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MISSISSAUGA AFFORDABLE RENTAL PROPOSAL WOULD BRING CLOSE TO 100 NEW HOMES TO PORT CREDIT

THE TASK AT HAND

Matt Durnan

A residential infill development proposed for a site in Mississauga's Port Credit neighbourhood would bring much-needed affordable rental housing to the area. And according to the Mayor, the proposal serves as a perfect example of what the City has been looking to accomplish since the advent of the Mayor's Housing Task Force.

At its January 5 meeting, Mississauga planning and development committee approved **Mahogany Management's** re-zoning application for a site at 50 High Street East. If endorsed by council, the approval will permit the development of an 11-storey residential building on the site that would bring 96 affordable purpose-built rental homes to the neighbourhood. In fact, 100 per cent of the units in the proposed development would be affordable.

Located within an area of Port Credit designated "Apartment Neighbourhoods", the site currently accommodates a three-storey rental apartment building containing 11 dwelling units. The existing low-rise building would be demolished to make way for the proposed development. The 11 rental apartment units would be replaced under the **City of Mississauga's** rental protection by-law.

"There are three buildings on that block currently around our site. There's a 10-storey [residential] building to the west, a 10-storey [residential] building to the east, and a 14-storey [residential] building to the north. We certainly looked at the surrounding block and tried to understand how this could fit," **Sajecki Planning** development lead **Tony De Franco** told *NRU*.

"The tricky thing for this site is it's actually only 20 metres of frontage, it's a fairly tight site. What's interesting from a policy

CONTINUED PAGE 9



Rendering of Mahogany Management's proposal for an 11-storey affordable rental apartment building at 50 High Street East in Mississauga. The proposed development would bring 96 new affordable rental homes to the site.

ARCHITECT: CHAMBERLAIN ARCHITECT SERVICES
SOURCE: CITY OF MISSISSAUGA

UPCOMING DATES

JANUARY

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

Caledon Planning & Development Committee (Public Meeting), 7:00 p.m.

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

Innisfil Council, 7:00 p.m.

Mississauga Council, 9:30 a.m.

15 York Region Committee of the Whole, 9:00 a.m.

18 Newmarket Council, 1:00 p.m.

19 Ajax Council, 1:00 p.m.

Brampton Planning & Development Committee, 7:00 p.m.

Clarington Planning & Development Committee, 5:00 p.m.

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

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

20 Aurora Public Planning Meeting, 7:00 p.m.

Markham Development Services Committee, 9:30 a.m.

Markham Development Services Committee (Public Meeting), 7:00 p.m.

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

Vaughan Committee of the Whole (Public Meeting), 7:00 p.m.

21 Barrie General Committee, 7:00 p.m.

Brampton Council, 9:30 a.m.

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PICKERING IN NEGOTIATIONS TO PURCHASE FRENCHMAN'S BAY FROM PICKERING HARBOUR COMPANY

CONSERVING A CROWN JEWEL



Lana Hall

The **City of Pickering** is appealing to other levels of government to help it purchase the privately-owned body of water and waterfront area Frenchman's Bay, which the bay's owner, the **Pickering Harbour Company**, placed on the market in 2023. Those who support the City's proposed purchase say ownership of the Bay will give the City more control over the bay's ecological conservation and public access to it.

Last month, City of Pickering Mayor **Kevin Ashe** issued a letter to the federal government on behalf of the City of Pickering and members of council, requesting federal funding to support the City in purchasing Frenchman's Bay for $30 million. The area for sale comprises two parcels of land totalling 147 acres along the water. The lands are zoned as residential and include a yacht club and an event venue. The City of Pickering has committed $10 million in municipal funds towards acquiring the bay and its associated land parcels, and is in the final stages of confirming $10 million in support from the **Province of Ontario**. Mayor Ashe has requested a $10 million contribution from the **Government of Canada** to complete the purchase.

Most bodies of water are typically considered to be under Crown ownership, but Frenchman's Bay is subject to a Charter issued by the Crown in 1853, 14 years before Canadian Confederation. The Act formally incorporated the Pickering Harbour Company, which has owned Frenchman's Bay ever since. Because the Pickering Harbour Company was created by the Crown before Canada came into existence as a nation, future development along the Bay may not be subject to the same legal and planning regulations as development elsewhere in the City, says Ashe.

The City has previously refused an application by Pickering Harbour Company to develop two residential towers on a site along the bay. "That's how we started with the desire to own the asset and protect it, and be stewards of that land," Ashe tells *NRU*. "Our waterfront is beautiful and we want to protect it for generations to come."

Initially, the Pickering Harbour Company put the Frenchman's Bay properties on the market for $80 million, prompting Pickering to hire **KPMG** to appraise the land's fair market value. Ultimately,

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CONSERVING A CROWN JEWEL

CONTINUED FROM PAGE 2

the City submitted a bid for $30 million to purchase all lands and water rights owned by Pickering Harbour Company, but that proposal was rejected, as was a second proposal for the City to purchase the bay and a portion of the eastern spit lands. When Pickering Harbour Company dropped the price for the parcels by $20 million, the City again entered a bid.

"To me it's just smart planning," says City of Pickering regional Ward 2 councillor **Linda Cook**. "It's the crown jewel of Pickering. Why would we ever want to divest ourselves of our waterfront recreation land?"

Cook says continued private ownership of Frenchman's Bay could leave the ecologically sensitive area vulnerable to unwanted development, and other uncertainties that come with private control of the land. Under municipal ownership, more of the Bay would be open to the public, while the City could work closely with a conservation authority to protect wildlife habitat along the coastline.

"You don't want people [developing] and destroying any nesting habitat. We have swans, we have ducks, we have geese; we have lots of water fowl," Cook tells *NRU*. [Municipal ownership] is where you get conservatorship. Pickering owns it; the public has access to it; we involve our partners for conservation management and hopefully, that legacy continues for generations to come."

In a speech at the House of Commons last June, **Government of Canada** Liberal MP for Pickering-Brooklin **Juanita Nathan** expressed her support for the purchase as well, arguing the decision to convert the Bay to public ownership was a "once-in-a-lifetime" opportunity. Nathan told the House of Commons that protecting Frenchman's Bay had both national and local implications.

"Healthy waterways and rich third places are the lifeblood of our environment, our economy, and our collective heritage," she said.

To date, the City has not received a response from the federal government regarding the funding request, but councillor Cook is hopeful, noting that protection of Frenchman's Bay aligns with the "Seventh Generation" principal, an Indigenous concept that seeks to steward land with the intention of protecting it for at least seven future generations.

"I think it's a reasonable ask, to retain an asset like this," she says. "There's not a lot of remaining open waterfront anywhere on Lake Ontario."

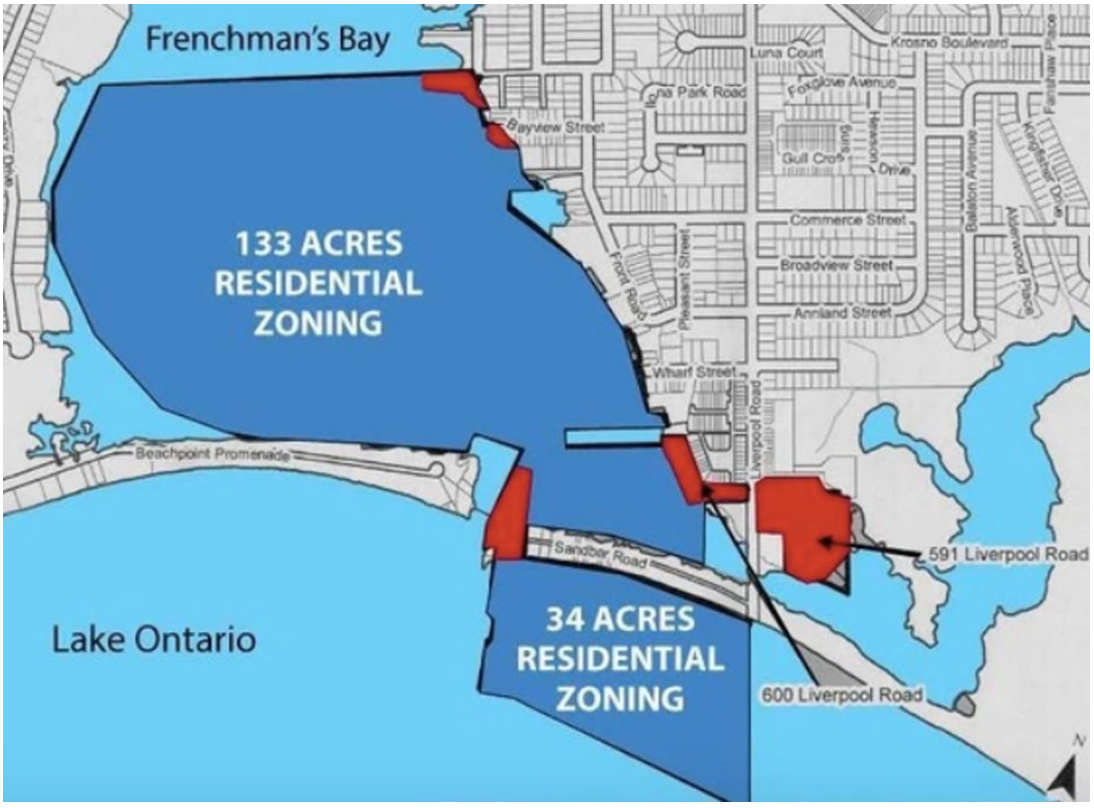


Image showing two parcels of land in Pickering's Frenchman's Bay currently on the market by the Pickering Harbour Company. The City of Pickering is appealing to other levels of government to help it purchase the bay for $30 million, saying the bay deserves to be protected as a publicly-owned asset.

SOURCE: RE/MAX

MIXED-USE PROPOSAL WOULD BRING HOUSING, HOTEL SUITES TO BURLINGTON WATERFRONT, MAYBE PARKING WOES, TOO, MAYOR WORRIES

PERSPECTIVES FROM 'THE TIPPING POINT'



Matt Durnan

A mixed-use development proposed for a site in downtown Burlington would bring both housing and hotel rooms to the city's waterfront area, while introducing a new much-needed pedestrian connection along Burlington's shoreline. However the city's mayor is concerned it could also bring with it parking woes in an area that already faces high demand for parking space,

At its January 6 special meeting, Burlington city council adopted staff recommendations to approve **Acamar Dwelling Corporation**'s official plan and zoning by-law amendment applications for a site at 2076 Old Lakeshore Road.

The approval permits the development of a 23-storey mixed-use building that would bring 50 new residential units, 154 hotel suites and an extension of Burlington's waterfront trail to the Old Lakeshore Road site.

Currently, the site accommodates a small two-storey house and a one-storey strip motel, both of which would be demolished to make way for the proposed development.

This area near Burlington's waterfront has been in a state of transition of late, with a number of projects at various stages of development, from the planning approvals phase to currently under construction, along both Old Lakeshore Road and Lakeshore Road (*See: "Punting Proposed Project in 'The Football'", Novae Res Urbis GTHA, May 21, 2025*).

In May of 2025, **City of Burlington** Mayor **Marianne Meed Ward** voted in opposition to a proposed development just steps from the 2076 Old Lakeshore Road site, at 2083 Old Lakeshore Road where **Old Lakeshore Developments** is proposing a 27-storey mixed-use building.

The mayor is also opposed to this proposal at 2076, citing concerns around where density is being concentrated in the city, as well as the potential shortfalls that the City could face with respect to parking

CONTINUED PAGE 5



Aerial image showing the location of the site at 2076 Old Lakeshore Road in Burlington where Acamar Dwelling Corporation is proposing to develop a 23-storey mixed-use building containing 50 residential units and 154 hotel suites. Currently, the site accommodates a two-storey home and a one-storey strip motel, both of which would be demolished to make way for the proposed development.

SOURCE: CITY OF BURLINGTON

FROM 'THE TIPPING POINT'

CONTINUED FROM PAGE 4

availability in its downtown.

"This is a very unique area of the downtown. We call it our 'football plus shoreline' area. There has been a long history here going back to 2006 with official plan changes around what would go there, and that was when I first got involved in community advocacy and started the 'Save our Waterfront' movement to ensure that we didn't have tall buildings right on the waterfront with no public access," Meed Ward told *NRU*.

"Fast forward to today, and this is historically an area that we've understood that there is very little to no development possibility on the south side of Old Lakeshore Road because of the erosion hazard setbacks, as governed under provincial legislation."

The site is located about as close to Lake Ontario as you can get, with the southern edge of the property line extending right to the shoreline of the lake.

Provincial legislation sets out strict erosion hazard setbacks for developments, or minimum required distances between a building and the top of a bank or shoreline, in order to prevent shoreline damage from erosion.

"However, there are exceptions if you can stabilize the shoreline through engineered work. And in that case, that is what they are doing with what is called a 'gravity wall'. And it's actually a staircase because there is quite a grade separation between the land and the water," Meed Ward said.

The proposed gravity wall for the site would serve to stabilize the existing shoreline and prevent further erosion, while also serving as a new pedestrian connection that would tie into Burlington's waterfront trail.

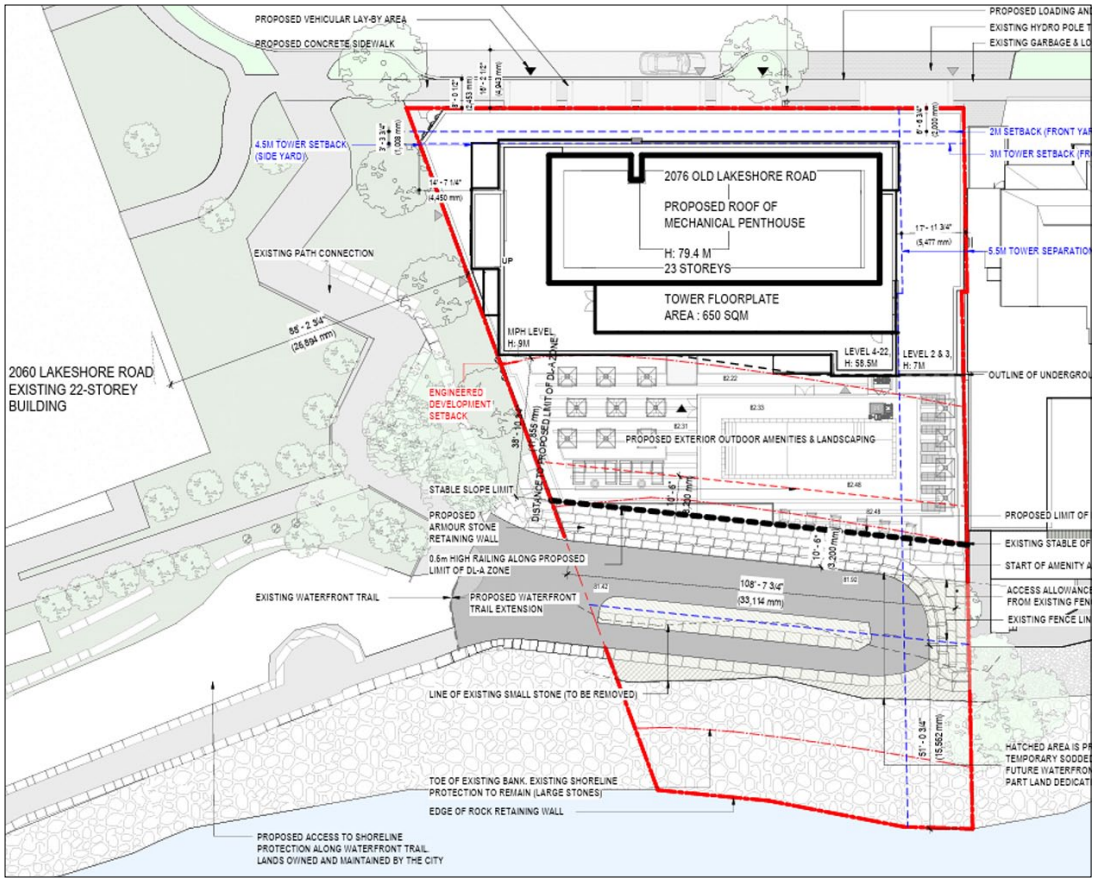
Creating new pedestrian connections along the waterfront has been one of Mayor Meed Ward's big asks when it comes to new development in this area. And while she voted in opposition to this proposal, she has long been a proponent for new developments in this area to include public access to the waterfront.

"The vision for this area, going back decades, has been that some level of development would be permitted in exchange for access to the waterfront. At the most basic level, that has been provided here. So the question then becomes 'what is the right level of development?' And that was really what the debate [at Burlington city council's special meeting last week] focused on," Meed Ward said.

"The conversation really came down to parking and congestion, and the potential that taxpayers and businesses are going to subsidize the deficit of parking that is in this building."

The proposed Old Lakeshore Road development would bring 50 residential

CONTINUED PAGE 6



Architectural plans of Acamar Dwelling Corporation's proposal for a 23-storey mixed-use building at 2076 Old Lakeshore Road. This image shows the location of the proposed building along with an extension of Burlington's waterfront trail at the south side of the property, tying in with the existing trail network to the west of the site.

ARCHITECT: NEUF ARCHITECTS
SOURCE: CITY OF BURLINGTON

FROM 'THE TIPPING POINT'

CONTINUED FROM PAGE 5

units and 154 hotel suites to the site, and just 82 motor vehicle parking spaces. The planners for the nearby proposed mixed-use 27-storey project at 2083 Old Lakeshore that Meed Ward opposed in May 2025 are seeking a reduced parking rate lower than the one required in the zoning by-law.

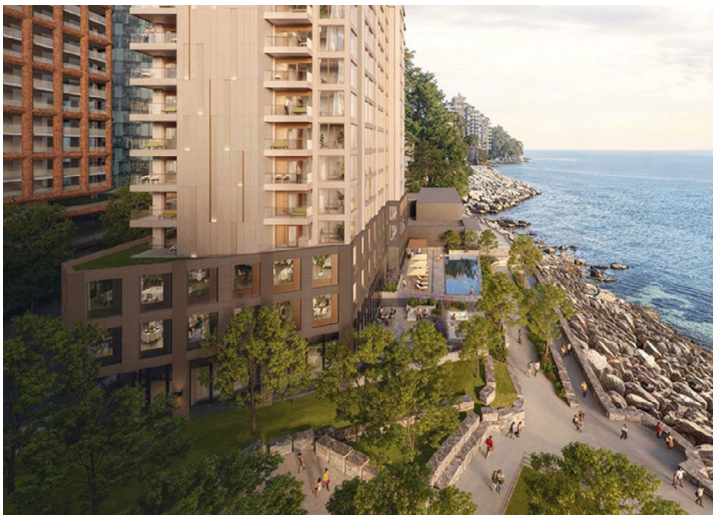
"We've been told by our transportation staff that overflow parking is going to put pressure on municipal parking lots in this area, which at some point, with enough of this development, becomes critical because none of [the developments] have sufficient parking and each one gets us closer to a tipping point where we need new municipal parking assets," said Meed Ward.

"They [city transportation staff] said that a new parking structure to accommodate the parking required for business use [in this area] is $50 million, and we have a fraction of that in our reserves. So the difference is going to fall on the backs of our taxpayers and businesses to subsidize that."

Still, council did vote to approve the proposed development for 2076 Old Lakeshore. And while the mayor was not in favour, she did note that there are some important features included in the proposal that she was pleased to see, namely the extension of the waterfront trail, which will provide new access to the waterfront that has not previously existed in this area.

"That is one feature that will benefit the public, that we're getting that trail where we currently don't have it. This development also shows that there is actually development potential now on the south side of Old Lakeshore Road, along the shoreline," said Meed Ward.

"If others bring applications that provide that similar engineering tactic, we will want public waterfront access for all of it. I don't want to just see a row of 23-storey towers. There has been this long understanding for decades that all you can do is repair or replace what's already there. But now with this approval, I believe this will become precedent-setting, and developers will now think about ways to engineer their buildings to address setbacks and erosion hazards while also providing waterfront access. And I think we're going to see more of these applications now coming forward."





Renderings showing two views of Acamar Dwelling Corporation's proposed 23-storey mixed-use development for 2076 Old Lakeshore Road in Burlington. The proposed development would bring 50 new residential units to the site, along with 154 new hotel suites. The proposal would also make improvements to the public realm by introducing an extension to Burlington's waterfront trail at the south end of the property.

ARCHITECT: NEUF ARCHITECTS
SOURCE: CITY OF BURLINGTON

MUSKOKA LEGION PARTNERS WITH DEVELOPERS TO INTENSIFY BRANCH SITE WITH RENTAL HOUSING

RECREATING COMMUNITY



Lana Hall

A proposal to develop a four-storey, mixed-use building on a site within the **Township of Muskoka Lakes** will intensify the site of an aging **Royal Canadian Legion** branch building, bringing much-needed rental housing, community space, and long-term financial sustainability to the branch on a single, walkable site in cottage country, say those involved with the project.

The development would see the existing Royal Canadian Legion Branch 424 at 1011 Maple Avenue in Bala, Ontario, demolished to make way for a new branch building at grade, and 128 rental apartments above, with 33 per cent of those units being designated as affordable rentals. The plan also includes working with the **Municipality of Bala** to incorporate a new public library branch into the building.

Designed by **WZMH Architects** and development lab **Sparkbird**, the new Legion building is conceived as a "welcoming civic anchor" along Maple Avenue, with a transparent, glazed façade and a grand entrance displaying ceremonial and honorary military items. Inside, a central bar and restaurant would be open to Legion members, while a flexible ceremonial hall would support events, meetings, and community gatherings, ensuring continuity with the Legion's historic mission in a contemporary setting.

The Royal Canadian Legion was established following the first world war to provide social opportunities and advocacy for Canadian military veterans, and later, their family members. Today, the Legion has 270,000 members and 1,350 branches across Canada. Most branches have a kitchen, a bar, event space, and organized programming for members.

Though the new building proposed for 1011 Maple Avenue, which will be formally known as the Bala Legion Heritage Manor, is intended to be a modern iteration for the branch, much of the building facade would include wood and stone to add warmth and evoke the texture of the surrounding low-rise Muskoka neighbourhood, says WZMH principal **Maryam Madsen**.

"The building goes in and turns. We're also not exceeding the height of the trees, so it's kind of enveloped in this canopy of trees," she says. "We're respecting the environment very much [and] trying to respectfully integrate into it ...the Legion is going to glow with lights and be inviting. It's really going to bring something positive to the street."

The project will also add much-needed rental accommodation to the community of Bala. Like many communities in cottage country, Bala has little in the way of affordable purpose-built rental to accommodate its working-class residents.

Currently, **Canada**

CONTINUED PAGE 8



Rendering showing a mixed-use building proposed for a Royal Canadian Legion-owned site in Bala. The proposal would demolish an existing Royal Canadian Legion branch building to make way for the development of a new Royal Canadian Legion branch with community space at grade and four storeys of rental housing above. The Royal Canadian Legion is also working with the Municipality of Bala to incorporate a public library branch into the building.

ARCHITECT: WZMH ARCHITECTS

RECREATING COMMUNITY

CONTINUED FROM PAGE 7

Mortgage and Housing Corporation (CMHC) is reviewing the proposal, which the project proponents view not only as a local solution, but as offering a repeatable national model for what can be accomplished by other legions and community organizations across Canada "to remain viable while contributing directly to housing supply."

Royal Canadian Legion president **Dennis Miller** tells *NRU* he first conceived of intensifying the Branch 424 site nearly a decade ago, when he was serving on the Bala Legion executive board.

"I realized that just being a Legion that operates a bar and an entertainment centre isn't going to make it, because a lot of our veterans have passed away, but we still want to bear witness to what they did [for our country]." he says.

At the time, a Legion branch in Victoria B.C., had recently successfully intensified its site by developing approximately 80 assisted living units for seniors on its site. Inspired, Miller had plans drawn up for something similar on the 1011 Maple Avenue site and received early support from the Municipality of Bala.

But a local election and the COVID-19 pandemic pushed the project to the back burner. "Now that things seem to be a little more stable — and affordable housing is the number one issue in the country — we've dusted off our proposal, revamping it a little bit," says Miller.

As the Royal Canadian Legion continues to look for ways to increase its membership in the community and raise funds for its support and advocacy work, Miller says the idea of intensifying branch sites is a win-win. With more than 1,000 branches across the country, the sites are often well-situated within communities and are already serviced for infrastructure. By adding community space and housing, like the proposal for Branch 424 does, existing Legion sites can contribute towards more complete communities.

"We're going to make the Legion not just a place to witness and honour veterans, but also a place where the whole community feels welcome, where they can hang out whenever they want," he says.

7850 DUFFERIN STREET, VAUGHAN, ONTARIO



CBRE's Land Services Group is pleased to offer for sale 7850 Dufferin St in the City of Vaughan. This ±4.98 ac. property represents a prime infill residential development with Official Plan and Zoning approvals for 68 stacked townhouses and 3 mid-rise buildings, totalling 532 apartment units and a maximum GFA of 551,115 sq. ft. (51,204 sq. m.). The site also benefits from having an advanced Site Plan Approval application in place. In June 2025, Official Plan and Zoning By-law Amendment applications were submitted, seeking to increase the unit count to 610, re-allocating the townhouse units into an 8-storey proposed rental building.

The site is located near Hwy 407, Viva's Bus Rapid Transit, and the Vaughan Metropolitan Centre transit hub, providing direct connectivity to TTC's Yonge-University Subway Line.

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- Close Proximity to Hwy 407 and Transit
- Site Plan Application Submitted

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THE TASK AT HAND

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perspective is the as-of-right is 15 storeys as per the Port Credit local area plan. Given the size of this site, you can't really get a tower of that scale on that site. So it's kind of a different massing strategy that you have to think about. This is going to become more and more common where you run out of standalone tower sites, and a lot of redevelopment we're going to see in Mississauga and Toronto is going to be more infill in nature."

This type of intensification is becoming more common in apartment neighbourhoods in Port Credit, as the City has begun to loosen up a bit on some of the policies upon which apartment neighbourhoods have been built.

The apartment neighbourhoods in Port Credit, including the area surrounding this site, are characterized by older, "tower in the park" developments. Many of these tower in the park sites are now viewed by planners as underutilized.

"This is an area that has been an apartment neighbourhood since the 1950s. And it's an area that is going through that tower-in-the-park intensification, where traditionally you've had these huge separation distances between apartment buildings," Sajecki Planning partner **David Sajecki** told *NRU*.

"Even in the Port Credit local area plan, they ask for 40-metre separation distances between towers, and I think there has been a lot of flexibility around that. And we've been seeing that the City has been accepting lower separation distances for that."

The planning team for 50 High Street was able to work with City of Mississauga planning staff to get some added measure of flexibility around what would be permitted on this site, in large part because this proposal addresses two of the city's most pressing housing needs: affordable housing and rental housing.

"The proposal preserves the height structure identified within the Port Credit local area plan and directs growth to an intensification area," City of Mississauga development planner **Lucas Petricca** told *NRU*.

"This project adds affordable rental units in a transit-supportive and mixed-use area, which is essential for creating an inclusive, accessible, and vibrant community."

While the local area plan allows for building heights of up to 15 storeys, the constrained lot size and the wide separation distances required in the Port Credit local area plan necessitated some serious give and take between the City and the planners on the project.

"I think it was important to lead with the affordability component because it is a product that Port Credit hasn't seen a lot of, at least to this scale. Obviously, the economics of building affordable housing are so difficult right now. But I think a key part of this project, and we identified it early, was that this is both rental and affordable. So I think that afforded us a little bit of flexibility in terms of the typical design standards and guidelines that we often have to work with, including the Port Credit

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Aerial image showing the location of the site at 50 High Street East in Mississauga where Mahogany Management is proposing to develop an 11-storey apartment building that would bring 96 new affordable rental homes to the area. The site is currently occupied by a three-storey apartment building containing 11 rental homes. The existing low-rise building would be demolished to make way for the proposed development and the 11 demolished rental units would be replaced within the new building.

SOURCE: CITY OF MISSISSAUGA

Photo of the site at 50 High Street East in Mississauga where Mahogany Management is proposing to develop an 11-storey affordable purpose-built rental apartment building as it appears today. The site is currently occupied by a three-storey rental apartment building that would be demolished to make way for the proposed development. The site is flanked by 10-storey apartment buildings to the east and west and a 14-storey apartment building to the north.

SOURCE: GOOGLE

THE TASK AT HAND

CONTINUED FROM PAGE 9

built form standards," Sajecki Planning's development lead De Franco told *NRU*.

"One of the key conversations we had early on was that typically, tall towers [in Mississauga] are considered to be buildings above six storeys, and so, the tower separation distances often kick in around six storeys or above. We looked at this site and we know there are height permissions for up to 15 storeys, but if we try to operationalize the tower setback requirements on this site, with a 12.5-metre separation distance from the property line, you're left with nothing."

Instead, the planners opted for a slender mid-rise built form, and were still able to secure some public realm space along the building frontage, with a 5.5-metre setback along High Street, which will maintain the landscape character along the street.

The site is located within the Port Credit major transit station area (MTSA), just 300 metres south of the Port Credit GO, one of the city's busiest transit stations. Given the site's proximity to higher-order transit, the proposed development includes just five surface parking spaces.

While Mississauga does not have parking minimums within its MTSAs, the local ward councillor did push for some visitor parking to be included in this project.

"One thing that I was asking for, because this is in an MTSA so there are no parking minimums, but I was asking to have some visitor parking, because we are challenged with having available visitor parking in Port Credit," Mississauga ward 1 councillor **Stephen Dasko** told *NRU*.

The project is notable in that it is being led by a private developer seeking to build affordable rental housing, something that is not all that common. In that sense, it more than resonates with the kind of project that is being sought by Mississauga Mayor **Carolyn Parrish's** Housing Task Force.

Early in 2025, the task force set out a number of key priorities to get more housing built, especially affordable rental housing (*See: "Partnerships and Priorities", Novae Res Urbis GTHA, January 29, 2025*).

"Mayor Parrish herself said at the committee meeting that this was a perfect example of what the City was hoping for with the Mayor's Housing Task Force. So this wouldn't have been possible without that task force," Sajecki said.

"There are affordable housing incentives that the client was able to apply for with both the City and the **Region** [**of Peel**]."

Mahogany Management has applied for financial support under Mississauga's affordable rental community improvement plan, as well as the Region of Peel's PARIP (Peel Affordable Rental Incentive Program).

"I think having the zoning in place kind of puts this project above some others that are still in the early stages of the approvals process. The closer you are to shovel-ready, the higher you'll score as part of these incentive programs," De Franco said.

"Our hope is that we're able to leverage one, if not both, of those programs to really deliver on the commitment to affordable housing."

This project offers a tangible sign that the housing task force is starting to bear some fruit and have the desired outcomes. Indeed, members of council heard straight from the developer that without the incentive programs being made available to them by the task force, this project would not be where it is today.

"They [the developer] came right out and said that without having these reductions in development charges, both at the city and regional level, that this wouldn't have been possible," Dasko said.

"Full kudos to the mayor and to the task force that have worked so hard on all of this. It really goes to show that when you incentivize and encourage people to do some of the right things, they'll come up with something, and this is an example of that."

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Application deadline: January 30, 2026

COMMITTEE AGENDAS



DURHAM

Samac townhouses proposed

At its January 12 meeting, **Oshawa** Economic & Development Services Committee considered a public meeting report regarding official plan and zoning by-law amendment applications by **Reza Fadavi** for 2043 Simcoe Street North. The applicant proposes to construct two three-storey stacked townhouse buildings containing a total of 33 rental dwelling units on the Simcoe Street North site.

Oshawa mid-rise development proposed

At its January 12 meeting, **Oshawa** Economic & Development Services Committee considered a public meeting report regarding official plan and zoning by-law amendment applications by **11373846 Canada Corp.** for 954 King Street East. The applicant proposes to construct a five-storey apartment building containing 32 dwelling units on the King Street East site.



HALTON

OPA considered for Burlington employment areas

At its January 12 meeting, **Burlington** Committee of the Whole considered a staff report presenting proposed local and regional official plan amendments to update the policy framework for Burlington's employment areas. The proposed amendments seek to update the City of Burlington's policy framework to align with recent changes to Provincial policy, specifically: to simplify and streamline the City's employment area policy framework; to streamline the City's development approvals process; and to explore the implementation of a Community Planning Permit By-law and System in Burlington. A final recommendation report on the proposed amendments will be brought forward for consideration at a later date.

CONTINUED PAGE 12

CBRE | LAND SERVICES GROUP

SW CORNER OF
NEW ST & CUMBERLAND AVE
460 CUMBERLAND AVE, BURLINGTON, ON

CBRE's Land Services Group is pleased to offer for sale 460 Cumberland Ave, a ±0.89-acre corner parcel in the City of Burlington.

The site received OPA, ZBLA and SPA[1] approvals to permit the development of a 7-storey seniors housing facility with a total GFA of approximately 118,000 sq. ft. With SPA approvals, there is opportunity to move the project forward as proposed or pivot toward condominium or purpose built-rental through a modified SPA. Zoned Residential High Density 1 (RH1), additional permitted uses include stacked, back-to-back and street townhouses.

Nearly 40% of the population within a 1 km radius is aged 55+, affirming the need for new seniors housing stock. Additionally, Burlington's rental market remains well-positioned for new supply, with a rental vacancy rate of 1.8%[2] and an average rental rate of $3.42/sq. ft.[3] Situated in the heart of Burlington, the site is easily accessible to the downtown core, Burlington Centre mall and other amenities, positioning the property as an outstanding opportunity for a range of builders and developers.

[1] Subject to conditions
[2] Source: CMHC, 2024
[3] Source: Urbanation, 2025

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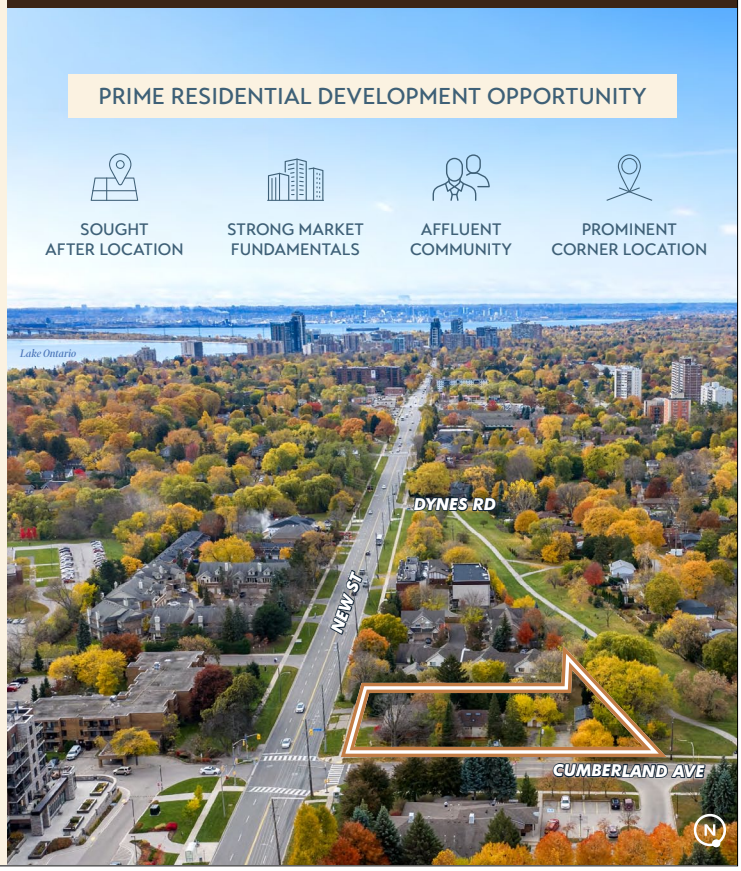
*Sales Representative **Broker

All outlines are approximate | www.cbre.ca/mclsg | CBRE Limited, Brokerage | 2005 Sheppard Ave E #800, Toronto, ON M2J 5B4

OFFERS DUE: WEDNESDAY, JANUARY 28, 2026 BY 3PM (EST)

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SOUGHT AFTER LOCATION
STRONG MARKET FUNDAMENTALS
AFFLUENT COMMUNITY
PROMINENT CORNER LOCATION



COMMITTEE AGENDAS

CONTINUED FROM PAGE 11



HAMILTON

Approval recommended or Crown Point affordable housing development

At its January 13 meeting, **Hamilton** Planning Committee considered a staff report recommending approval of a City-initiated rezoning application for 70 Hope Avenue. The purpose of the application is to permit the construction of a four-storey multi-unit development containing up to 50 dwellings on the Hope Avenue site. The City intends to transfer the lands through sale or lease to a non-profit housing provider for affordable housing.



YORK

Aurora Downtown Community Planning Permit System recommended

At its January 13 meeting, **Aurora** Committee of the Whole considered a final report recommending approval of an official plan amendment to implement a downtown Community Planning Permit (CPP) System. The proposed CPP System consolidates zoning, site plan and minor variance applications into one streamlined approval process. The proposed development standards for the CPP area are based on a Downtown Urban Design Study.



OFFERS DUE:
WEDNESDAY, JANUARY 28TH, 2026
BY 12PM

On behalf of GlassRatner Inc. as Court-Appointed Receiver and not in its personal capacity, CBRE's Land Services Group is pleased to offer for sale the Gibson School, a unique residential conversion project located at 601 Barton Street East, Hamilton. The Gibson School is a historic building with the main structure being constructed in 1914. The building spans 37,100 sq. ft. with a basement of an additional 15,900 sq. ft. on 1.22 acres of land. The site is being converted into 47 loft-style units, ranging in size from 500 to 1,400 sq. ft.

Construction within the building has begun, with work including the removal of interior fixtures, installation of new windows, and interior framing. The project offers a rare opportunity for a buyer to take over the conversion project or pivot towards alternative uses for the property.

CLICK TO VIEW BROCHURE & CA

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OLT NEWS

SETTLEMENT APPROVED FOR CALEDON AGGREGATE EXTRACTION OPERATION

In a December 24 decision, OLT Vice-Chair **Shannon Braun** approved a settlement in relation to a number of appeals and referrals heard together, pertaining to a proposal by **Blueland Farms Ltd.** to extract aggregate from a property located at 17736 Heart Lake Road in the **Town of Caledon**.

Blueland Farms is proposing to establish a sand and gravel pit that would function as an extension of an existing adjacent aggregate operation known as Caledon Sand and Gravel. To obtain the necessary approvals, Blueland Farms submitted applications to the Town of Caledon for an official plan amendment, for a Class A License under the *Aggregate Resources Act*, for an amendment to the *Niagara Escarpment Plan*, and for two development permits from the **Niagara Escarpment Commission** (NEC).

Blueland Farms appealed or referred the various applications and requests to the Tribunal after not receiving a decision from the Town within the statutory timeframe under the *Planning Act*. The Tribunal ordered that the applications for the various permissions be heard together "because the evidence and submissions in relation to the specific issues under appeal and the statutory tests overlapped significantly".

Prior to the hearing, Blueland Farms reached a settlement with the Town of Caledon, the NEC, and with neighbouring landowner **Richard Pilosof** based on significant revisions to the proposed development and its implementing instruments. These revisions to the original proposal include:

- Separating a proposed post-rehabilitation lake feature rather than enlarging a planned lake at the adjacent Caledon Sand and Gravel facility as initially proposed;
- Redefining the limit of aggregate extraction, as well as a proposed landscape berm and plantings along Heart Lake Road;
- Introducing improvements to local air quality best management practices and monitoring; and
- Adding additional ecological monitoring for adjacent wetlands.

The Tribunal was also informed that through revisions to the proposal, as well as proposed conditions of approval, the **Ministry of Natural Resources**' technical concerns around the proposed development have been addressed, subject to the fulfillment of additional consultation with the **Six Nations of the Grand River** and the **Haudenosaunee Confederacy**.

The Tribunal held a settlement hearing where it received evidence from planner **James Parkin** (**MHBC**) in support of the revised proposal and the implementing instruments. Parkin testified that the site is identified by the

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OLT NEWS

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Town as being within a High Potential Mineral Resource Area, and contains an estimated eight million tons of aggregate resources.

Parkin further described the nature of proposed development as an extension to the existing Caledon Sand and Gravel operation. Whereas the original proposal would have been for a standalone operation with its own processing plant and truck haul route along Heart Lake Road, the settlement proposal will result in aggregate extracted from the site being transported to the Caledon Sand and Gravel processing plant via conveyor. All truck traffic will enter the site through the Caledon Sand and Gravel site from its existing entrance off of Highway 10.

Based on Parkin's expert evidence, the Tribunal found that the proposal meets the relevant statutory and policy requirements and issued an order that will allow the project to proceed, subject to the direction and conditions outlined in its decision.

Solicitors involved in this decision were **Al Burton** (**Thomson Rogers**) representing Blueland Farms Ltd., **Chris Barnett** (**Osler**) representing the Town of Caledon, **Zachary D'Onofrio** and **Sarah Dalton** representing the Ministry of Natural Resources, and **Graham Reeder** and **Peter Gross** (**Gowling WLG**) representing Richard Pilosof. [*See OLT Case No. OLT-23-000089.*]

SETTLEMENT APPROVED FOR MARKHAM MID-RISE DEVELOPMENT

In a January 7 decision, OLT Member **Sharon Dionne** allowed appeals, in part, by **648321 Ontario Inc.** against the **City of Markham**'s adoption of modified official plan and zoning by-law amendment applications for 5871 Highway 7 East.

648321 Ontario originally proposed to redevelop the 0.3-hectare Highway 7 site with a 13-storey residential building containing 137 dwelling units. The City's planning staff were supportive of the 13-storey proposal. However, Markham council subsequently adopted modified official plan and zoning by-law amendments permitting a reduced 10-storey development. 648321 Ontario appealed Markham council's decision to the OLT.

As a result of subsequent discussions between the parties, a settlement was reached based on a further-revised proposal for an 11-storey residential building having a maximum gross floor area of 15,500 square metres.

The Tribunal held a settlement hearing and received evidence from planner **Maria Gatzios** (**Gatzios Planning & Development Consultants**) in support of the settlement proposal. Gatzios testified that the 11-storey proposal represents appropriate intensification along the Highway 7 transportation corridor and represents good planning.

The Tribunal adopted Gatzios' uncontested planning evidence and allowed the appeals, in part, approving the amendments as attached to the decision.

Solicitors involved in this decision were **Meaghan Barrett** and **Eileen Costello** (**Aird & Berlis**) representing 648321 Ontario Inc. and **Maggie Cheung-Madar** representing the City of Markham. [*See OLT Case No. OLT-25-000066.*]

PEOPLE

King Township has appointed **Marina Fung** as its chief financial officer (CFO)/treasurer, effective February 9. Fung brings six years public sector accounting experience to the role, most recently serving as **Town of Whitchurch-Stouffville** manager of budget & financial planning. Prior to that, she worked for **Durham Region Non-Profit Housing Corporation**.

Infrastructure Ontario has appointed **Jody Becker** as its chief capital officer, overseeing project delivery and commercial advisory. Becker brings over 25 years of leadership experience in infrastructure operations, strategy, governance, and project delivery to this role. Previously, she served as the **Greater Toronto Airports Authority** (GTAA) chief strategy officer, a role in which she helped to shape a 10-year modernization plan for Canada's busiest airport.

Infrastructure Ontario has appointed **Angela Tancock** as its chief administrative officer (CAO), effective January 19. Tancock brings over 20 years experience leading large-scale organizational transformation to the role, most recently serving as **Norton Rose Fulbright** chief operating officer (COO).