, which aims to supply water for some 147,000 residents of Aurora, Newmarket and East Gwillimbury by pumping surface water from Lake Ontario at Pickering, treating it in a yet-to-be-built facility there and transporting it to a four-hectare reservoir from which it will be piped in to the growing communities that need it. (See *GTA/905* Nov. 25/98 & Jul. 21/99.)

Currently, many residents in the Aurora-Newmarket area rely on groundwater for their water supply and have voiced concerns about mixing “dirty Toronto water,” as some have called it, with their existing sources. However, a consortium of private consultants has concluded that transporting lakewater into the region is safe. On June 23, Newmarket council decided likewise, approving a motion in which “no objection” could be found “from a public health perspective...”

According to the report, the issue of safety is consequently dead. “The Town(s) of Newmarket and Aurora completed an independent review of concerns over supplementing existing groundwater supplies with Lake Ontario water,” it states, citing their use of **Ecosystems Consulting** to conduct the review. “All outstanding issues (that were)

raised by the Towns have now been resolved.”

While Aurora and the other towns may indeed be on-board, however, they will also be monitoring “trihalomethane and haloacetic levels on a regular basis,” as called for in a Newmarket council direction.

Meanwhile, an environmental assessment of the project as a whole is proceeding apace, the report says. As envisioned, the water corridor will involve Lake Ontario, western Pickering, lands along the York-Durham boundary and lands between the Ninth Line and Kennedy Road in York Region. In September and October, Pickering residents, especially those in the southern end of the town were consulted over potential locations for the water treatment plant, although no one site has yet to be chosen. Earlier in the summer, the town also agreed to enter into a two-step community benefits agreement with York Region. (The first step consists of preparing a statement of principles; the second will involve the negotiation of its terms.)

According to the report, the Region of Durham has opted to financially bow out of the project for the time being, as “an assessment of the potential benefits for...Durham...indicated that there was little financial benefit...since existing Durham (water) supplies are sufficient for at least 10 to 15 years.”

Nonetheless, “opportunities for mutual benefit will be explored” during the course of the EA, both York and Durham have agreed.

A “mutual benefit” might include eventual “connections for emergency back-up supply to or from the Durham system,” the report's drafters say.

The EA is scheduled for completion by August of next year. The province's approval process is expected to begin in early 2001. •

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## • ONTARIO MUNICIPAL BOARD NEWS •

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—OSHAWA—

### Road EA stalls Beechnut hearing

The hearing to consider the *Phase II* design of the Beechnut subdivision could be postponed for at least one year, pending the completion of the environmental assessment for the Rossland Road alignment (see *GTA/905* Oct.14/98). In a decision issued November 5, board member **Susan Rogers** stated that “further prehearing

conferences are not useful” until “this process is complete and an alignment established.”

Solicitors involved in the matter are **John Alati (Davies Howe Partners)** for **Beechnut Development Corporation**, **Rosalie Evans** for the **City of Oshawa**, **Steve Karnay** for **Durham Region** and **G Grengre** for **Ralna Parent Corporation Inc., Cameo Subsidiary Corp.** and **Walna Ltd.** (see OMB Case No.PL98067).

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Urban Intelligence Inc. and the Canadian Urban Institute present



**GROWING PAINS**

**Can the GTA Get It Together?**

*Challenges facing Greater Toronto on the eve of the Millennium*

**PROGRAM**

Friday, December 10, 1999  
The Ontario Club, Toronto  
30 Wellington St. W., 5th Fl.

As the GTA heads towards a population of 7 million, do we have the right systems in place to protect our quality of life? Join decision makers, policy planners, consultants and key stakeholders for a day of constructive dialogue on building a better future for Greater Toronto. Hear expert views on how we manage such key elements as:

- **Schools:** Closing in 416, scarcity of sites in 905. Is this good planning?
- **Hospitals:** Hospitals now rely on local funding. Is there one solution?
- **Transportation:** Can we agree on a transportation plan that works financially?
- **GTA urban structure:** Pushing the urban envelope. Where do we draw the line?

08:00 Registration and light breakfast

08:30 **INTRODUCTION**  
The communities of Greater Toronto have many positive attributes but in 20 years will a region of seven million still win accolades for quality of life?

08:45-09:45 **SCHOOLS**  
School closings in 416, scarcity of sites in 905. Capital funding challenges. Is there a better way to get the job done?  

- **Thomas Mokrzycki**, MCIP, RPP Commissioner of Planning, City of Mississauga
- **Angelo Sangiorgio**, Superintendent of Planning & Facilities, Toronto Catholic District School Board

09:45-10:00 **Break**

10:00-11:00 **HOSPITALS**  
Should municipalities play a bigger role in hospital planning? Is there a winning formula that can fund high growth areas without penalizing existing facilities?  

- **Mayor Ann Mulvale**, Chair of 905/416 Hospital Needs Task Force
- **Scott Dudgeon**, President, Toronto District Health Council

11:00-12:00 **TRANSPORTATION**  
Working towards agreement on a GTA transportation plan: How do we get the plan implemented?  

- **Ed Levy**, chair, Greater Toronto Transportation Conference and immediate past chair of Toronto Board of Trade Transportation Committee
- **Joyce Savoline**, Chair, Region of Halton and head of Transportation Opportunities Task Force (invited)

12:00-01:00 **Networking lunch**

01:00-2:30 **URBAN STRUCTURE**  
Pushing the urban envelope: Where do we draw the line?  

- **Ken Greenberg**, partner, Urban Strategies Inc.
- **Elizabeth Howson**, principal, Macauley Shiomi Howson Ltd. (invited)
- **Pat Murphy**, MCIP, RPP Commissioner of Planning and Public Works, Halton Region

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## Up & Coming

- Nov. 11**, Thursday, 9:30 a.m., **PEEL REGION - General Committee.**
- Nov. 12**, Friday, 10:00 a.m., **GTSB - Best Practices Committee.**
- Nov. 12**, Friday, 2:00 p.m., **GTSB - Budget Advisory Working Group.**
- Nov. 16**, Tuesday, **UNIVERSITY OF WATERLOO - Toronto Planning Alumni Dinner**, Royal York Hotel, Toronto. (For tickets, contact Ornella Richichi at tel: 416-493-9112)
- Nov. 18**, Thursday, 9:30 a.m., **PEEL REGION - Council.**
- Nov. 19**, Friday, **GTA Mayors and Regional Chairs Committee**, York Region headquarters.
- Nov. 19**, Friday, 1:00 p.m., **GTSB - Transportation Committee.**
- Dec. 2**, Thursday, 5:00 p.m., **OPPI Annual end of year social**, The Toronto Lawn and Tennis Club.
- Dec. 2**, Thursday, 9:30 a.m., **PEEL REGION - General Committee.**
- Dec. 4**, **HANUKKAH**
- Dec. 9**, Thursday, 9:30 a.m., **PEEL REGION - Council.**
- Dec. 24**, **CHRISTMAS EVE**
- Dec. 25**, **CHRISTMAS DAY**
- Dec. 31**, **NEW YEAR'S EVE**

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## • ONTARIO MUNICIPAL BOARD NEWS CONTINUED •

(Continued from page 5)

### —BRAMPTON—

## Bram West hearing moves on

Outstanding matters between the city and **R.G. Noble** with respect to the *Bram West Secondary Plan* have been settled. Comprising *Segment I* of the outstanding appeals in the matter, among the issues were 11 modifications to the plan including community park and school policies (see *GTA/905* Oct.13/99).

In a decision issued November 4, board member **Donald Granger** concluded that the agreed to modifications

“provide a reasonable timetable and mechanism of acquisition of park land by the city and school site land by the school board.” The board also remarked that the relocation of the minor collector road to a point adjacent to the park and school was “an improvement over the original location.”

The next segment of the hearing, set for November 16, will focus on the **Altone Investments Limited** lands.

Presenting planning evidence on behalf of the city for the *Segment I* matters was **David Waters**.

Solicitors involved were **Janice Atwood-Petkovski** for the **City of Brampton** and **Susan Rosenthal (Harper.Rosenthal)** for R.G. Noble (See OMB Case No.PL980851). •