

# NOVÆ RES URBIS

## GREATER TORONTO & HAMILTON AREA

WEDNESDAY,  
DECEMBER 10, 2025

Vol. 28  
No. 49

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■ PROPOSED MIXED-USE WOULD BRING RESIDENTIAL AND COMMERCIAL BUILDINGS TO BRAMPTON GOLF COURSE

## DIVERSIFYING USES

Matt Durnan

A mixed-use development proposed for a portion of the Turnberry Golf Course property at the corner of Bovaird Drive and Heart Lake Road in Brampton would reimagine the site by bringing to it four new residential buildings and four new commercial buildings.

At its December 1 meeting, Brampton planning and development committee held a statutory public meeting for Vardon Flyer Inc. and York

Major Holdings Inc.'s official plan, zoning by-law and draft plan of subdivision applications for a site at 10100 Heart Lake Road. The proponents are seeking to develop four residential buildings on the site ranging in height from eight to 29 storeys, along with four low-rise commercial buildings. The commercial buildings would

bring more than 11,000 square metres of commercial space to the site.

The landowners have been contemplating different redevelopment scenarios for the site for a number of years to make better use of the land, given that the golf course is not operational for nearly half of the year.

"We live in Canada, and the golf course doesn't operate for about five months out of the year. So the owners have been looking for an opportunity to leverage some of that winter weather by expanding the golf course operations through the winter months," KLM Planning partner Ryan Mino-Leahan told NRU.

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Aerial photograph of the site at 10100 Heart Lake Road in Brampton where Vardon Flyer Inc. and York Major Holdings Inc. are proposing to develop four residential buildings and four commercial buildings. The site is currently occupied by Turnberry Golf Course. Most of the golf course would be retained next to the proposed development, although it would be reduced from 18 to 14 holes.

SOURCE: CITY OF BRAMPTON



## UPCOMING DATES

### DECEMBER

- 10 Barrie Council, 7:00 p.m.
- Barrie General Committee,  
8:00 p.m.
- Brampton Council, 9:30 a.m.
- Durham Region Committee of  
the Whole, 9:30 a.m.
- Halton Regional Council,  
9:30 a.m.
- Hamilton Council, 9:30 a.m.
- Innisfil Council, 7:00 p.m.
- Richmond Hill Council, 9:30 a.m.
- 11 Durham Region Committee of  
the Whole [Special], 9:30 a.m.
- Oakville Council [Special],  
6:30 p.m.
- Peel Regional Council [Budget],  
9:30 a.m.
- Peel Regional Council, noon
- York Regional Council, 9:00 a.m.
- 15 Brampton Planning &  
Development Committee,  
1:00 p.m.
- Brock Council, 6:00 p.m.
- Clarington Council, 6:30 p.m.
- Halton Hills Council [Special],  
1:00 p.m.
- Oakville Council, 6:30 p.m.
- Oshawa Council, 9:30 a.m.
- Pickering Council, 7:00 p.m.
- Scugog Council, 6:30 p.m.
- 16 Caledon Council, 7:00 p.m.



■ WELLAND ATTAINABLE, AFFORDABLE HOUSING PROJECTS  
TO SUPPORT TENANTS IN GAINING INDEPENDENCE

# MOVING ALONG THE HOUSING CONTINUUM



Lana Hall

A private/public partnership will see the development of 83 affordable and attainable rental units on two sites owned by the City of Welland. The project is being designed so that tenants can progress along the continuum of unit types and support levels as their independence grows over time.

At its meeting on November 18, council for the City of Welland approved a motion to sell one City-owned site and lease another across the street to a non-profit housing provider for the purpose of developing an affordable rental project. The sites are located either side of the Crowther Avenue road allowance, just north of Broadway Street. The lands will be developed to create a mix of 83 deeply affordable, affordable, and attainable rental units across the two sites.

The development is a partnership between the newly-formed **Community Land Trust of Niagara (CLTN)** and **Bethlehem Housing and Support Services (BHSS)**. BHSS will lease the City-owned site on the east side of Crowther and develop a four storey building with 40 deeply affordable one and two-bedroom units, along with a ground-floor community hub. On the west side of the road, the City will sell its land to the CLTN for a nominal amount for the land trust to develop a second four-storey residential building containing 13 affordable and 30 attainable rental homes.

BHSS will operate and manage both buildings, providing additional tenancy and social supports as needed. Currently, both sites are vacant. The project will be CLTN's first.

City of Welland policy planning manager **Nicolas Aiello** tells *NRU* the development was proposed as a "housing continuum project," whereby tenants have the option of accessing support and deeply affordable housing on the BHSS-developed site, before progressing into the CLTN site's attainable rentals over time as they gain independence.

"We look outside and there are people who need all sorts of support," says Aiello. "And they need housing throughout the continuum, whether that's emergency shelter units all the way to affordable home ownership."

BHSS, which has been operating in Niagara Region since 1989, has grown to build and manage four buildings in the region, totalling 234 affordable units with

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## NRU PUBLISHING STAFF

**Ian A.R. Graham**, Publisher  
iang@nrupublishing.com  
Ext. 222

**Irena Kohn**, Editor  
irenak@nrupublishing.com  
Ext. 223

**Matt Durnan**, Senior Reporter  
matt@d@nrupublishing.com  
Ext. 225

**Lana Hall**, Senior Reporter,  
lanah@nrupublishing.com  
Ext. 226

**Peter Pantalone**  
Planning Researcher  
peterp@nrupublishing.com

**Jeff Payette**  
Design/Layout  
jeffp@nrupublishing.com  
Ext. 228

**Samantha Lum**  
Sales and Circulation  
samanthal@nrupublishing.com  
Ext. 224

## NRU PUBLISHING INC

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circ@nrupublishing.com

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Toronto, ON  
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**Mailing Address**  
NRU Publishing Inc.  
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Toronto, ON M4W 3T3

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# THE HOUSING CONTINUUM

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corresponding social support services.

“BHSS offers supportive transitional and permanent housing for men, women, and their children, with a focus on families who are homeless due to issues with poverty, physical disability, mental health, domestic violence, and family breakdown,” reads a presentation delivered to Welland city council, written in part by BHSS executive director **Lori Beech**.

“...BHSS stabilized their lives by providing housing and support services to help them break the cycle of homelessness and gain the confidence, skills,

and health to remain securely housed.”

In a statement, City of Welland director of planning and development services **Grant Munday** said the Crowther Avenue development reflects that exact need.

“This project responds directly to the growing need for safe, stable, and affordable rental housing in our community,” he said. “These new homes will help individuals and families who are struggling to find suitable housing in today’s market, and they reflect the

type of long-term community support that many residents need.”

Aiello tells *NRU* that BHSS and the CLTN approached the City of Welland with a proposal for the vacant lands on Crowther Avenue hoping they would qualify for incentives through the City’s Affordable Rental Housing Community Improvement Plan (CIP). The proposal was supported by staff and considered by the city council’s Affordable Housing Task Force, which also supported the idea. Ultimately, council approved the project for \$403,000 in incentives through the affordable rental housing CIP. BHSS and the CLTN will seek additional funding from other levels of government as well.

Aiello calls the funding structure a “multi-pronged approach,” noting that since council adopted the CIP in 2023, the City of Welland has supported the development of approximately 244 affordable housing units — including the units proposed for the two Crowther Avenue sites. Most of the CIP recipients are also able to qualify for funding through the **Canada Mortgage and Housing Corporation** (CMHC) or through Build Canada Homes.

“When all those things are able to come together and you have a very supportive council and their advisory committees, you start to see an impact.” 🌟

Map showing the location of two City-owned sites on either side of the Crowther Avenue road allowance in Welland. Welland city council has approved a motion that will see the City sell one site to the Community Land Trust of Niagara to develop a four-storey residential building containing 13 affordable and 30 attainable rental homes. The City would lease the other site to Bethlehem Housing and Support Services (BHSS), which would develop a four-storey mixed-use residential building containing 40 deeply affordable one and two-bedroom units, along with a ground-floor community hub. The project is proposed as a “housing continuum project” whereby tenants can progress through the continuum of dwelling units and support levels as their independence grows over time.

SOURCE: CITY OF WELLAND





# FRAMEWORK COMING INTO VIEW



**Matt Durnan**

**T**he City of Mississauga is getting close to finalizing the overarching planning vision for a large master-planned community near the city's lakefront that would bring thousands of new homes to the area, in addition to new parks and pedestrian travel networks.

At its November 24 meeting, Mississauga planning and development committee supported staff recommendations to approve **Rangeview Landowners Group's** official plan amendment application for the site at 850-1083 Rangeview Road and 830-1076 Lakeshore Road East in Mississauga. If endorsed by Mississauga city council, the approval will establish the planning policies for the nearly 22-hectare site.

The Rangeview lands currently accommodate a number of large-scale commercial businesses. The proposed redevelopment would transform the lands into a mixed-use community that would introduce residential uses to them for the first time, along with establishing new parks and pedestrian networks and new retail uses along Lakeshore Road.

The City has been working through the planning process

for the Rangeview lands for some time now, with council getting its first look at the development master plan for Rangeview Estates back in November 2023 (See: *"Envisioning Homes on the Range", Novae Res Urbis GTHA, December 6, 2023*).

That concept master plan has evolved somewhat in the two

years since it was first brought to council in order to reflect the changing policy context for the area.

"That master plan was first endorsed by council in July of 2024, and that really set the framework for the Rangeview lands in terms of the vision and the guiding principles.

The Lakeview area had already

been comprehensively planned back in 2018, so our master plan essentially built on those guiding principles and the vision for the lands," **Bousfields** partner **Stephanie Kwast** told *NRU*.

While the master plan was built on the guiding principles

CONTINUED PAGE 5 ■



Aerial image showing the location of the Rangeview lands at 850-1083 Rangeview Road and 830-1076 Lakeshore Road East in Mississauga where Rangeview Landowners Group is proposing to develop a large master-planned community that would bring more than 5,000 homes to the area. The roughly 22-hectare site is currently occupied by a number of large-scale commercial buildings that would be demolished to make way for the new master-planned community.

SOURCE: CITY OF MISSISSAUGA



Rendering of the Rangeview Landowners Group's proposed mixed-use community for a site in south Mississauga, Rangeview Estates. The group is proposing to transform almost 22 hectares of land near Lake Ontario into a master-planned community that would accommodate more than 5,000 new residential units, commercial space, parks, and a multimodal transportation network.

SOURCE: CITY OF MISSISSAUGA  
PLANNING AND URBAN DESIGN: BOUSFIELDS  
RENDERING: CICADA DESIGN INC.

# COMING INTO VIEW

■ CONTINUED FROM PAGE 4

set out for the Lakeview Village lands to the south of the Rangeview site, there has been some policy change for this area since those principles were set out in 2018. Specifically, the Rangeview lands are now included in the Haig PMTSA (protected major transit station area), which came into effect during the course of the Rangeview application being reviewed over the past two years.

“Developing this Rangeview official plan amendment is really a blend of the root work that had been done by the City and the community through the Inspiration Lakeview process, and also balancing that and recognizing that the policy context has changed in ways, and how do we merge the two so that the overall vision is there? But the built form and the number of units all reflect today’s current policy,” Kwast said.

“What’s key with the official plan amendment (OPA) we just went through is that we’ve increased the number of units that are permitted within Rangeview. Our base permission was 3,700 units, and now, through the OPA and all of the supporting studies we provided, like servicing and transportation, our baseline is now at 5,300 units.”

In addition to the increased residential unit count, some new building height permissions have been introduced since the master plan was originally submitted to the City back in 2023, largely due to the new PMTSA designation.

“It should be noted that policies had already been in place for Rangeview allowed for some 25-storey buildings, subject to further assessment. While the master plan did not illustrate 25-storey buildings [only a maximum of 15 storeys], the OPA allows them [to be developed] in specific areas,” City of Mississauga director of development and design **Chris Rouse** told *NRU*.

“This is also in keeping with the MTSA policy permissions implemented for the City, which were not in place when the master plan was initially submitted.”

With the Lakeview Village lands located directly south and east of the Rangeview lands, the planning team had to work carefully to ensure that both developments would work in harmony with one another when establishing the planning vision and policies for the Rangeview site.

“The major elements from the neighbouring Lakeview development that were taken

into consideration were: the parks, so that there is continuity with the linear parks which form connections between the two developments, along with the rights-of-way, which includes not just the roads but also the cycle lanes, tree corridors, and overall streetscape treatment,” said Rouse.

“[The OPA] also considers building form, which directs heights to the transit corridor and main linear north-south park, in keeping with the intention of the Lakeview development.”

The two adjacent master-planned communities represent a major change for the area and a significant revitalization of Mississauga’s waterfront, but the local councillor is also hoping that these projects will have some ripple effects that will bring about improvements to public transit in the area as well.

“This really is a jigsaw puzzle of having something that comes together in its totality and has livable units. Having employment is vital, but also having a community that is walkable and ensuring we have something that is a ‘live, work and play’ environment that is different than just having a commuting subdivision,” Mississauga ward 1 councillor **Stephen Dasko** told *NRU*.

“The other part is being aware that we only have Lakeshore [Road], so coming up with a transit plan is so important. And that’s why, going forward, I still believe that a possible extension of the TTC streetcar is something

that we should be looking at in the long term, starting with the two-kilometre, three-stop bus rapid transit, for which we already have funding from the Province.”

With the Rangeview lands being located within the Haig PMTSA, the City can require affordable housing be included when residential development applications for the site start to come in, due to inclusionary zoning policies being brought into effect.

“These lands are subject to inclusionary zoning under the City’s regime, but that would not be determined until landowners come forward with zoning by-law amendment applications,” Kwast said.

“That wasn’t part of what we did with this OPA, but that is part of the framework that applies to these lands. We’re very grateful for to Mississauga planning staff, this was a very collaborative working process over the last number of years, and getting this through committee was a big milestone for the project and we’re very pleased that council was very supportive of the application.”



# STRENGTHENING A SENSE OF PLACE



Lana Hall

A set of draft heritage conservation guidelines proposed for a stretch of downtown Burlington places an emphasis on maintaining landscaping, something those involved with drafting the guidelines say is a key component of the district's character and cohesion.

At its meeting on December 9, Burlington city council received for information a draft of the Burlington Avenue - Ontario Street Heritage Conservation District (HCD) Plan and Guidelines. Once finalized, the plan and guidelines will guide change in the area and provide clear design guidance for homeowners, developers, and City staff in terms of proposing, approving, or undertaking alterations to or developments on properties within the district.

The Burlington Avenue-Ontario Street heritage conservation district is one of Burlington's earliest and best-preserved historic neighbourhoods, according to a report penned by **Trace Architectures** principal **Chris Warden**. Defined by

late 19th and early 20th-century homes, mature tree canopies, landscaped gardens, and landmark views to Lake Ontario, the District has maintained its character despite ongoing urban growth pressures, Warden explained in his report.

"It is a significant cultural landscape at the heart of the city."

The district, which extends along Burlington Avenue from

Lakeshore Road to Ontario

Street, contains 33 properties. Its cultural heritage value lies in its cohesive streetscapes, diverse architecture, mature landscapes, and its close ties to Burlington's early growth, according to the report.

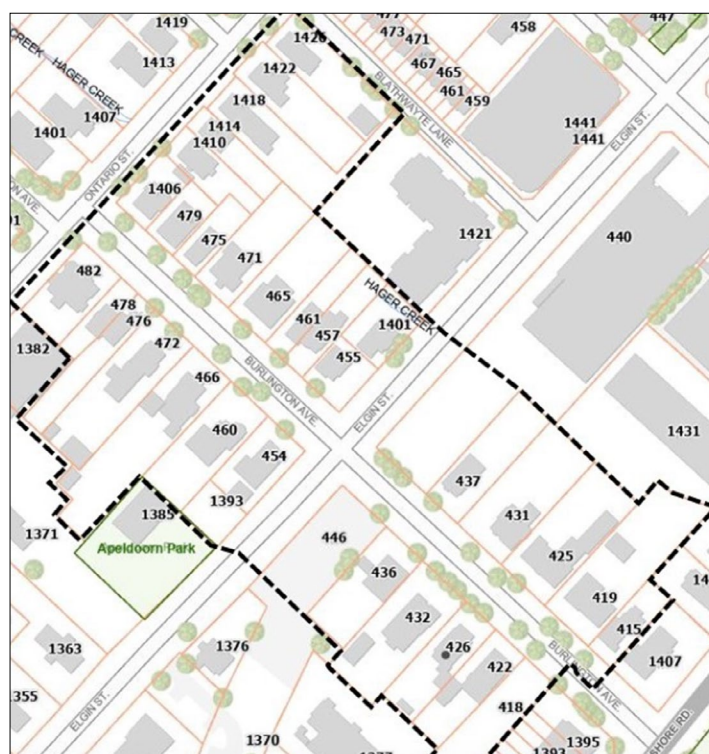
The HCD plan and guidelines place a strong emphasis on maintaining the character of the landscaping of properties within the district,

an emphasis that Warden says is unusual for HCD guidelines. "...Landscape and context [are] incredibly important to this particular area, playing a key role in establishing the character of it," Warden said, speaking at a December 2 committee of the whole meeting where the draft plan and guidelines were first considered.

As such, the guidelines encourage retaining mature trees on private property, using traditional materials such as wood or wrought iron for fencing, and keeping front-yard landscaping open to maintain the visibility of historic buildings from the street.

Other components of the proposed HCD guidelines stipulate that new buildings or additions should match the height, rooflines, and architectural detail of nearby

CONTINUED PAGE 7 ■



Map showing the boundaries of the Burlington Avenue - Ontario Street Heritage Conservation District (HCD) study area in downtown Burlington. At its meeting on December 9, Burlington city council received a copy of the draft heritage conservation district plan and guidelines for the district for information.

SOURCE: CITY OF BURLINGTON



# A SENSE OF PLACE

■ CONTINUED FROM PAGE 6

heritage buildings to ensure a consistent streetscape. Any additions to a private property within the HCD should be set back from the front property line, and scale and massing of new buildings or additions should complement the existing property. Alterations to roofs, openings, and cladding should maintain a heritage building's original look and feel as much as possible, which Warden says, reflects a "broader historical narrative."

Warden told the committee of a whole that the guidelines, unlike policy under the *Ontario Heritage Act*, which the **City of Burlington** and council use to make decisions about proposed demolition, alterations to, or development on heritage property are not legally binding. Instead, he said, they are designed to inspire good design, not limit creativity or "make everything look the same."

According to City of Burlington senior heritage planner **Chloe Richer**, establishing the HCD guidelines is not just about preserving the 33 individual properties within the HCD, but about protecting a "pocket of continuous landscape," as she called it while speaking at the December 2 meeting.

"This isn't just a collection of individual heritage

buildings. It's a district with shared value," she said. "We're not just labelling buildings as contributing or non-contributing; we're also emphasizing how all the

parts work together: streets, buildings, materials used to create a meaningful whole."

Richer told the committee of a whole that the HCD guidelines, while corresponding to the area within the study area's boundaries, may also influence higher-growth developments that are outside of the HCD boundaries, but are adjacent. Those developments, while not being

required to comply with the HCD guidelines, would be encouraged to reflect some of the district's features in their design.

"This approach strengthens the sense of place, supports sustainable development, and it ensures change can happen without losing what makes this place special," she said. 🌿

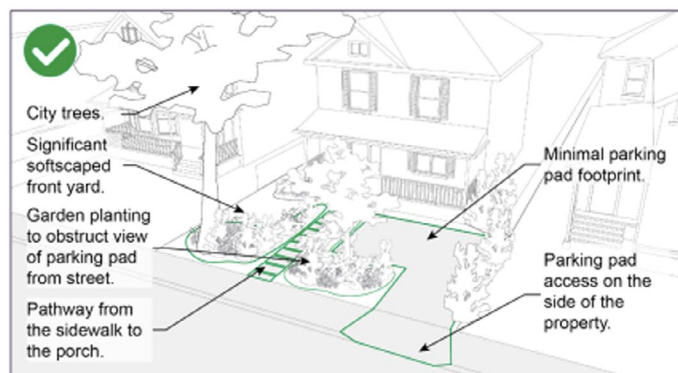
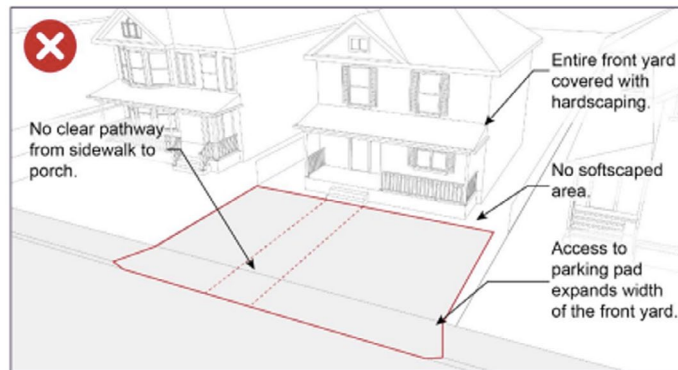


Illustration from the City of Burlington's draft Burlington Avenue - Ontario Street Heritage Conservation District (HCD) Plan and Guidelines showing correct and incorrect landscaping approaches to properties in the district. The draft guidelines emphasize the importance of maintaining mature trees and keeping front yard landscaping open on properties in the district so that heritage properties are visible from the street.

SOURCE: CITY OF BURLINGTON

Photo showing a typical heritage property within the Burlington Avenue - Ontario Street Heritage Conservation District study area in Burlington. The district features late 19th and early 20th-century homes, mature tree canopies, landscaped gardens, and landmark views to Lake Ontario, according to experts involved with drafting the HCD plan and guidelines.

SOURCE: CITY OF BURLINGTON

# DIVERSIFYING USES

CONTINUED FROM PAGE 1

“This application is looking for some opportunities to expand some commercial and retail and community space, as well as provide some more housing within Brampton.”

The proposed development would retain most of the existing golf course, but seeks to trim the course down from an 18-hole course to a 14-hole course. The proposed residential buildings would be located along Bovaird Drive; the new commercial would be located along Heart Lake Road.

As mentioned by Mino-Leahan, the golf course owners are also working on a separate application to expand the course’s operations to keep it open year-round.

“The applicant intends to retain a majority of the existing golf course and has recently submitted a site plan application to expand the existing Turnberry Golf Course facility and club house,” **City of Brampton** planning staff told *NRU*.

“This includes a new 2,065-square-metre building addition that would facilitate indoor golf amenities and practice areas during the off-peak golf season.”

Brampton’s official plan identifies Bovaird Drive as an intensification corridor, and hence the location of

the residential component of the proposal along Bovaird. Meanwhile, the commercial component would be located along Heart Lake Road, directly across from an existing commercial plaza that accommodates a RONA and a large surface parking lot.

“One big element of the current proposal was making sure that the heights were scaled down from the intersection at Bovaird and Heart Lake Road to the existing residential, with suitable setbacks to make sure there’s enough separation to provide a buffer for planting

trees and things like that,” said Mino-Leahan.

The tallest of the four proposed residential buildings would stand 29 storeys high, and would be positioned closest to the corner of Bovaird and Heart Lake Road. That building would be flanked to the north and west by two 22-storey buildings. The shortest of the proposed residential buildings would stand eight storeys high, and would be located furthest west along Bovaird, nearest the existing residential neighbourhood.

The four buildings would bring a total of 945 new residential units to the area, that are projected to house roughly 2,000 residents.

All of the parking associated with the residential side of the project would be located

underground.

The proposed commercial component of the project would bring four new buildings to the site, organized in a triangular layout, fronting both Heart Lake Road and the golf course, and surrounding a central surface parking lot.

The planning team has been working with **City of Brampton** planning staff to amend the zoning by-law for the site in order to be as flexible as possible when it comes to accommodating the retail component of the proposal, as there isn’t a great deal of commercial businesses in the immediate area aside from the RONA home improvement store across the street.

“We’re looking for ultimate flexibility in terms of what uses

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Concept site plan for Vardon Flyer Inc. and York Major Holdings Inc.’s proposed development at 10100 Heart Lake Road in Brampton. The proposal would bring four residential buildings to the south end of the property nearest Bovaird Drive, ranging in height from eight to 29 storeys. The low-rise commercial portion of the proposal would be located along Heart Lake Road, and could bring a range of different uses to the site, including medical centres, daycare facilities, restaurants and more.

PLANNER: KLM PLANNING  
SOURCE: CITY OF BRAMPTON



# DIVERSIFYING USES

■ CONTINUED FROM PAGE 8

would be permitted so that it can respond to market need. Obviously Trinity Common [shopping centre] is relatively close to this site and a lot of residents that live in this community have to travel across the 410 to get to that major regional shopping centre,” said Mino-Leahan.

“What we heard from staff and some initial outreach is that providing some flexibility in terms of the zoning would allow things like medical clinics, daycares, all retail stores, restaurants in order to provide flexibility to respond

to community needs, not only for the residents who are going to move in here, but for the existing community.”

In adding significant new retail and residential to the site, the proposed development makes some important consideration regarding vehicle traffic. It would bring a new public road through the residential component that would connect Heart Lake Road and Bovaird, while also bringing a traffic signal to the intersection that currently serves as the entry to both the existing golf course and RONA plaza across the road.

“There is currently an intersection there but it’s not signalized. The only constraint is it’s currently a right-in-right-out [access] from the golf course, but we’re proposing to signalize that, and create more flexibility for residents and shoppers of the existing

and proposed commercial and residential uses accessing the site,” Mino-Leahan said.

While the City of Brampton does not have a specific policy framework for developers seeking to develop residential uses next to a golf course when it comes to addressing public safety, the developer took it upon itself to include its own assessment as part of the application.

“This was something the owners had done, and it’s a golf course safety report. So their consultants look at the trajectory of golf balls and things like that, to make sure that there isn’t going to be any sort of impact on what is being proposed,” said Mino-Leahan.

The developers are still awaiting technical comments from City planning staff on the application. Once received, any tweaks that are required will be addressed, says Mino-Leahan, adding that he expects that a full technical report on the application will be brought back to planning and development committee sometime in the spring of 2026. 🌸

Rendering showing the residential component of Vardon Flyer Inc. and York Major Holdings’ proposed development at 10100 Heart Lake Road in Brampton, which would bring four buildings ranging in height from eight to 29 storeys and would accommodate 945 new dwelling units across the four buildings.

ARCHITECT: GRAZIANI + CORAZZA ARCHITECTS



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# HAMILTON DESIGN REVIEW PANEL

*The Hamilton Design Review Panel will consider the following item at its meeting Thursday, December 11 in a virtual session to be hosted on Webex at 1:30 p.m.*

1:30 P.M.

## 388 Concession Street and 15 & 19 East 15<sup>th</sup> Street—

Hamilton Design Review Panel will undertake review of **Concession Property Corp's** official plan and zoning by-law amendment applications for a site at 388 Concession Street and 15 & 19 East 15<sup>th</sup> Street in Hamilton.

Concession Property Corp is proposing to develop a 10-storey mixed-use building on the site, containing a total of 176 dwelling units, comprising 38 studio units, 91 one-bedroom units, 37 two-bedroom units, and 10 three-bedroom units. Around 239 square metres of retail space is proposed at grade, fronting Concession Street. A total of 78 vehicular parking spaces would be accommodated within one level of underground parking and surface parking. Bicycle parking for short-term visitors (19 spaces) and for residents (120 spaces) would also be provided. Around 1,977 square metres of amenity space would be provided, currently proposed as rooftop amenity space. The tenure of the housing is proposed to be rental

Presentations will be made

by **City of Hamilton** east team senior planner **Mark Michniak**, by **A.J. Clarke and Associates** principal and planning manager **Franz Kloibhofer** and by **Chamberlain Architect Services** principal **Jon McGinn**.

2:30 P.M.

Meeting adjourned 🌻

Aerial image showing the location (outlined in red) and existing area context of the site at 388 to 394 Concession Street and 15 to 19 East 15<sup>th</sup> Street in Hamilton where Concession Property Corp. is proposing to develop a 10-storey mixed-use building containing 176 dwelling units and 239 square metres of at-grade retail space. The Hamilton Design Review Panel will review the proposal for the project at its meeting on Thursday, December 11.

PLANNER: A.J. CLARKE AND ASSOCIATES  
SOURCE: CITY OF HAMILTON

Rendering showing a view of Concession Property Corp's proposal for a site at 388 to 394 Concession Street and 15 to 19 East 15<sup>th</sup> Street in Hamilton. Concession is proposing to develop a 10-storey mixed-use building containing 176 residential units and 239 square metres of at-grade retail space. The Hamilton Design Review Panel will review the proposal for the project at its meeting on Thursday, December 11.

ARCHITECT: CHAMBERLAIN ARCHITECT SERVICES LTD.  
SOURCE: CITY OF HAMILTON





# COMMITTEE AGENDAS



## DURHAM

### Courtice Transit-Oriented Community Secondary Plan recommended

At its December 8 meeting, **Clarington** Planning & Development Committee considered a [staff report](#) recommending that council adopt a municipally-initiated official plan amendment for the Courtice Transit-Oriented Community Secondary Plan, and that it endorse related Urban Design and Sustainability Guidelines to be used by staff to guide development applications and public projects within the area. The proposed secondary plan establishes a policy framework to create a complete, inclusive, and sustainable community, anchored by the Courtice GO Station. At full build-out, the area is projected to accommodate approximately 30,000 residents, 16,800 housing units, and 8,000 jobs, in addition to 13 public parks and parkettes, new schools, and other community amenities.

### Courtice subdivision proposed

At its December 8 meeting, **Clarington** Planning & Development Committee considered a [public meeting report](#) regarding applications by **Cedardale Realty Holdings**

**Inc.** for official plan and zoning by-law amendments and draft plan of subdivision for an 8.08-hectare site at the southeast corner of Bloor Street and Trulls Road. The applicant proposes to subdivide the lands for 370 residential units in a variety of built forms, including single-detached dwellings, townhouses, and two apartment buildings up to six storeys in height, with one building containing 868 square metres of ground floor retail space.

### Scugog amendments proposed for agricultural uses and on-farm diversified uses

At its December 8 meeting, **Scugog** Planning & Community Affairs Committee considered a [staff report](#) recommending the adoption of official plan and zoning by-law amendments, an amendment to the Township's Site Plan Control Areas By-law, and a Fee By-law update. The proposed amendments are intended to remove barriers to residential developments by providing as-of-right permissions for additional residential units and on-farm diversified uses for active farm operations to assist farmers in benefitting from the intent of relevant policies in the *Provincial Planning Statement*. The proposed amendments enable on-farm diversification opportunities that are critical to farm economic viability and succession planning, while

supporting rural economic development.



## HALTON

### Endorsement recommended for Midtown Oakville technical reports

At its December 8 meeting, **Oakville** Planning & Development Council considered a [staff report](#) recommending that council endorse technical reports intended to support the implementation of the recently-adopted Midtown Oakville Official Plan Amendment 70. The technical reports include Midtown Urban Design Guidelines, the Midtown Transportation Plan, and the Midtown Stormwater Management Plan.

### Four-tower development proposed beside Bronte GO

At its December 8 meeting, **Oakville** Planning & Development Council considered a [public meeting report](#) regarding applications by **NBIM 2172 Wycroft LP** for official plan and zoning by-law amendments and draft plan of subdivision for 2172 Wycroft Road. The applicant proposes to construct four towers of 25, 28, 32 and 35 storeys containing a total of 1,616 residential units,

2,347 square metres of retail space, and a 1,015-square-metre daycare. The applications also propose the conveyance of two public road segments to the Town.

### Draft OPAs for Oakville Employment Areas Review presented

At its December 8 meeting, **Oakville** Planning & Development Council considered a [public meeting report](#) regarding draft Official Plan Amendments (OPAs) to implement the directions from the Town's Employment Areas Review. The review was undertaken to consider changes required to existing employment policies in response to the Province's redefinition of "areas of employment" and "employment areas" in the *Planning Act* and in the *Provincial Planning Statement*, respectively.



## PEEL

### Dundas-Winston Churchill mixed-use building proposed

At its December 8 meeting, **Mississauga** Planning & Development Committee considered a [public meeting recommendation report](#) regarding official plan and

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# COMMITTEE AGENDAS

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zoning by-law amendment applications by **2504228 Ontario Inc.** for 3033 Dundas Street West. The applicant proposes to construct a 12-storey mixed-use building containing 1,056 square metres of ground floor commercial space and 156 residential units above. The report seeks direction for staff to continue to work with the applicant to resolve outstanding concerns including matters such as land use compatibility, road design

and dedication, site access and servicing connections, and the need for additional technical information.

## Approval recommended for Eglinton-Mississauga Rd development

At its December 8 meeting, **Mississauga Planning & Development Committee** considered a [public meeting recommendation report](#) regarding official plan and

zoning by-law amendment applications by **Mississauga Road Properties Inc.** for 1745-1775 Thorny Brae Place. The applicant proposes to construct eight three-storey standard townhouses, and 87 three-storey stacked townhouses on the Thorny Brae Place site.

## Approval recommended for Bolton low-rise apartment building

At its December 9 meeting, **Caledon Planning & Development Committee** considered a [staff report](#) recommending approval of official plan and zoning by-law amendment applications by **Roscan Management Inc.** and

**Trican Estates Ltd.** for 15, 21 & 27 Shore Street. The applicants proposes to construct a four-storey apartment building containing 19 dwelling units on the Shore Street site.



**YORK**

## Approval recommended for Elgin Mills townhouse development

At its December 3 meeting, **Richmond Hill Committee of the Whole** considered a [staff report](#) recommending approval of rezoning and draft plan of subdivision applications by

CONTINUED PAGE 13

601  
BARTON

STREET EAST, HAMILTON

HISTORIC GIBSON SCHOOL PLANNED AS A RESIDENTIAL CONVERSION

OFFER SUBMISSION DATE  
TO BE ANNOUNCED

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.

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MLS: X12596936 & X12596920

**Mike Czystochowski\*\***  
Vice Chairman  
+1 416 495 6257  
mike.czystochowski@cbre.com

**Lauren White\***  
Executive Vice President  
+1 416 495 6223  
lauren.white@cbre.com

**Emelie Rowe\***  
Senior Sales Associate  
+1 416 495 6306  
emelie.rowe@cbre.com

**Evan Stewart\***  
Senior Sales Associate  
+1 416 495 6205  
evan.stewart@cbre.com

**Nicholas Webster**  
Sales Representative  
+1 416 495 6271  
nicholas.webster@cbre.com

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

\*Sales Representative \*\*Broker

# COMMITTEE AGENDAS

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**14796721 Canada Corp.** for 112 Elgin Mills Road West. The applicant proposes to redevelop the 0.29-hectare site with 15 townhouses grouped into three blocks.

## Angus Glen townhouses proposed

At its December 9 meeting, **Markham** Development Services Committee considered a [public meeting information report](#) regarding official

plan and zoning by-law amendment applications by **TH (Markham) Developments** for a 17.53-hectare site with no municipal address known as Part of Lots 24 & 25, Concession 5. The applicant proposes to develop the lands with 740 residential units, comprising 285 street townhouses, 89 rear access townhouses, and 366 stacked back-to-back townhouses. The proposal also accommodates lands intended for new public

streets, a 1.71-hectare park, a partial school block, and a stormwater management facility. 🌱

7850 DUFFERIN STREET, VAUGHAN, ONTARIO

## APPROVED TOWNHOUSE & MID-RISE DEVELOPMENT

in the Community of Concord

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.

**OFFER SUBMISSION DATE TO BE ANNOUNCED**

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Zoning and Official Plan permits 68 stacked townhouse units and 532 apartment units in 3 mid-rise buildings ranging from 6 - 12 storeys

Positive Demographic Trends and Demand for Housing Options

Close Proximity to Hwy 407 and Transit

Site Plan Application Submitted

**CONTACT THE ADVISORS**

**Lauren White\***  
Executive Vice President  
+1 416 495 6223  
lauren.white@cbre.com

**Mike Czeszochowski\*\***  
Vice Chairman  
+1 416 495 6257  
mike.czeszochowski@cbre.com

**Emelie Rowe\***  
Senior Sales Associate  
+1 416 495 6306  
emelie.rowe@cbre.com

**Evan Stewart\***  
Senior Sales Associate  
+1 416 495 6205  
evan.stewart@cbre.com

**Nicholas Webster**  
Sales Representative  
+1 416 495 6271  
nicholas.webster@cbre.com

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\*Sales Representative \*\*Broker

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# OLT NEWS

## Settlement approved for Mount Pleasant high-density development

In a December 3 decision, OLT Member **Kurtis Smith** allowed appeals, in part, by **Bovaird West Holdings Inc.** against the **City of Brampton's** failure to make a decision on its rezoning and draft plan of subdivision applications for lands bounded by Lagerfeld Drive in the north, by properties fronting onto Ashby Field Road in the east, by Bovaird Drive West in the south, and by Creditview Road in the west.

Bovaird West Holdings

proposes to develop the site, which is currently vacant, with seven tall buildings containing commercial and residential uses. The site would be divided into four smaller development blocks by a proposed north-south public street and a proposed east-west private street.

The original proposal included seven tall buildings ranging in height from 31 to 47 storeys, containing a total of 3,445 square metres of non-residential space and 2,801 residential units.

The City of Brampton did not make a decision

on the applications within the statutory *Planning Act* timeframes, and Bovaird West Holdings appealed the applications to the OLT.

Bovaird West Holdings subsequently reached a settlement with the City, and with **Menkes Creditview Inc.** and **Canadian National Railway Company**, each of which had been granted party status in the appeals.

The settlement involves adjustments to the proposed tower heights, including increasing the tower heights in the north block, adjacent to Mount Pleasant GO

station, and decreasing the tower heights in the south block, adjacent to an existing lower-scale residential neighbourhood. The towers now range from 29 to 49 storeys, and are proposed to contain a total of 3,337 square metres of non-residential space and 2,919 residential units.

The Tribunal held a settlement hearing, where it received evidence from planner **Oz Kemal (MHBC)** in support of the revised proposal. Kemal testified that the proposal represents good planning and implements the

CONTINUED PAGE 15

## For Sale

# Workman Road & Elgin Street E

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Elgin Street E

Workman Road



Total Size  
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Secondary Plan  
Land Use Designation  
**Living Area**



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**Lennard:**  
Lennard Commercial Realty, Brokerage

Aran Pope\*, Sr VP  
905.695.9172  
apope@lennard.com

Brennan Shier\*, VP  
905.695.9258  
bshier@lennard.com

Paul Campbell\*, Sr VP  
416.670.4409  
pcampbell@lennard.com

Joshua Perlestein\*, VP  
647.993.5674  
josh@lennard.com

\*Sales Representative • Statements and information contained are based on the information furnished by principals and sources which we deem reliable but for which we can assume no responsibility • lennard.com



# OLT NEWS

CONTINUED FROM PAGE 14

vision for the lands established by the Fletcher's Meadow Secondary Plan.

The Tribunal adopted Kemal's uncontested planning evidence and allowed the appeals, in part, on an interim basis subject to finalization of the implementing instruments to the City of Brampton's satisfaction.

Solicitors involved in this decision were **Patrick Duffy** and **Jonathan Cheng** (Stikeman Elliott) representing Bovaird West Holdings Inc., **Bruce Engell** (WeirFoulds) representing

the City of Brampton, **Justine Reyes** and **Michael Cara** (Overland) representing Menkes Creditview Inc., and **Jessica Jakubowski** and **Isaiah Banach** (Dentons) representing Canadian National Railway Company. [See *OLT Case No. OLT-24-000723*.] 

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## SW CORNER OF NEW ST & CUMBERLAND AVE

460 CUMBERLAND AVE, BURLINGTON, ON

CBRE | LAND SERVICES GROUP

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<sup>1</sup> 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 under 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%<sup>2</sup> and an average rental rate of \$3.42/sq. ft.<sup>3</sup> 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.

<sup>1</sup> Subject to conditions

<sup>2</sup> Source: CMHC, 2024

<sup>3</sup> Source: Urbanation, 2025

### CBRE'S LAND SERVICES GROUP:

**Lauren White\***  
Executive Vice President  
+1 416 495 6223  
[lauren.white@cbre.com](mailto:lauren.white@cbre.com)

**Evan Stewart\***  
Senior Sales Associate  
+1 416 495 6205  
[evan.stewart@cbre.com](mailto:evan.stewart@cbre.com)

**Mike Czystochowski\*\***  
Vice Chairman  
+1 416 495 6257  
[mike.czystochowski@cbre.com](mailto:mike.czystochowski@cbre.com)

**Emelie Rowe\***  
Senior Sales Associate  
+1 416 495 6306  
[emelie.rowe@cbre.com](mailto:emelie.rowe@cbre.com)

**Nicholas Webster**  
Sales Representative  
+1 416 495 6371  
[nicholas.webster@cbre.com](mailto:nicholas.webster@cbre.com)

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MLS: W12598794

\*Sales Representative \*\*Broker

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### PRIME RESIDENTIAL DEVELOPMENT OPPORTUNITY



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# PEOPLE

The **Town of East Gwillimbury** has appointed **Kerry Voumvakis** as its new general manager of development services, effective December 8. Voumvakis brings to the role close to 40 years of experience in municipal planning and public policy, having previously served the **City of Toronto** for over 27 years in a series of increasingly responsible roles, including as interim chief planner and as director, strategic initiatives and policy analysis. Voumvakis succeeds previous East Gwillimbury general manager of development services **Margot Bégin**, who departed from the Town in the spring to take on a role in Halifax.

The **City of St. Thomas** has appointed former St. Thomas councillor **Joan Rymal** to fill the council seat left vacant after the resignation of former councillor **Steve Peters** on October 14. Rymal, who previously served two terms as a St. Thomas city councillor (from 2014-2018 and from 2018-2022) will serve for the remainder of the 2022-2026 council term.

The **Province of Ontario** has established a group of experts to guide the implementation of its Advanced Wood Construction Action Plan, launched earlier this year to support education, research, and investment in prefabricated and modular wood-based materials in Ontario. The members of the expert group are as follows: **WoodWorks** Ontario executive director **Steven Street**, **Canadian Wood Council** vice president of codes & engineering **Robert J. Jonkman**, **Ontario Forest Industries Association** president & CEO **Ian Dunn**, **College of Carpenters and Allied Trades** director of training **Adam Bridgman**, **Ontario Home Builders Association** (OHBA) vice president policy, advocacy & relationships **Kirstin Jensen**, **Centre for Research and Innovation in the Bio-Economy** (CRIBE) CEO **Scott Jackson**, **Forest Products Association of Canada** senior vice president & chief sustainability officer **Kate Lindsay**, **City of St. Catharines** deputy fire chief **Andrea DeJong**, **HDR** design principal & associate vice president

**Donald Chong**, **RESCON** director of building science & innovation **Paul DeBerardis**, **Vortex Fire** principal **Jack Keays**, **RCK Engineering Solutions** owner / senior engineer **Robert Kok**, **Ontario Building Officials Association** CEO **Lawrence Wagner**, **FPIInnovations** senior director of sustainable construction, carbon and market economics **Tim Caldecott**, **Carpenters Regional Council** director of government relations **Finn Johnson**, **Ontario First Nations Technical Services Corporation** infrastructure supervisor **Nathan Hill**, **Ontario Structural Wood Association** chair **Ed DeBiasio**, and **Independent First Nations Alliance** director of strategic initiatives **Jonathan Gregg**.

The **C.D. Howe Institute** has appointed **Jeremy M. Kronick** as its incoming president and chief executive officer (CEO), effective mid-spring, 2026. Kronick first joined C.D. Howe as a senior policy analyst in 2015, and has served as the Institute's vice president of economic analysis & strategy and director of

its Centre on Financial & Monetary Policy since 2024. He will succeed long-time C.D. Howe Institute president and CEO **Bill Robson**, who has been serving in this role since 2006, after serving almost two decades on the Institute's research team. Upon retiring from the president and CEO role in mid-spring, Robson will hold the inaugural William Robson Research Chair, established earlier this year in his honour.

The **City of Mississauga** has appointed **Lisa Boyce-Gonsalves** as director of recreation and culture, effective December 1, 2025. Boyce-Gonsalves, who has been with the City of Mississauga in a series of increasingly responsible position for almost six years, has been serving in the director role on an acting basis since January.