

NOVÆ RES URBIS

GREATER TORONTO & HAMILTON AREA

WEDNESDAY,
FEBRUARY 14, 2018
Vol. 21
No. 7



- 2 CLOSING THE GAP
Proposed sales tax hike
- 3 BALANCING THE PARTNERSHIP
Inclusion incentives

DRAFT DOWNTOWN HAMILTON SECONDARY PLAN

ESCARPMENT CONTEXT

Miriam Bart

Situated between Lake Ontario and the Niagara Escarpment, Downtown Hamilton has unique planning challenges when it comes to building heights. Buildings at 30 storeys or taller obstruct views of the lake and the escarpment. This has become a flash point with the community through public consultation.

This is one of the challenges facing Hamilton staff members as they prepare the draft Downtown Secondary Plan, which covers the area bounded by Cannon Street to the north, Wellington Street to the east, Hunter Street to the South and Queen Street to the west. This area is identified as an urban growth centre in the provincial Growth Plan and thus is the logical location for tall buildings.

Ward 2 councillor **Jason Farr** says that residents' primary concern is the maximum building height, which has been proposed as no greater than the height of the top of the

escarpment. In some instances, this is a maximum of 30 storeys, but it may be less based on the site topography.

"A lot of people are looking at it and seeing 30 storeys, but there are a number of conditions attached to the proposed 30-storey locations... factors that would need to be satisfied for that kind of

density to be put in place. I'm concentrating my thinking—that is aided by the [community engagement]—[that] more suitable taller building locations are near the transit corridors, the Kings and the Mains. Through the spine and centre of the footprint that's provided."

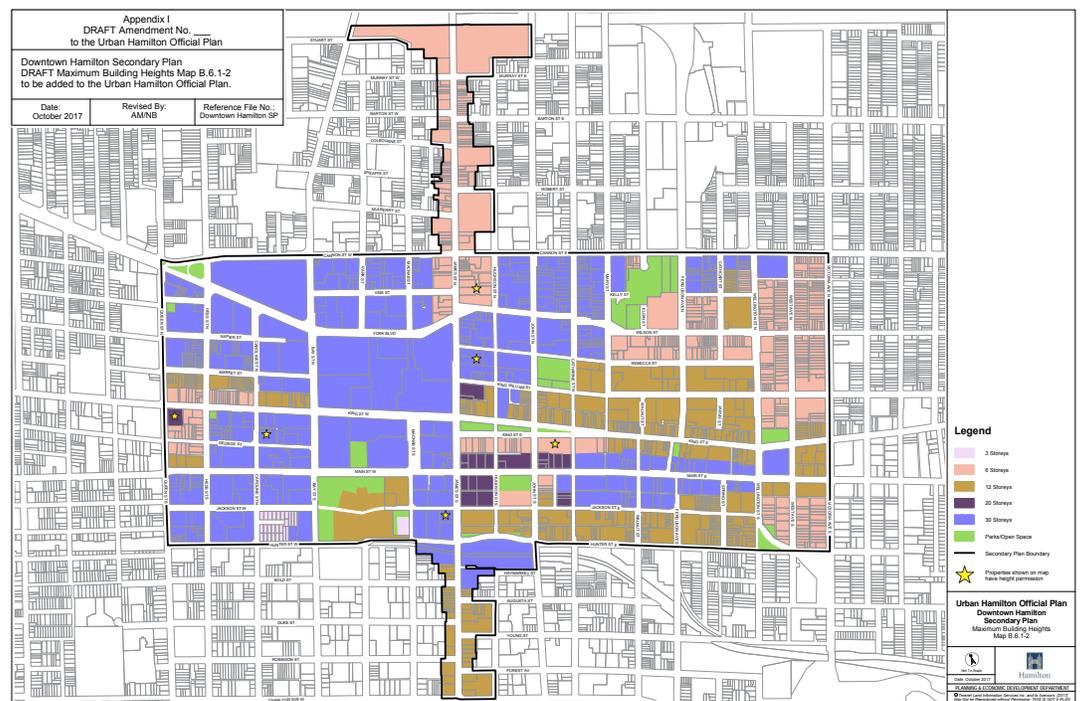
The escarpment is a measure for maximum height because

of two variables: the vista of the bay which taller buildings would obscure and the real estate speculation that would result in more landowners

CONTINUED PAGE 4

Draft Downtown Hamilton Secondary Plan proposed maximum building heights. Blue areas indicate maximum height of 30 storeys.

SOURCE: CITY OF HAMILTON



UPCOMING

FEBRUARY

- 14** Brampton Committee of the Whole, 9:30 a.m.
Durham Region Council, 9:30 a.m.
Georgina Council, 7:00 p.m.
Halton Region Planning & Public Works Committee, 9:30 a.m.
Hamilton Council, 5:00 p.m.
Mississauga General Committee, 7:00 p.m.
- 15** York Region Council, 9:00 a.m.
- 20** Ajax General Government Committee, 1:30 p.m.
Ajax Council, 7:00 p.m.
Aurora General Committee, 7:00 p.m.
Burlington Council, 6:30 p.m.
Caledon Council, 7:00 p.m.
Clarington Planning & Development Committee, 7:00 p.m.
Hamilton Planning Committee, 9:30 a.m.
Oshawa Council, 6:30 p.m.
Richmond Hill Committee of the Whole, 4:30 p.m.
Scugog Council, 6:30 p.m.
Whitchurch-Stouffville Council, 3:00 p.m.
Whitchurch-Stouffville Public Planning Committee, 7:00 p.m.
Whitby Council, 7:00 p.m.
- 21** Brampton Council, 9:30 a.m.
Halton Region Council, 9:30 a.m.
Hamilton General Issues Committee, 9:30 a.m.
Mississauga Council, 7:00 p.m.
Vaughan Council, 1:00 p.m.



LOCAL SHARE INITIATIVE

FUNDING INFRASTRUCTURE



Maryam Mirza

In spite of the 10-year agreement to upload social services drawing to a close this year, municipalities continue to be challenged to fund the delivery of local services and finance infrastructure projects.

Association of Municipalities of Ontario senior advisor **Matthew Wilson** told NRU that despite all the benefits of the upload agreement, municipalities have a significant fiscal challenge. There is a province-wide annual funding gap between municipal revenues—property taxes, user fees and federal and provincial transfers—and the cost of services and keeping infrastructure in a state-of-good-repair.

To close that gap, AMO is proposing a 1 per cent sales tax increase that would help to fund essential infrastructure costs. This would generate \$2.5-billion annually. The proposed sales tax would increase HST by 1 per cent, making it a total of 14 per cent.

“We took a look at some of the fiscal challenges [municipalities] face individually, and as sector, and we looked at every different option available to us in terms of revenue tools that could help to reduce municipal costs,” said Wilson.

AMO’s proposed Local Share Initiative would distribute revenues to all municipalities across the province to help reduce the infrastructure deficit and provide for local needs. According to Wilson, Richmond Hill, Ajax, Whitby, and Durham Region are some of the municipalities that have passed resolutions to support an increase in the sales tax that would be dedicated to Ontario municipalities.

An alternative to the sales tax increase proposed by AMO would be a property tax increase. Based on AMO calculations and estimated size of the infrastructure deficit, an annual property tax increase of over 8 per cent would be needed for 10 years to finance the estimated \$60-billion municipal infrastructure gap, as well as meet current service levels.

“Considering all of the options we can choose from, the HST choice is something that a lot of other jurisdictions around the world use to finance municipal needs,” said Wilson. “It merits serious consideration in the Ontario context in the absence of any other solution.”



Considering all of the options we can choose from, the HST choice is something that a lot of other jurisdictions around the world use to finance municipal needs.

- Matthew Wilson

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PERSPECTIVES ON FUNDING



Miriam Bart

While there is agreement around the need for more affordable housing units, there is disagreement around the details in the province's draft inclusionary zoning regulations. The development industry says the province is on the right track, but it needs a more equal financial partnership with municipalities. Meanwhile, some municipalities argue that the proposed cost sharing is already a stretch and the regulations shouldn't include incentives at all.

The comment period on the province's draft inclusionary zoning regulations ended February 1 and now developers and municipalities are waiting to see what revisions will be incorporated in the final regulations.

Ontario Home Builders' Association policy director **Mike Collins-Williams** spoke with *NRU* about the development industry's response to the proposed regulations. He said that the industry supports a partnership, but is concerned that the province has not proposed an equal partnership.

"[The] development industry certainly understands

the need to address declining affordability across the province. The province has proposed a partnership model where builders would be responsible for the construction and 60 per cent of the costs of affordable units. While municipalities would be responsible for 40 per cent of the costs of the government mandated units. ... From the industry perspective we believe that a true partnership should be 50-50.... And without appropriate incentives for offsets, inclusionary zoning can be a hidden tax on new housing through cross subsidization."

However, **City of Hamilton** acting program manager **Kristin Maxwell** told *NRU* the 60/40 cost sharing is asking too much of municipalities. Her understanding of inclusionary zoning programs is that they are funded through the development process, and that a 50/50 cost share would have been untenable from the municipal perspective.

Further, Maxwell says that an inclusionary zoning program should not include incentives. Requiring incentives, which could include a mix of direct subsidies, density bonuses,

tax abatements, reduced parking requirements, or pre-approved applications, for example, will make it less likely that municipal councils will adopt an inclusionary zoning program.

"Overall we were disappointed. ... Based on the initial consultation that the province had done with us we were expecting there to be more flexibility for municipalities to make decisions on affordable units. But the draft regulations that have been put out are fairly restrictive. We'd like the ability to go above the 5 per cent affordable unit requirements. We don't have the capacity at this point to provide much in the way of incentives. So the concern is that council is generally less likely to adopt an inclusionary zoning program with [an incentive] component."

BILD policy and government relations vice-president **Paula Tenuta** told *NRU* that the proposed provincial regulations are on the right track. While they recognize that a partnership model is integral to bringing affordable units to market, she says that incentives are needed.

"If you want [developers] to

build [affordable] units... there have to be incentives. Because for [developers] to build those units, it does come at a cost. We will be your partner but it's within a partnership model that includes offsets and incentives, [which have] to be balanced because we're all in this together."

Tridel development vice-president **Steve Daniels** agrees, he said that the development industry has a responsibility to be a part of the solution but it requires a workable financing model.

"The government is in the business of providing affordable housing. Not the private sector. The private sector can come in as a partner to help build the units very efficiently and [with] economies of scale built into it."



IN BRIEF

[GTA West highway cancelled](#)

February 9 the **Province of Ontario** has [announced](#) that it will not proceed with the construction of a highway through the Greater Toronto Area West corridor, which would have created a link between Highway 400 in the City of Vaughan, to the east, and Highway 401 in the Town of

Milton, to the west.

In December 2015, the Province halted the GTA West Corridor Environmental Assessment and engaged the assistance of an advisory panel to review the project and identify potential alternative approaches to moving people and goods through the GTA West corridor. The panel [recommended against](#)

proceeding with the highway. Instead it recommended that regional transportation needs be evaluated through the Greater Golden Horseshoe Transportation Plan.

Now that the highway has been quashed, a narrower corridor approximately one-third the size of that considered under the GTA West Corridor EA will continue to be

protected from development while the province undertakes the Northwest GTA Corridor Identification Study. This study will determine the extent of new transit and/or utilities infrastructure that should be developed along the corridor to support and accommodate future growth and development.



ESCARPMENT CONTEXT

CONTINUED FROM PAGE 1

sitting on properties. Farr says that is problematic if the city wants to continue attracting jobs and people to the downtown core.

“We’re anxious to continue the momentum we’ve seen, particularly in the last six to seven years of increasing densities. This greatly enhances the rejuvenation and vitality that we’re seeing. So we want to continue that. We don’t want to see speculators blockbusting or sitting on land for 20 years. We’ve been there. That phenomena was not helpful with respect to a whole lot of things including vibrancy and neighbourhood.”

Hamilton chief planner **Steve Robichaud** told *NRU*

that the initial version of the draft secondary plan included a discretionary height schedule that identified areas where low-, mid- and high-rise buildings would be permitted. Based on feedback from the development industry and other stakeholders, staff released the revised plan in October to provide more clarity and direction.

“I think what’s happened is people look at the map, they see large areas of the downtown identified in blue which would allow a max of 30 storeys. There was a bit of a misunderstanding of how those policies were operating and how those policies would be implemented, and further requirements on

how it could be fine-tuned. One of the things we’ve made clear is that we’re now saying the area where tall buildings will be allowed, those will be directed to the downtown and tall buildings [won’t be] taller than 30 storeys. We want to make sure that we are designing within the escarpment context.”

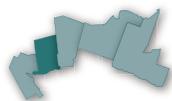
For the first time, the city will be adopting [tall building guidelines](#) for the downtown area. This will include acceptable impacts within wind and sun shadow studies, as well as detail the metrics the city will use to assess impacts. It will also encourage good design.

“The previous downtown plan was developed on the idea of full lot coverage. That becomes a podium and you put a tower on top. That creates a very repetitive design. Now we’re saying that might be appropriate in some areas but not in others. So we’re trying to create better public spaces

and public squares that tie into development. You have to read the secondary plan in conjunction with the zoning by-law to know that we’re also looking at maximum degree of flexibility in terms of how buildings are used or reused. We don’t want to create artificial barriers to housing opportunities or larger units. We’re trying to provide flexibility while also providing certainty.”

The final draft of the Downtown Hamilton Secondary Plan, along with tall building guidelines, will be on the March 20 agenda of the Planning Committee.

COMMITTEE AGENDAS



HALTON

North Oakville secondary plan revisions proposed

At its February 12 meeting, Oakville planning and development council considered a public meeting report regarding town-initiated official plan amendments to the North Oakville East and North Oakville West secondary plans. The purpose of the OPAs is to bring the secondary plans into conformity with the Growth Plan and *Provincial Policy Statement*, to achieve complete communities, and to provide a greater certainty for development in North Oakville.

Oakville rooftop terrace ZBA recommended for approval

At its February 12 meeting, Oakville planning and

development council considered a report recommending approval of a town-initiated zoning by-law amendment to clarify and update existing zoning regulations for rooftop terraces. The ZBA arose from staff findings that the existing zoning regulations for rooftop terraces may prohibit or significantly restrict terraces that could be desirable. Staff studied options and put forward a recommendation that council adopt revisions to the zoning by-law to provide for more functional and creatively designed rooftop terraces that will result in valuable outdoor amenity spaces.

Refusal recommended for Glen Abbey demolition application

At its February 12 meeting, Oakville planning and development council considered a report

recommending refusal of an application by **ClubLink ULC** and **ClubLink Holdings** to

demolish/remove the entirety of the Glen Abbey golf course

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DIRECTOR OF POLICY PLANNING & ENVIRONMENTAL SUSTAINABILITY

One of Southern Ontario's fastest growing municipalities, with a mix of urban and rural areas, Vaughan is a sought-after place to live and work. Considered one of Canada's most family and business friendly communities, the *City of Vaughan* has a dynamic and diverse population of over 320,000 and a large and successful employment sector. The City is now in the early stages of planning to the 2041 horizon, which will entail an increase in the planned population and employment allocated to the City. This will be supported by major city-building initiatives such as the Mackenzie Vaughan Hospital, the Vaughan Metropolitan Centre, the implementation of Regional Express Rail on the Barrie GO Corridor, the Highway 427 Extension, the opening of the Toronto-York Spadina Subway Extension and the completion of the Viva Rapid Transit system.

Reporting to the Deputy City Manager, Planning and Growth Management, the Director of Policy Planning & Environmental Sustainability provides leadership in the development of policies and strategies that will guide the sustainable growth and development of the City. Through the creation of land use, environmental, and infrastructure plans, policies and guidelines, the Director will ensure that Vaughan continues to develop as a sustainable city featuring vibrant communities, a healthy environment, and a strong economic base.

The Director will be an RPP with more than 15 years of progressive experience in a multi-disciplinary, fast-paced environment, including senior leadership roles in a municipal setting. With deep knowledge of relevant policies and experience in leading public and stakeholder discussions, you are comfortable being an advisor to Council and an expert witness at the OMB. The Director will be strong team player and an accomplished professional with a proven track record in delivering Official Plans. Understanding the emerging economic, technological, environmental, regulatory and social forces that will shape municipal planning is essential.

To explore this opportunity further, contact Julia Robarts in Odgers Berndtson's at 416-366-1990 or apply only by **March 8, 2018** at <https://www.odgersberndtson.com/en/careers/14657>.

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MUNICIPALITY?

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COMMITTEE AGENDAS

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at 1333 Dorval Drive. The application, submitted under Section 34 of the Ontario Heritage Act, does not propose demolition of the historic RayDor estate house or its main stable building and two adjacent sheds.

Downtown Georgetown planning study update received

At its February 13 meeting, Halton Hills planning, public

works and transportation committee considered a report updating the committee on the status of the Downtown Georgetown planning study initiated in September 2017. The report sets out a work program and engagement strategy for the planning study, and outlines next steps.

The consultant team retained for the study includes **The Planning Partnership, Meridian Planning**

Consultants, Plan B Natural Heritage, Cole Engineering Group, Bray Heritage, N. Barry Lyon Consultants, and SCS Consulting Group.

Aldershot mid-rise development proposed

At its February 12 meeting, Burlington planning and development committee considered a preliminary report regarding official plan and zoning by-law amendment applications by **Chelten Development**. Chelten proposes to build a six-storey, mixed-use building with at-grade commercial and office uses, and 50 residential units above. 🌱

FOR SALE

4500 - 4750 RIDGEWAY DRIVE
MISSISSAUGA, ONTARIO

DETAILS

Land Area 644,993 SF (14.81 acres)
Approved GFA 220,666 SF
Zoning E2-102 & C3-59
Official Plan Mixed Use & Business Development

HIGHLIGHTS

- Site-plan approved for commercial development consisting of industrial (108,610 SF), office (55,774 SF) & retail (56,285 SF).
- Purchasers stand to benefit significantly from extreme demand in all asset classes following the completion of the proposed development
- Prime exposure to major traffic arteries, including Hwy 403 & Hwy 407.
- Approx. 800 FT of frontage on Ridgeway Dr. and 800 FT of frontage on Odyssey Dr. & Platinum Dr.



Please call us at **416-359-2364**

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OMB NEWS

EAST GWILLIMBURY DEVELOPMENT SETTLED

In a January 29 decision, board member **Sharyn Vincent** allowed an appeal, in part, by **1422754 Ontario** against the new official plan of the **Town of East Gwillimbury**.

1422754 owns a 2.023-hectare parcel of land at 19287 Centre Street and appealed the official plan in January 2013 on a site-specific basis. In 2015, 1422754 also appealed the town's failure to make a decision on its rezoning application to permit 68 townhouses accessed by a private road system as well as a two-storey, mixed-use building with 10 residential units and commercial space.

1422754 and the town reached a settlement of the appeals prior to the start of the hearing, securing urban design commitments, payment of community benefits, and a compensation, restoration and enhancement plan for the site, which is located within the Vivian Creek flood plain. This latter plan will provide a net ecological benefit to the site through the planting of a significant number of trees and shrubs.

Planner **David McKay** (MHBC) and transportation planner **John Northcote** (JD Engineering) provided evidence on behalf of 1422754 in support of the

settlement. McKay testified that the development as settled conforms to the applicable provincial, regional and local planning policies. Northcote testified that the proposed site plan will secure adequate site lines and parking provision.

The board adopted McKay and Northcote's evidence and allowed the appeals, in part, withholding its order pending receipt of the finalized planning instruments.

Solicitors involved in this decision were **Barry Horosko** and **Gurnick Perhar** (Horosko Planning Law) representing 1422754 Ontario Ltd. and **Bruce Ketcheson** (Ritchie Ketcheson Hart & Biggart), and town solicitor **Dean Horner** representing the Town of East Gwillimbury. [See OMB Case No. [PL110659](#).]

PICKERING AUTO RETAIL VARIANCES APPROVED

In a February 2 decision, board member **David Lanthier** allowed an appeal by **Fampa Holdings** against the **City of Pickering** committee of adjustment's refusal of its minor variance application.

Fampa seeks variances to allow for the operation of a vehicle sales or rental establishment and the open storage of vehicles at 962 Kingston Road. The proposed use on the site will support the adjacent Pickering Chrysler

and Formula Ford dealerships, also operated by Fampa.

The city did not appear at the hearing, nor did any other objectors. Planner **Bryce Jordan** (Sernas Group) and traffic and transportation

planner **John Ashwood** (Javar Consultants) provided evidence on behalf of Fampa in support of its appeal.

Jordan testified that the

CONTINUED PAGE 8

Niagara Region

Niagara Region is seeking a [Director of Development Approvals](#)

About the Opportunity

Reporting to the Commissioner of Planning and Development, this position is responsible for the execution and direction of all aspects of the development review and approval services, including natural heritage. This position is a key leadership and integrator role in achieving the long term (25 year) vision of the Region's Official Plan related to development and Regional Council's corporate objectives.

Education

- Post-secondary degree in Planning, Environmental Studies, Urban Development or a related field
- A Master's degree in Planning, Environmental Studies, Urban Development or a related degree.

Knowledge

- 10 years planning, development experience in a municipal setting;
- 5 years management experience with both projects and staff/project teams (both unionized and non-unionized environment);
- Extensive experience presenting evidence as an expert witness at the Ontario Municipal Board or other tribunals;
- Comprehensive understanding of the process and review requirements for development applications including servicing and natural heritage;
- Sound understanding of land-use planning and development principles and practices, infrastructure planning and approval, and the Ontario planning system.

If you are looking for an opportunity to use your leadership expertise and grow your career with a progressive organization, please view the full advertisement, requirements and apply online at [niagararegion.ca](#) ([Job Opening #19736](#)), before midnight on **Tuesday February 27, 2018**.

[niagararegion.ca](#)



OMB NEWS

CONTINUED FROM PAGE 7

site is within a mixed-use corridor under the city's official plan, which permits a broad range of uses, and stated that the surrounding area has historically functioned as an automobile retail precinct. He stated that the proposed use will be compatible with the established commercial uses in the surrounding area, and

the variances meet the four *Planning Act* tests.

Additional testimony was provided by city planner **Cody Morrison** who voluntarily appeared at the hearing. Morrison had written a supportive planning report for

962 Kingston Road, Pickering

SOURCE: GOOGLE MAPS



the variances, and he advised the board that his opinion on the variances had not changed, despite the committee's refusal.

The board accepted Jordan, Ashwood and Morrison's evidence and allowed the appeal, authorizing the variances.

Solicitor **John Dawson (McCarthy Tétrault)** represented Fampa Holdings Ltd. [*See OMB Case No. [PL170871.](#)*]

MUNICIPAL AFFAIRS REPORTER JOINS NRU



Maryam Mirza has a Journalism Diploma from Algonquin College. Maryam's love for writing and journalism began in her middle school years and has followed her to different parts

of the world. She has worked in the Middle East, covering topics on world affairs, social issues, and politics. Maryam is passionate about social issues, gender parity and race relations. In her spare time and days off, she writes short stories, and likes to stay busy exploring the world, different cultures, and food.

PEOPLE

Whitchurch-Stouffville public works director **Rob Flindall** and development services director **Mary Hall** have left the town. Capital projects manager

Brian Kavanagh takes over as acting director of public works and planning deputy director **Haiqing Xu** assumes responsibility for development services

until successors have been hired. **Chris Stockwell** passed away February 11. Elected City of Etobicoke

controller in 1982 and Metropolitan Toronto councillor representing Lakeshore-Queensway in 1988, Stockwell became the Progressive

Conservative MPP for Etobicoke West in 1990, and MPP for the redistributed riding of Etobicoke Centre in 1999.