

May 24, 1pm  
**The Land Sustains Us**  
Indigenous Perspectives on Development



WEDNESDAY,  
MAY 17, 2023

Vol. 26  
No. 20

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MISSISSAUGA RESPONDS TO PROVINCE'S VISION FOR LAKEVIEW VILLAGE COMMUNITY

## COUNCIL BLINDSIDED BY LAKEVIEW MZO

Matt Durnan

With just the “stroke of a pen” more than a decade of planning and visioning for Mississauga’s Lakeview Village master-planned community was significantly disrupted after the Minister of **Municipal Affairs and Housing** issued a Ministerial Zoning Order for the site on Friday, May 12. The order was issued three days before Mississauga’s planning and development committee was scheduled to meet to discuss significant changes to the approved application being sought by the developers through an MZO.

At the Mississauga planning and development committee meeting on Monday, **City of Mississauga** planning staff, Mayor **Bonnie Crombie** and city councillors were left to explain to members of the

public that an MZO had been issued without consultation with the City, granting a doubling of proposed housing units for

the site, among other changes. They were also left to explain that MZOs are not appealable, and therefore there is nothing

the City can do to contest the zoning order.

Mississauga planning and development committee was set to meet on May 15, where they were to receive a report from planning staff, outlining the significant changes to the Lakeview Village planning proposal being sought by landowner **Lakeview Community**

CONTINUED PAGE 6



Map of the roughly 71-hectare site slated to become the home of the master-planned community known as Lakeview Village on Mississauga’s waterfront. The site was approved for 8,050 residential units before the Ministry of Municipal Affairs and Housing issued a Ministerial Zoning Order (MZO) on May 12, increasing the permitted number of units for the site to 16,000 and allowing unlimited building heights in Major Transit Station Areas (MTSA), among other changes.

SOURCE: CITY OF MISSISSAUGA

## UPCOMING DATES

### MAY

23 Aurora Council, 7:00 p.m.

Brock Committee of the Whole, 3:00 p.m.

Brock Council, 6:00 p.m.

Caledon Council, 7:00 p.m.

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

Pickering Council, 7:00 p.m.

24 Durham Regional Council, 9:30 a.m.

Halton Regional Council, 9:30 a.m.

Hamilton Council, 9:30 a.m.

Innisfil Council, 7:00 p.m.

Mississauga General Committee, 9:30 a.m.

Richmond Hill Council, 10:00 a.m.

29 Halton Hills Council, 3:00 p.m.

King Council, 6:00 p.m.

Milton Council, 10:00 a.m.

Mississauga Planning & Development Committee, 6:00 p.m.

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

Oakville Council, 6:30 p.m.

Oshawa Council, 9:30 a.m.

Scugog Council, 6:30 p.m.

Whitby Statutory Public Meeting, 7:00 p.m.

## RICHMOND HILL ADOPTS SECONDARY PLAN TO GUIDE URBAN DEVELOPMENT

# ENVISIONING THE FUTURE OF RICHMOND HILL CENTRE

### Lana Hall

**R**ichmond Hill Centre (RHC) has long been identified as Richmond Hill's primary intensification area, a location intended to develop into a mixed-use, transit-supportive urban centre. It is identified as both an Urban Growth Centre (UGC) and a Major Transit Station Area (MTSA) in the provincial Growth Plan for the Greater Golden Horseshoe, and as a Regional Centre in the Richmond Hill Official Plan.

At its May 3 meeting, **Richmond Hill** committee of the whole adopted an official plan amendment to implement the Richmond Hill Centre Secondary Plan. The Secondary Plan applies to a 94-hectare area surrounding Highway 7 and the CN rail line, creating a framework for the creation of a complete urban community, leveraging both public and private sector development, as well as growth in transit infrastructure, including the Yonge North

Subway Extension.

According to a staff report, Richmond Hill's population grew from 33,800 in 2021 to 51,000 in 2023. As more residential, commercial and mixed-use intensification inevitably continues, it has become critical to have a framework for future development, says City of Richmond Hill director of Richmond Hill Centre and economic development, **Anthony Ierullo**.

"...Having a clear vision for the area and a land use framework to guide development is really important," he told *NRU*. "It also provides clear policy to ensure an appropriate transition to some of the more stable neighbourhoods that are adjacent to Richmond Hill Centre ... And probably one of the most important things it does

is support the creation of a new major transit hub that includes five modes of transit converging at Richmond Hill Centre, achieving a level of connectivity that really only exists at Union Station in the City of Toronto within a Canadian context."

The secondary plan lays a framework for several areas of development within Richmond Hill Centre, including character areas and land use, built form, height and density, mobility and transportation, parks and community services. The plan encourages high-density office and residential uses supported by public transit, with the tallest, densest development targeted for the centre of the region, with the surrounding Neighbourhoods containing a mix of

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The vision for Richmond Hill Centre is really to become Richmond Hill's new urban downtown.

- Anthony Ierullo



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# RICHMOND HILL CENTRE

CONTINUED FROM PAGE 2

residential, office, retail and residential. Yonge Street would maintain its unique character and support a high-quality public realm on both sides.

“The vision for Richmond Hill Centre is really to become Richmond Hill’s new urban downtown,” says Ierullo. “A pedestrian-first community where non-vehicular transportation is prioritized, an employment hub—particularly a major office hub that connects to other major offices in Toronto using the Yonge North Subway extension.”

**Urban Strategies** partner **Leigh McGrath** has been working on the Richmond Hill secondary plan since 2019. She says the advantage to having this plan in place is that it allows for a level of detail in planning that is necessary when working within a dense area, or an area that is primed for increased density.

“What this process did was really drill down into the detail [around intensification] and understand ‘What does that mean?’” She told *NRU*. “We know there’s great expectations around what this is supposed to accommodate in terms of people and jobs, but how does that work on the ground? And how does that change from a blob on a map and a density target into streets and blocks

and design concepts and spaces that people want to be in?”

The secondary plan will also

Map showing the boundaries of the Richmond Hill Centre Secondary Plan, which was approved at Richmond Hill committee of the whole on May 3rd. The secondary plan creates a framework to guide the future development of the area, leveraging both public and private sector development as well as growth in transit infrastructure, including the Yonge North Subway Extension.

SOURCE: CITY OF RICHMOND HILL

lay out a more tangible framework for achieving a complete community, she says.

“It creates those expectations for how development performs and how it can achieve the ‘big picture vision’ for Richmond Hill Centre...” she says. “There’s expectations for how development hits the streets and how parks and open spaces speak to the achievements of these objectives in a particularly dense environment. It’s very important that there’s closer attention to public realm elements, and how people experience the spaces around buildings. That’s really where a lot of the detail in the secondary plan points to, is to help shape those places to achieve the vision.”

Richmond Hill planning staff are now preparing a Richmond Hill Centre Secondary Plan package, which will be sent to **York Region** council for approval. 🌱





# CHARTING A NEW COURSE

Lana Hall

A proposal to transform a portion of the Mississauga's **Dixie Outlet Mall** site into a "garden community" would chart a new course for the retail site, adding residential towers, parkland and a pedestrian connection to neighbouring green space to a site that currently accommodates retail and parking. In addition to adding

much-needed housing to the area, the change would improve pedestrian access to a stretch of green space just south of the QEW, and could potentially signal the dawn of a new era for the property.

**Slate Asset Management** has submitted a proposal to the **City of Mississauga** to redevelop part of the Dixie Mall site at 1250 South Service Road.

Slate owns part of the 47-acre site that accommodates the outlet mall. The redevelopment proposal concerns a seven-acre portion of land on the site's northwest corner.

Slate is seeking official plan and zoning by-law amendments to demolish the section of the mall on its land and to replace it with five residential buildings ranging from nine to 25

storeys in height. The proposed redevelopment would add a total of 1,263 residential units to the site. The redevelopment would also add a 1.4-acre park and connect the new residential community with surrounding green space, including a hydro corridor adjacent to the site that stretches south and connects with Serson Park, as well as the

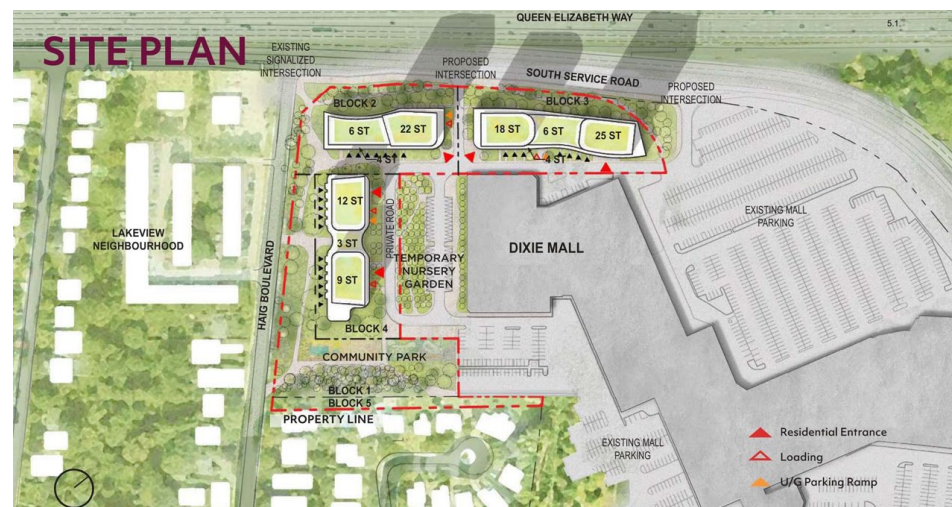
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Map showing the Dixie Outlet Mall site and surrounding area context in Mississauga, and indicating the part of the site (shaded light pink) owned by Slate Asset Management. Slate is proposing to redevelop its portion of the site through demolition of the part of the mall located on it, and adding five residential towers and a public park. The entire Dixie Mall site is currently under a policy review by the City of Mississauga to determine whether there are better ways to utilize the land for improved pedestrian access, more efficient land use and the addition of amenities that would benefit the surrounding community.

PLANNER: GLEN SCHNARR & ASSOCIATES  
ARCHITECT: GIANNONE PETRICONE ASSOCIATES  
SOURCE: CITY OF MISSISSAUGA

Site plan for Slate asset Management's proposal for 1250 South Service Road in Mississauga. Slate's redevelopment proposal for the site would demolish a portion of the Dixie Outlet Mall and replace it with five residential towers, gardens and community space, integrating with the neighbourhood's existing greenspace and the adjacent low-rise neighbourhood.

PLANNER: GLEN SCHNARR & ASSOCIATES  
ARCHITECT: GIANNONE PETRICONE ASSOCIATES  
SOURCE: CITY OF MISSISSAUGA



# CHARTING A NEW COURSE

CONTINUED FROM PAGE 4

public Lakeview Golf Course, which sits immediately south of the Dixie Mall site.

**Giannone Petricone Associates** principal **Ralph Giannone**, whose architectural firm is working on the project, says the goal of the proposed redevelopment is to integrate the site with the adjacent low-rise residential neighbourhood, while providing a new housing form for the area.

"Everyone is nervous about change," Giannone told *NRU*. "But our feeling is that if you live in that neighbourhood, you really don't have that many options to stay in that neighbourhood—if you want to downsize or you're aging and want to stay in that neighbourhood. Or [if] you're a young family who might have grown up in that neighbourhood and can't afford to live there, now you'll have an opportunity to stay."

The proposed redevelopment is being envisioned as a "garden community" that would add housing options to the neighbourhood, while providing a mix of new green spaces and recreational options for the community as well as support the evolution of the Dixie Outlet Mall, which has seen a drop in tenants over the past few years.

"For a moment, you close your eyes and forget you're in Mississauga. It's a pretty

spectacular kilometre of driving as you go up past the rail line,"

**Glen Schnarr & Associates** senior planner and project manager **Maurice Luchich** told *NRU*. The firm is the land use planning consultant on the project.

"There's a public golf course on the left, a private golf course on the right. It's a very unique little streetscape."

The proposed public green space would also include gardens and recreational space, as well as a ribbon of parkland acting as a "buffer" to the adjacent low-rise residential neighbourhood.

Luchich also says the proposed development is a way of adding to the community while better utilizing the mall, which has been there since in the 1970s.

"[Shopping malls] are centrally located in a lot of communities, where you then have a place-making opportunity. You

can use that as the bones to start thinking about 'Well what does the future look like?'" Luchich told *NRU*. "I know from many clients that have mixed-use portfolios ... I would say generally they've seen a decline in retail. There's higher turnover, it's just a bit more volatile than it used to be. I think people are 'future-proofing' these mall properties."

As the Slate proposal makes its way through the municipal application review process, the City of Mississauga is also undertaking a policy review of the entire Dixie Mall site, with the goal of rethinking its land use. These processes are separate, says City of Mississauga planner **Karin Phuong**, but tangentially related, particularly as Slate Asset Management owns a larger part of the site that has not been developed, as does **Choice Properties**, which owns the portion of the mall site that houses the No Frills grocery store.

The City's review of the site will consider future opportunities for new roads, pedestrian connections, transit supportive

development, parks, a mix of land uses, including affordable housing and non-residential uses on the Dixie Mall site. Mississauga planning staff will also consider what building heights would represent an appropriate scale of development within the Lakeview neighbourhood area. Phuong told *NRU* that potential infill sites such as the Dixie Mall require careful planning and consultation with the surrounding community, given their central location.

"[Development is] not just for people, it's for jobs. It's for ensuring there's a variety of different housing forms, even affordable housing," Phuong says. "... And also other types of uses that the community can benefit from, like a variety of different retail and services and commercial uses, and parks, or community uses, such as schools."

A draft land use policy for the Dixie Outlet Mall site is expected to be presented to council in the Fall of 2023.

A public meeting for Slate's proposal for 1250 South Service Road is anticipated to be scheduled in the coming months. 🌱



Rendering (aerial view looking south) of Slate Asset Management's proposed redevelopment for 1250 South Service Road in Mississauga. The residential development would replace a portion of the retail mall on part of the Dixie Outlet Mall site with residential buildings, gardens and community space.

ARCHITECT: GIANNONE PETRICONE ASSOCIATES  
SOURCE: CITY OF MISSISSAUGA



# COUNCIL BLINDSIDED

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**Partners Limited (LCPL)** through an MZO request to the Minister of Municipal Affairs and Housing. Lakeview Community Partners Limited is a development consortium that includes **TACC Construction Limited, Argo Development Corporation, CCI Development Group, Branthaven Homes and Greenpark Group.**

The meeting was to review planning staff recommendations to council on the request, but by the time the meeting happened on Monday, the province's decision had been made. At around 4:30 p.m. on Friday, May 12, the province announced in a news release that it had issued an MZO for the Lakeview Village site.

The MZO increases the permitted number of residential units on the 71-hectare site from 8,050 units to 16,000 units. It also imposes no limits on building heights and densities in Major Transit Station Areas and allows larger floorplates for towers while removing requirements for podiums. In addition to changes to the number of units and built form, the MZO also eliminates site plan control, making it an Enhanced Minister's Zoning Order (EMZO).

Lakeview Village is a master-planned waterfront community on the former **Ontario Power Generation** lands, the former site of a coal-fired power plant that was decommissioned and demolished in 2006. The site has gone through significant visioning and planning with staff and members of the Mississauga community that culminated with the Inspiration Lakeview Plan, which was endorsed by city council in 2014.

Fast forward to 2018 when Lakeview Community Partners came on board, looking to purchase the land, while the City was finalizing an official plan amendment for the lands.

"From the end of 2018 to the end of 2019, we went through the development master plan process with Lakeview Community Partners and that was what really formed the basis of the development applications that came subsequently," City of Mississauga planner **David Breveglieri** told *NRU*.

"Then from the end of 2019 to the end of 2021, we were going through the development applications. So that was the rezoning and the official plan amendment and plan of subdivision. And that's when we got into the nitty

gritty details, talking about dimensions, right of ways, sustainable requirements and all of the stuff you discuss and negotiate on development applications."

Mississauga city council's 2021 approval of Lakeview Community Partners' development application reflected the requests of the development group in terms of heights and densities, permitting maximum building heights of 40 storeys and the development of around 8,050 residential units. No appeal was filed by LCPL when it came to the conditions of the approval.

In March of 2023, the City received a call from the Ministry of Municipal Affairs and Housing (MMAH), advising that a request for an MZO had been filed for the Lakeview Village site and that staff from MMAH were seeking to arrange a meeting with Mississauga planning staff.

"I believe that meeting was in the first week of April, and it was staff to staff inquiries. And we asked for the first time what was the nature of this? And that's when we were told it was [a request seeking] 16,000

units," City of Mississauga manager of development, south, **Hugh Lynch** told *NRU*.

Additional changes being sought through the MZO included no limits on building heights and densities in MTSAs, no requirement for townhomes to be developed as part of the 16,000 dwelling units, allowances for larger floorplates for towers, elimination of the requirement for building podiums, no maximum building density prescribed on a block-by-block basis and limits of 10-storey building heights for waterfront facing buildings only.

Subsequent to conferring with MMAH staff, Mississauga planning staff prepared a report highlighting its concerns with the MZO. The report was to be presented to planning and development committee on May 15, though the meeting took on a decidedly different tone than what the City may have been anticipated, after the MZO was issued three days prior.

In its report to council, Mississauga staff outlined a number of key concerns with the changes sought through the MZO, perhaps most notably

CONTINUED PAGE 7 ■

Obviously traffic capacity is one of the major issues. Everything in the reports we submitted, all the traffic studies were assessed against the 8,000 units, so the 16,000 number was never vetted against.

- David Breveglieri

# COUNCIL BLINDSIDED

CONTINUED FROM PAGE 6

identifying concerns around anticipated traffic impacts that would come along with an increase in the number of dwelling units from the 8,050 that had been approved to the 16,000 units being sought through the MZO.

“Obviously traffic capacity is one of the major issues. Everything in the reports we submitted, all the traffic studies were assessed against the 8,000 units, so the 16,000 number was never vetted against,” said Breveglieri.

“We’re scratching our heads as to how that is going to manifest. School capacity is another big issue. We have allocated one block for a public elementary school and that school is an urban school. And certain aspects were reduced from a typical suburban school, so it’s three storeys with underground parking and a reduced play area. And we thought it was a novel approach to a school, and it’s the first time we’ve done something like that in Mississauga. With 16,000 residential units, that school cannot accommodate the number of kids projected at that number.”

Mississauga Mayor **Bonnie Crombie** expressed her disappointment with how things have unfolded with

this MZO being issued before council had any opportunity to weigh the pros and cons, repeatedly telling members of the public in attendance at the May 15 planning and housing committee meeting that despite what rumours may have been circulating in the public and online, council never gave any kind of approval for the MZO.

“The community has been working with Lakeview for over a decade to build a master-planned, sustainable, mixed-use waterfront community that we can all be proud of. We have been reasonable and flexible where it makes sense—for example, approving their request to increase the density on the site from 6,800 units to 8,050 to respond to changing needs and market conditions,” Crombie told *NRU* in an email.

“The approval of the Enhanced MZO means the new Lakeview Village community will see double the amount of units, 16,000, and doesn’t make any accommodations for the transit or road network to support this new growth. This will lead to further congestion in the area and puts significant pressures on a site that is already at capacity.”

At Monday’s meeting, members of the public also

learned that the impacts of the increased density and unit count go beyond just that of the Lakeview Village community, as the nearby Rangeview Estates development, a proposed 67-acre master planned community just north of the Lakeview site, also stands to be directly affected by the MZO. The planning consultant for Rangeview Estates deputied in person at Monday’s meeting.

“[The Rangeview site] has these key transportation connections; Lakefront Promenade, East Avenue, Ogden Avenue, Hydro Road and those are the arteries, those are the key transportation links which are now going to have to serve the 16,000 units which are located directly to the south,” **Bousfields** planner **Lindsay Dale-Harris** said during a deputation at Monday’s meeting. Rangeview submitted its development application for its lands in November 2022.

“The plan, as proposed, was designed to seamlessly integrate with the council-

approved plans for Lakeview. It’s designed to be transit-supportive. It’s designed to offer a variety of building types. It connects to the Lakeview lands leading to the south and it has been well-planned in conjunction with your planning staff. We’re asking council to remember the effort the Rangeview landowners group has put into this plan, the importance of planning these two areas together in order to create a single thoughtfully-designed and fully functional transit-oriented community. So don’t forget about Rangeview when you meet with the facilitator to discuss what’s going to happen on the Lakeview MZO lands.”

Part of the MZO stipulates that the City will work with a provincial facilitator and the developer to realize the changed plan for the Lakeview site. The process of working with a provincial land and development facilitator is one that is also unfamiliar territory for Mississauga planning staff. They had an introductory

CONTINUED PAGE 8 ■

The approval of the Enhanced MZO means the new Lakeview Village community will see double the amount of units, 16,000, and doesn’t make any accommodations for the transit or road network to support this new growth. This will lead to further congestion in the area and puts significant pressures on a site that is already at capacity.

- Bonnie Crombie

# COUNCIL BLINDSIDED

CONTINUED FROM PAGE 7

meeting with the facilitator on Monday, May 15.

“The facilitator essentially said that the Minister will be issuing him a scope letter, which sort of explains what the Minister’s expectation is with respect to what the issues and scope of facilitation are,” Lynch said.

“It could potentially include some timing requirements, [the Minister] will issue that letter to the facilitator, and the facilitator told us that it would be a public letter, so we’d certainly be privy to it. And then that really sets the ground rules for what’s in scope in terms of what will be negotiated.”

Ward 1 councillor **Stephen Dasko** took on the lion’s share of fielding questions and comments from the public at the May 15 planning and development committee meeting, as the MZO applies to a site in his ward, one that is near and dear to his heart that he has been involved with since the very early days.

Dasko was not shy in expressing his “profound disappointment” in the minister’s decision to issue the MZO and essentially erase more than a decade of work that was initiated by his predecessor, former beloved Mississauga councillor, the late **Jim Tovey**.

“The whole idea was to have a clean, green waterfront where we could have views of the lake from Lakeview and to restore this area. For too long Lakeview has been the workhorse of the region and this was really to do something incredible and world class and put Lakeview on the map and to be that sparkling jewel in the crown of Mississauga,” Dasko told *NRU*.

“A lot of time and effort and collaboration and planning has gone into this, it’s all been carefully done, and then unfortunately, what ended up happening is at the stroke of a pen, all of this was basically negated.”

“We need to take this forward, we need to let people

speak on this, and if residents think this is a wonderful thing to do then let’s look at it. But if what I believe is the case, that this is the wrong direction, then second thought needs to be given to this, and I think it’s incumbent on the Province to do that.”

Minister of Municipal Affairs and Housing **Steve Clark** provided a written statement to *NRU*, after a request for comment.

“In support of Ontario’s goal of building 1.5 million homes by 2031, we have issued two Minister’s Zoning Orders to support the construction of approximately 18,350 homes near transit in the City of Mississauga, aligning the province’s work to tackle the housing supply crisis with Ontario’s billions of dollars of historic investments in transit and transit-related infrastructure. These orders will support the creation of thousands of new homes near transit, as well as impressive public benefits paid for by the home builders - not the taxpayer,” Clark said in his statement.

“The government will continue to make use of the tools at its disposal in order to tackle the housing supply crisis by supporting the construction of the new homes Ontarians need and deserve.”

*NRU reached out to Argo Development with a request for comment, but Argo declined to comment for this story.* 🌸

A lot of time and effort and collaboration and planning has gone into this, it’s all been carefully done, and then unfortunately, what ended up happening is at the stroke of a pen, all of this was basically negated.

- Steven Dasko



# IN BRIEF

## Park People seeking input for 2023 Canadian City Parks Report

**Park People** is seeking public input on how residents from municipalities across Canada have been using local parks and green spaces. The feedback will inform Park People's annual report on the state of parks in Canada and shape its advice on how Canadian cities could make their parks and green spaces safer, more welcoming and more resilient. Once written, Park People's 2023 Canadian City Parks Report will be shared with municipal parks staff and a network of parks planning

professionals and enthusiasts across Canada. To participate in Park People's 2023 Canadian City Parks Report Survey, please visit the Survey Monkey website [here](#). The survey will be open until Tuesday, March 23, 2023.

## Peterborough launches online applications portal

The **City of Peterborough** has launched an online applications portal to help streamline the submission of building permit applications, planning approvals and other development-related services. In the coming months, additional application types will

be added to the online portal. The online portal seeks to make development application submission and tracking easier, more convenient, and more environmentally sustainable than existing paper-based in-person forms of submission. To learn more about Peterborough's new online applications submission portal, or to set up an account to use the service, please visit the City of Peterborough website [here](#).

## Richmond Hill hosting City Plan open house

The **City of Richmond Hill** is hosting an in-person open

house on Wednesday, June 7 to collect public feedback to inform future planning of the city. Richmond Hill residents and businesses are invited to attend the open house to give input that will help guide land use and future development of four growth areas in the Richmond Hill official plan. Open house attendees will learn more about official plan amendments proposed for growth centres located at Yonge Street and Carrville/16<sup>th</sup> Avenue, Yonge Street and Major Mackenzie Drive, Yonge Street and King Road, and Major Mackenzie Drive East

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## Taunton Rd E & Sebastian St

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View from Internal Blocks

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# IN BRIEF

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and Newkirk Road. Open house participants will also have an opportunity to provide input on: the City's efforts to create more compact, complete communities in growth centres, the City's efforts to plan transportation, recreation and other amenities to support long-term growth in these areas, and the City's efforts to facilitate development that will contribute economic, social, and environmental prosperity in Richmond Hill. The open house will take place on Wednesday, June 7 from 7:00 to 9:00 p.m. at the McConaghy Centre at 10100

Yonge Street in Richmond Hill. To learn more about Richmond Hill's official plan update and to register for the City Plan open house, please visit the City of Richmond Hill website [here](#).

## [Vaughan traffic calming pilot launching in five neighbourhoods](#)

The **City of Vaughan** is testing a draft traffic calming toolbox it has developed in support of its neighbourhood traffic calming plan. Five Vaughan neighbourhoods have been selected for a pilot project of

the plan that will commence in September 2023. The pilot neighbourhoods are New Kleinburg (Ward 1), Sonoma Heights (Ward 2), Vellore Village (Ward 3), Carrville Corners (Ward 4) and Lakeview Estates (Ward 5). Over the next several weeks, City staff will consult with residents of these neighbourhoods to present the proposed traffic calming measures for each specific area. Members of the public that reside in, work in or visit the pilot neighbourhoods are invited to participate in an online survey seeking input regarding where they would like to see traffic calming measures installed. To participate in the Vaughan neighbourhood traffic calming survey, please visit the

Survey Monkey website [here](#) until Wednesday, June 14. The City of Vaughan is also hosting virtual information sessions on each of the neighbourhoods selected for the September pilot on Tuesday, May 23 and Wednesday, May 24. To learn details about these sessions and to register online for them, please visit the City of Vaughan website [here](#). 

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# COMMITTEE AGENDAS



## HALTON

### Approval recommended for Oakville transitional housing development

At its May 15 meeting, **Oakville** Planning & Development Council considered a [final report](#) recommending approval of official plan and zoning by-law amendments by **Support House** for 130 Cornwall Road. Support House proposes to

develop a five-storey 37-unit apartment building containing transitional housing units.

### Approval recommended for North Oakville subdivision

At its May 15 meeting, **Oakville** Planning & Development Council considered a [final report](#) recommending approval of rezoning and draft plan of subdivision applications by **Mattamy (Joshua Creek) Limited** for lands known as Part of Lots 8 & 9, Concession 1 N.D.S. Mattamy proposes

to develop the 61.4-hectare property with 702 single-detached dwellings, 314 townhouses, and blocks for parks, walkways, other open space, roads, a school, and natural heritage system blocks.



## HAMILTON

### Approval recommended for Downtown Hamilton multiplex

At its May 16 meeting, **Hamilton** Planning

Committee considered a [final report](#) recommending approval of a rezoning application by **81 Chatham Street LP** for 81 Chatham Street to permit the development of a three-storey multiplex containing six residential units.



## PEEL

### MZO proposed for Lakeview Village development

At its May 15 meeting,

CONTINUED PAGE 12

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**OFFER SUBMISSION DATE TO BE ANNOUNCED**

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### SOUTHEAST CORNER OF WANLESS DRIVE AND HERITAGE ROAD, BRAMPTON

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Serving as the north-western gateway to Brampton, the Heritage Heights Community is planned to undergo significant change in the future with the construction of the proposed Heritage Heights GO Station and the proposed Grand Boulevard or Highway 413, transforming this area into a vibrant and complete mixed-use community. The offering is currently designated medium and high density that allows for a range of uses and a variety of built forms, including townhouse units, stacked townhouse units and mid-rise developments.

VIEW BROCHURE

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# COMMITTEE AGENDAS

CONTINUED FROM PAGE 11

Mississauga Planning & Development Committee was scheduled to consider a staff report made in response to a [request by Lakeview Community Partners Limited](#) for a Minister's Zoning Order (MZO) for the 177-acre property at 1082 Lakeshore Road East and 800 Hydro Road, known as Lakeview Village. Lakeview Community Partners is a consortium of

developers made up of TACC Construction, Greenpark Group, CCI Development, Branthaven and ARGO Development Corp. Municipal planning approvals for the property were adopted by Mississauga council in 2021 to permit a master-planned mixed-use development containing up to 8,000 residential units. The requested MZO would permit a doubling

of residential density to allow up to 16,000 residential units, unlimited building heights except for buildings adjacent to the waterfront, and the removal of various built form controls that had been secured in the 2021 municipal planning approvals.

On Friday, May 12 at 4:30 p.m, three days prior to the MZO request being considered by Mississauga Planning & Development Committee, the **Province of Ontario** issued a [press release](#), indicating that the requested MZO for Lakeview Village had been granted by the **Ministry of Municipal Affairs and Housing**. At its May 15

meeting, Mississauga planning & development committee advised Mississauga residents of the Minister's Zoning Order issued on Friday and presented information on the City's position regarding its contents.

## [TERMS OF REFERENCE PROPOSED FOR BOLTON SECONDARY PLANS REVIEW](#)

At its May 16 meeting, **Caledon** Planning & Development Committee considered a [staff report](#) recommending that council endorse proposed Terms of Reference for the review of six existing secondary plans

CONTINUED PAGE 13

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# COMMITTEE AGENDAS

■ CONTINUED FROM PAGE 12

within Bolton. The secondary plans would support the future intensification of the Queen Street Corridor south of the rail line, would identify land use alternatives for the area, and would develop a policy framework for supporting appropriate intensification for transit-supportive mixed-use developments.

## Approval recommended for Bolton hotel

At its May 16 meeting, **Caledon Planning & Development Committee** considered a [final staff report](#) recommending approval of a rezoning application by **2752324 Ontario Inc.** for 12476 Highway 50. The applicant proposes to develop a five-storey, 118-room hotel on the Highway 50 site.



## YORK

### Towers proposed near Richmond Hill GO

At its May 16 public meeting, **Richmond Hill council** considered a [preliminary report](#) regarding official plan and zoning by-law amendment applications by **Norfolk Development Inc.** for 162-182 Norfolk Avenue. The applicant proposes to develop two towers of 14 and 16 storeys respectively, to be connected by a six-storey podium. A total of 406 residential units are proposed for the site, in addition to a roughly 275 m<sup>2</sup> of on-site parkland dedication.

### Leslie-Hwy 7 multi-tower development proposed

At its May 16 public meeting, **Richmond Hill council** considered a [preliminary report](#) regarding official plan and zoning by-law amendment applications by **Parkway Hotels and Convention Centre Inc., 650 Hwy 7 East Inc. and 9005 Leslie Street Inc.** for a 5.05-hectare property at 600 & 650 Highway 7 East and 9005 Leslie Street. The applicant proposes to develop nine towers with heights ranging from 35 to 42 storeys, containing up to 3,460 residential units. A portion of an existing hotel and conference centre operation would be retained and expanded. In total, the

re-developed site would accommodate over 265,000 m<sup>2</sup> of residential space, nearly 10,000 m<sup>2</sup> of hotel and convention centre space, and over 5,200 m<sup>2</sup> of other commercial uses. A 0.4-hectare stratified park is also proposed for the site. 🌱

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# OLT NEWS

## SETTLEMENT APPROVED FOR NORTH BRAMPTON SUBDIVISION

In a May 3 decision, OLT members **Dan Best** and **Steve DeBoer** allowed appeals, in part, by **Georgian Mayfield Inc.** against the **City of Brampton's** failure to make a decision on its applications for official plan and zoning by-law amendments and draft plan of subdivision for a 3.24-hectare property at 6875 & 6889 Mayfield Road.

Georgian Mayfield proposed to develop the Mayfield Road property, which

is located within the Vales of Humber Secondary Plan area, with 107 single-detached, semi-detached, and townhouse units, a 20-metre-wide public road, and blocks for natural heritage system uses, an entry feature, open space, and reserve purposes.

Prior to the hearing, Georgian Mayfield and the City reached a settlement based on minor revisions to the requested planning amendments. Planner **Jason Afonso (Glen Schnarr & Associates)** provided evidence on behalf of Georgian Mayfield, in support of the settlement.

Afonso noted that the proposed development would have 143 parking spaces, mostly underground, and would include a 280 m<sup>2</sup> outdoor common amenity space.

Afonso reviewed all applicable planning policies, and opined that the proposed development represents an efficient development pattern within an existing settlement area that conserves and protects identified natural heritage features and will integrate appropriately with the emerging community around the site.

The Tribunal accepted

Afonso's uncontested evidence and allowed the appeals, in part, approving the requested amendments.

Solicitors involved in this decision were **Patrick Harrington (Aird & Berlis)** representing Georgian Mayfield Inc. and **Anthony-George D'Andrea** representing the City of Brampton. [See *OLT Case No. OLT-22-004205*.]

## SETTLEMENT APPROVED FOR KEELE-HWY 407 BANQUET HALL EXPANSION

In a May 4 decision, OLT

CONTINUED PAGE 15

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Offers to be reviewed as received.

Packages can be purchased together or separately.

\*Sales Representative \*\*Broker | All outlines approximate

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# OLT NEWS

CONTINUED FROM PAGE 14

member **Pavel Tomilin** allowed an appeal by **Upper Keele Inc.** against the **City of Vaughan** Committee of Adjustment's refusal of its minor variance application for 21 & 25 Doney Crescent and 7400 & 7500 Keele Street.

Currently, the site contains two buildings with a total gross floor area of 11,434 m<sup>2</sup> accommodating warehouse, storage, office and banquet hall uses. Upper Keele sought variances to construct a one-storey industrial building addition with a gross floor area (GFA) of 1,433 m<sup>2</sup> that would link the two existing buildings and would accommodate additional warehouse and storage uses.

City of Vaughan planning staff had recommended approval of the seven requested variances, however the application was denied by the Committee of Adjustment. Upper Keele appealed, and counsel for the City of Vaughan appeared at the

hearing to indicate that the City did not object to the variances being approved by the Tribunal.

Planner **Franco Romano (Action Planning Consultants)** provided evidence on behalf of Upper Keele in support of the settlement. He indicated that in the settlement offer, the GFA of the proposed addition had been reduced to 1,082 m<sup>2</sup>, and that accordingly, one amended variance was being sought in connection with the revised floor area.

Romano testified that the addition would reduce the amount of materials currently being stored outdoors on the site, and would therefore constitute an improvement over the existing condition. He noted that the existing banquet hall use would not be enlarged, and that the requested variances were supported by a parking justification study conducted by **LEA Consulting**.

Romano opined that

the requested variances are appropriate for the employment area in which the site is located, that they maintain adequate landscaping and circulation areas, and satisfy the four *Planning Act* tests.

The Tribunal agreed with Romano's uncontroverted evidence and allowed the appeals, authorizing the variances.

Solicitors involved in this decision were **Brad Teichman** and **Justine Reyes (Overland)** representing Upper Keele Inc and **Zaynab Al-waadh** representing the City of Vaughan. [See *OLT Case No. OLT-22-004444*.] 

## PEOPLE

The **City of Mississauga** has appointed **Shari Lichterman** as its new city manager and chief

administrative officer (CAO), effective May 10, following a national search to fill the position. Lichterman, who

has served as Mississauga's commissioner of corporate services and chief financial officer (CFO) since

June 2021, had been serving as acting city manager from February to May this year. She replaces former Mississauga

city manager and CAO **Paul Mitcham**, who retired in February of this year.