

NOVÆ RES URBIS

GREATER TORONTO & HAMILTON AREA

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MINIMIZING RISK

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City-Wide Community
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Design Guidelines

■ BRAMPTON WAIVING DCS FOR ALL NEW OFFICE DEVELOPMENTS, INCLUDING MIXED-USE PROJECTS

INCENTIVIZING OFFICE

Matt Durnan

The City of Brampton is working to address the growing demand for office space in the city by incentivizing the development of office buildings, in a move that Brampton's economic development office and a local councillor say will be key to bolstering and diversifying the economy of one of Ontario's fastest-growing cities.

At its April 9 meeting, Brampton city council approved amendments to its development charges by-law which will waive or defer development charges for office buildings and complementary uses that align with one or more of the city's following sectors: advanced manufacturing, food and beverage processing, innovation and technology, health and life sciences, or professional services.

In many GTHA municipalities, the office market

took a significant hit during and in the wake of the COVID-19 pandemic, with many businesses transitioning to a work-from-home model, leading to a significant softening of the office market.

The inverse however has been true for Brampton, where the city's office vacancy rate sits at less than one per cent, with an

ever-growing demand for more office space.

"COVID changed a lot and it was unpredictable for a long time as far as what the effect was going to be on the office market. There are office conversions happening all over from office to residential, and there are offices that are sitting vacant," Brampton ward 9 and

10 councillor **Gurpartap Singh Toor** told *NRU*.

"The story in Brampton has been a little different and our office vacancy is currently less than one per cent. And part of the reason for that is relatively unknown, but if I were to take a crack at it, I would say that Brampton is a major home to

CONTINUED PAGE 6 ■



Photo of MDA Space's office complex and research and development facility at 7500 Financial Drive in Brampton. The facility was completed in 2024. The developer of the research complex, Kaneff Group and the aerospace firm that occupies it were able to save \$2.5 million on this project thanks to City of Brampton's Development Charge Program. The City recently expanded the incentive program to waive development charges for all office developments, including mixed-use projects that include an office component.

SOURCE: CITY OF BRAMPTON

UPCOMING DATES

APRIL

30 Barrie Council, 7:00 p.m.

Brampton Council, 9:30 a.m.

Hamilton General Issues
Committee, 9:30 a.m.

Mississauga Council, 9:30 a.m.

MAY

1 Oakville Council, 6:30 p.m.

5 Ajax Community Affairs &
Planning Committee, 1:00 p.m.

Clarington General
Committee, 9:30 a.m.

Halton Hills Council, 3:00 p.m.

King Public Planning Meeting,
6:00 p.m. - CANCELLED

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

Newmarket Council, 1:00 p.m.

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

Oshawa Economic &
Development Services
Committee, 1:30 p.m.

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

Scugog General Purpose &
Administration Committee,
1:30 p.m.

Uxbridge General Purpose &
Administration Committee,
10:00 a.m.

Whitby Committee of the
Whole, 7:00 p.m.



REPORT HIGHLIGHTS BARRIERS, SOLUTIONS TO BUILDING HOUSING ON PUBLIC LAND

MAXIMIZING OPPORTUNITY, MINIMIZING RISK



Lana Hall

A new report examines the barriers to building non-market housing on publicly-owned land in Canada and recommends a series of solutions the report authors believe could unlock more opportunities to build affordable housing using public assets.

Released last week by the **University of British Columbia (UBC)-based Housing Action and Resources Tools (HART)** project, the “Workshops to Expand Housing Supply on Public Land in Canada” report is part of a larger research project by the HART team, for which they have interviewed senior housing stakeholders, including land use planners, government staff and non-market developers across Canada to understand the barriers to building non-market housing on public land. The report outlines the common themes and potential solutions identified by the research team

through these interviews.

The report highlights a number of barriers to developing non-market housing on public land, nearly all of which can be boiled down to some type of risk, be it financial risk, political risk, or land use risk.

“Developers must take on risk that the project will move forward through a complex process, funders and financiers take on risk that the money may not be paid back, and municipalities often take on the risk of supporting projects which may or may not be completed and meet their

targets,” reads the report, noting that this risk of often disproportionately distributed, with developers being forced to take on a sizeable share of that risk.

For example, public land itself may lack the infrastructure needed to support housing development or have poor site conditions, and there may be little of it to begin with, leading to competing land use pressures. Financial risk may take the form of fluctuating interest rates, or inconsistent funding interfering with the ability to meet tight development timelines. Political

CONTINUED PAGE 3

The last federal budget had a lot of discussions of public land. I know there has been talk in the [2025 federal election] campaigns about activating federally-owned public land, and that trickles down.

- Craig Jones

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MAXIMIZING OPPORTUNITY, MINIMIZING RISK

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risk may include challenges like discretionary zoning, which requires developers to navigate lengthy and complicated approvals processes or complex community engagement requirements.

The report outlines a series of recommendations for each risk theme: financial, political and land use, but notes that these recommendations essentially focus on four central instructions: decrease risk for developers, prioritize streamlining of the municipal approvals process for housing development, increase support for the non-market housing sector, and create incentives to stimulate construction that also limit land speculation.

HART associate director **Craig Jones** tells *NRU* he's been seeing a stronger desire from all levels of government to better 'activate' their public lands, and says making it easier for them to do so is the next obvious step.

"I think that in many places, we are seeing an openness and a willingness to look at this," Jones says. "The last federal budget had a lot of discussions of public land. I know there has been talk in the [2025 federal election] campaigns about activating federally-owned

public land, and that trickles down."

A previous HART project, which mapped publicly-available land across Canada, found that more than one million people could reasonably be housed on public land in just 12 communities across the country (See: *"Identifying Opportunities: Report Provides Breakdown of Publicly-Owned Sites Best Suited for Non-Market Housing in Canada," NRU GTHA, Wednesday, January 22, 2025*).

"The next question was to think about, 'okay, what are the ... barriers to building housing on these vacant or underutilized public assets?'" Says Jones.

For some jurisdictions, overcoming those barriers might require thinking differently about the potential of their public land altogether. The **City of Kitchener**, for

example, recently celebrated completion of all 44 action items in its Housing For All strategy, a five-year plan it implemented in 2020 to address various challenges across Kitchener's housing landscape (See: *"Gearing Up for Phase Two," NRU GTHA, Wednesday, March 26, 2025*). Some of the completed actions included providing City-owned land for the development of affordable housing, including projects developed by **Habitat for Humanity Waterloo Region**.

City of Kitchener director of planning and housing policy **Rosa Bustamante** thinks the City has benefited from looking at its real estate portfolio through what she calls "a different lens." In 2023, Kitchener city council approved a new land disposition framework, which has enabled the City to lease several parcels of its vacant land to non-profit organizations for the development of affordable housing, typically at a nominal price. One of those parcels was donated in its entirety to Habitat for Humanity Waterloo Region for the development

of an affordable and attainable housing project.

"We looked at a variety of land disposition options, whether that's donating land, selling land, or entering into land leases with non-profits. And I think keeping an open mind to those opportunities and the potential impacts that those can yield is really important for a municipality," Bustamante says.

"I know that some municipalities do not have an internal real estate team that oversees their portfolio of land holdings. So I think any municipalities that don't have that currently should certainly be looking to resource that internal function."

Meanwhile, Jones believes that with more support across the development and financing sectors, more governments will be able to unlock their public assets for greater use.

"...I'm optimistic that this idea is gaining traction," he says.

To read the HART project's "Workshops to Expand the Supply of Housing on Public Land in Canada: Solutions Report", please visit the HART website [here](#). 🌱

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- Rosa Bustamante

CLARIFYING EXPECTATIONS



Lana Hall

Ongoing discussions at the City of Barrie around proposed community and sustainable design guidelines highlight the challenges of creating building design parameters that balance the desire for cohesively built, sustainable communities with the pressing need to build more housing as quickly as possible.

At its meeting on April 16, City of Barrie planning and development staff updated the City's housing affordability committee on its City-Wide Community and Sustainable Design Guidelines, which are currently under development. Public consultation sessions with residents and members of the development industry have already been conducted.

Community design is the process of shaping buildings, streets and open spaces to make a city more functional, sustainable, accessible and connected, City of Barrie urban design planner **Jordan Lambie** told the committee at its April 16 meeting. In the case of Barrie specifically, said Lambie, the proposed guidelines will help implement official plan objectives through new development, attract local investment, and encourage developments to respond to Barrie's specific community

needs and its changing climate, which has seen an increase in extreme weather events.

As it stands, the proposed design guidelines are split into two sections: one for sites and buildings, and one for broader areas, such as historic neighbourhoods, business/commercial districts or Major Transit Station Areas (MTSAs). The guidelines are applicable to most building types and include functional design standards, like ensuring buildings have direct access to sidewalks from the front door. They also include some green development standards, such as strategies for more efficient design of energy, water

and waste disposal systems in buildings.

Other guidelines speak to specific types of buildings and uses, such as residential buildings or mid-rise buildings. Key objectives for high-rise building design, for example, include clearly defining a podium, creating a walkable streetscape, and developing semi-public spaces within the development, such as plazas.

The area-specific guidelines suggest how the existing context of larger areas should inform the design of specific sites or buildings and conversely, how those sites or buildings can contribute to the context of a wider, planned

area. These guidelines deal with elements such as scale, massing, context, and urban placemaking. A development application's compliance with the community and sustainable design guidelines will be considered in tandem with the general development application approval process, explained Lambie.

The objectives and priorities outlined in the community and sustainable design guidelines include designing buildings with high-quality, innovative architecture, prioritizing connected, walkable neighbourhoods, protecting Barrie's natural heritage

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DEMONSTRATION: URBAN GROWTH CENTRE Scale and Massing

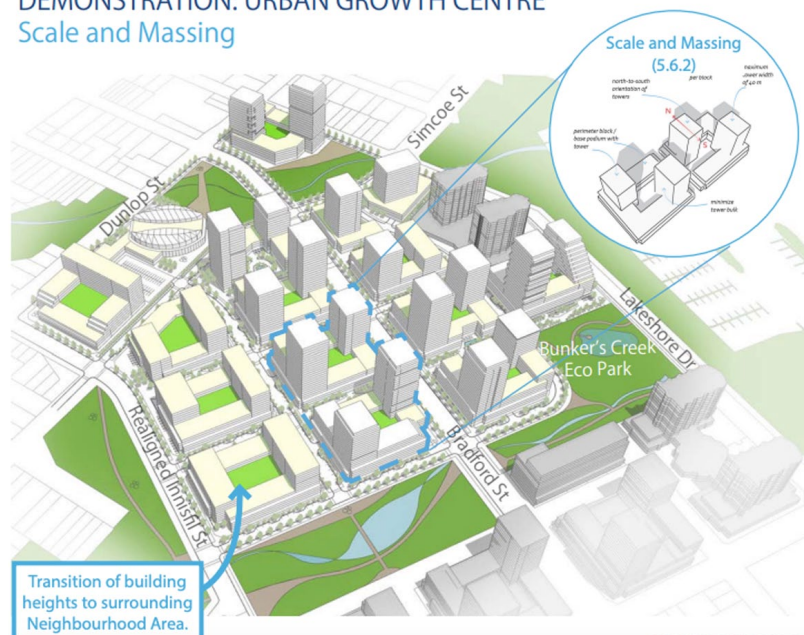


Illustration from the City of Barrie's proposed City-Wide Community and Sustainable Design Guidelines, showing recommended scale and massing for building in Barrie's urban growth centres. The guidelines, which are currently under development, are intended to encourage creative and innovative design, to help implement official plan objectives through new development, to attract local investment, and to encourage new developments to respond to Barrie's specific community needs and its changing climate.

SOURCE: CITY OF BARRIE

CLARIFYING EXPECTATIONS

■ CONTINUED FROM PAGE 4

network, and designing for diversity, equity and inclusivity.

At the April 16 meeting, City of Barrie development services executive director **Michelle Banfield** told the committee that the design guidelines could also help speed up the process for development application approvals, as they would provide applicants with a clearer upfront vision and more clarity about the official plan's design policies.

"The guidelines are here so that when people do come into the community to build, whether they've been here before or they're new to developing here, this vision of good design and design excellence and planning for communities and people is what they know to expect," said Banfield. "That's really the intent of having this conversation with people, as opposed to having someone design something and then they have council or staff say, 'Nope, that's not what we had in mind. Try again.'"

But City of Barrie Mayor **Alex Nuttall** expressed skepticism about whether this idea would work in practice, questioning whether the numerous elements included in the proposed City-Wide Community and Sustainable Design Guidelines might

actually complicate the City's development approvals process, ultimately hindering the City's goal of building more housing faster.

"I'm not seeing a process here that I can define. I'm not seeing a metric that I can consider. I'm not seeing a process which I can review. I am seeing unlimited opportunities to slow down approvals," Nuttall said at the April 16 meeting. "...If one thing isn't falling in line with this, or maybe it's ten things, there will be communications going back and forth from staff to said proponent, and that will be consistently happening."

In response, Banfield told the committee that proposed guidelines essentially combine key official plan and zoning by-law information, as well as urban design guidelines into an easier-to-understand document, which she says developers often request from her department even before beginning a development application. "[Developers] want to bring

something to the City of Barrie that the City of Barrie wants. And in the absence of design guidelines, they're guessing, quite frankly... So it's that clarity piece," she said. "...We're not suggesting [it has to be] the best building. We're not suggesting it's studded with diamonds or what-have-you. It's really, these are things that are embedded into what staff and council, and I think our residents, would want to see."

City of Barrie ward 5 councillor **Robert Thompson** inquired about whether the proposed guidelines could have clearer metrics, which he suggested would make it easier for developers to plan and financially forecast their projects, and limit subjectivity in assessing buildings for their compliance with the proposed guidelines.

"I like absolutes, like 'This is the rule. This is what makes good buildings.' Sometimes I look at [these guidelines] and it's more 'my preference.' If a staff member changed or something, would it be that they don't like the urban design today, so they have a preference for something else?"

Other committee members at the April 16 meeting felt the proposed guidelines could

help not only the development community, but residents, to understand the principles of urban design, and might even help shape community engagement around certain developments.

"I think this could be a really valuable tool to also connect with residents to say 'This resource might help you think about maybe getting excited or inspired or asking a developer a different question,'" said City of Barrie ward 3 councillor **Anne-Marie Kungl**. "...I think it will help us have better conversations."

Staff will incorporate feedback received from the committee into the proposed guidelines for consideration at a future meeting. 🌸

I'm not seeing a process here that I can define. I'm not seeing a metric that I can consider. I'm not seeing a process which I can review. I am seeing unlimited opportunities to slow down approvals.

- Alex Nuttall

INCENTIVIZING OFFICE

■ CONTINUED FROM PAGE 1

employees who were probably commuting to downtown Toronto. Since COVID happened, with more people working remotely, it's brought a lot more people back into the suburbs, to the point where new businesses are starting to open."

Brampton's waiver of development charges for eligible office developments will not only be applicable to typical office tower buildings, but will also apply to mixed-use developments that incorporate office space, with the development charges for the office portion waived.

Additionally, the City is looking to promote growth for small-scale businesses that are looking to expand from a "mom-and-pop shop" to a larger-scale operation where they may require office space, which would have been less feasible with development charges in place.

"If we can provide development charge relief to office builds in our city, that's a great incentive. One, for our new builds, but also for existing businesses like a mom-and-pop shop that has been in our city for 20 years but have never really built out an office space, partly because adding something like an office mezzanine to an industrial building would have cost them

a lot of money in development charges," Singh Toor said.

"Or anytime there is a conversion from industrial to office, you're paying the difference in DCs, so those always kind of prevented people from doing that. This will benefit those second and third-generation businesses that are looking to build office and get more professional with their work."

This latest move to waive development charges for office buildings adds on to the work of Brampton's Development Charge Program, which has been critical in attracting large, campus-style office development to the city, specifically **MDA Space**, a pioneering Canadian aerospace company that set down roots in Brampton roughly seven years ago.

The earlier version of the City's Development Charges Program enabled the aerospace firm and developer **Kaneff Group** to save approximately \$2.5 million in the building of the company's head office and research and development centre in Brampton.

The previous iteration of the City's Development Charges Program exempted office development charges for office developments with a minimum total floor area of

20,000 square feet. The latest change will now exempt all office developments, including mixed-use projects that include an office component.

"We have had success with large-scale office development, and the example we use quite often is MDA Space. They were located over kitty-corner to the **Stellantis Canada** (automobile assembly) plant and they had an older office building. They (MDA) came to our team and said that their office wasn't really meeting their needs and they needed something modern. So there is that end, with the larger existing clients where there may not be the office space available that they're looking for,"

Invest Brampton (Brampton's economic development office) director of economic development and international relations **Denise McClure** told *NRU*.

"We were really successful with that model where it was a large-scale campus-style office that they were looking for, and it was a greenfield new build. There's also the other end of the spectrum, with that soft landing client; it could be a foreign direct investment, someone in the GTA that may want to start with maybe five employees, and they're looking for a small office to start growing. So we need to be able to provide that to be at that level to compete with other municipalities."

Brampton is one of Ontario's fastest-growing municipalities, and like many Ontario cities, is pushing to get as much

housing built as possible to accommodate its population growth that has seen the city grow by 17 per cent (135,000) people since 2021 to a total of nearly 800,000 people.

While housing remains a top priority for Brampton council, initiatives like this office development charges waiver play a key role in ensuring that there will be places for new residents not only to live, but to work, as well.

"This is how we're going to end up with that concept of having complete cities, where Brampton has typically had the reputation of just being a bedroom community. We're shedding that image. We want to be business first. We want to be innovative. So in bringing these office DC waivers and attracting more office to our city, we'll definitely see more residential growth alongside that," said Singh Toor.

"We can't focus only on residential growth though. It's kind of a 'chicken and egg' problem where we're growing really fast residentially, and the onus is on us to make sure that we're growing fast in number of jobs as well and maintaining a good ratio. That has been a key to success in Mississauga, thanks to the airport they have, and they've held a good ratio for jobs to people. And I think we need to be doing that here in Brampton as well." 🌸

IN BRIEF

Pickering hosting public information centres on official plan review—community elements and infrastructure

The **City of Pickering** is undertaking review of its official plan to guide growth until 2051. The City is hosting two public information centres next week on the subject of community elements and infrastructure: one in person and one online. An in-person public information centre is scheduled for Tuesday, May 6 at 6:00 p.m. at the Purpose Church (1527 Bayly Street). A presentation is scheduled for 6:30 p.m. A virtual public information centre is scheduled for Wednesday, May 7 at 7:00 p.m. Registration for the virtual May 7 meeting is required. To learn more about Pickering Forward, the City of Pickering's official plan review, to read the City's community elements and infrastructure discussion paper, to participate in an online survey on community elements and infrastructure and/or to register for the May 7 virtual public information centre, please visit the City website [here](#). The survey will remain open until May 16.

CVC's draft watershed planning and regulation policies available for comment

Credit Valley Conservation (CVC) is undertaking review of its watershed planning and regulation policies to ensure that they are consistent with Ontario Regulation 41:24 Prohibited Activities, Exemptions, and Permits, and that they meet industry standards and reflect best practices in watershed planning, natural hazards management, and water resource protection. Watershed stakeholders and Credit Valley residents are invited to view a draft of the proposed updated watershed planning and regulation policies and to ask questions or provide comments about the proposed updates by Friday, May 16 by visiting the CVC website [here](#). CVC regulates new development on hazardous lands to prevent loss of life and damage to property due to flooding and erosion. It also regulates development within wetlands.

Blue Mountains launches cloud-based planning & development application portal

The Town of the Blue Mountains has launched a cloud-based portal through

which property owners, developers, builders, and other members of the community can submit and track planning and development-related applications online. Cloudpermit system users will have access to real-time application tracking, reduced administrative barriers, enhanced file sharing and record keeping capacity, and more streamlined communication between departments, agencies, and applicants. To learn more about how to get started on the Town's new online application submission system, please visit the Blue Mountains website [here](#). As the Town transitions to a fully digital submission system, both paper-based and digital applications will continue to be accepted in person and by mail until Monday, July 28, 2025.

Port Colborne launches online application portal for building permits

The **City of Port Colborne** has launched a new online portal that allows users to submit building permit applications for their housing projects online, and to track the permit process and add documents or drawings at any time to further speed up application review. In-person paper applications will continue to be accepted at Port Colborne city hall. To access the new City of Port Colborne building permit application portal, please visit the City website [here](#). Site visitors can create an account or log in as a guest after selecting Port Colborne as their municipality. 🌟



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AJAX

Liberal: Jennifer McKelvie

AURORA—OAK RIDGES— RICHMOND HILL

Conservative: Costas Menegakis

BARRIE SOUTH—INNISFIL

Conservative: John Brassard

BARRIE—SPRINGWATER— ORO MEDONTE

Conservative: Doug Shipley

BOWMANVILLE—OSHAWA NORTH

Conservative: Jamil Jivani

BRAMPTON CENTRE

Liberal: Amandeep Sodhi

BRAMPTON—CHINGUACOUSY PARK

Liberal: Shafqat Ali

BRAMPTON EAST

Liberal: Maninder Sidhu

BRAMPTON NORTH— CALEDON

Liberal: Ruby Sahota

BRAMPTON SOUTH

Liberal: Sonia Sidhu

BRAMPTON WEST

Conservative: Amarjeet Gill

BURLINGTON

Liberal: Karina Gould

BURLINGTON NORTH— MILTON WEST

Liberal: Adam van Koeverden

DUFFERIN—CALEDON

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Conservative: Vincent Ho

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Liberal: Chris Bittle

THORNHILL

Conservative: Melissa Lantsman

VAUGHAN—WOODBRIIDGE

Conservative: Michael Guglielmin

WELLINGTON—HALTON HILLS NORTH

Conservative: Michael Chong

WHITBY

Liberal: Ryan Turnbull

YORK DURHAM

Conservative: Jacob Mantle



COMMITTEE AGENDAS



HAMILTON

Approval recommended for Ancaster subdivision

At its April 29 meeting, **Hamilton** Planning Committee considered a [final report](#) recommending approval of rezoning and draft plan of subdivision applications by **Lux 387 M.D. Holdings Inc.**, **Lux 397 M.D. Holdings Inc.**, **Lux 405 M.D. Holdings Inc.**, and **Lux 409 M.D. Holdings Inc.** for 387, 397, 405 & 409 Hamilton Drive. The applicant proposes the development of a residential subdivision containing 17 lots for single-detached dwellings, the extension of Braithwaite Avenue through the property, and one block for a stormwater management facility.



PEEL

Erin Mills Town Centre infill development proposed

At its April 28 meeting, **Mississauga** Planning & Development Committee considered a [public meeting recommendation report](#) regarding official plan and zoning by-law amendment

applications by **EMTC Holdings Inc.** for 5100 Erin Mills Parkway. The applicant proposes a high-density infill development on the northwest corner of the existing Erin Mills Town Centre lands, comprising eight towers ranging in height from 20 to 44 storeys. A total of 3,162 residential units are proposed, in addition to a 4,305-square-metre parkland dedication area. Staff recommend that the report be received and that staff be directed to report back to the committee within 120 days to allow time for the applicant to submit a revised proposal that resolves outstanding development issues identified in the report.

Endorsement recommended for Clarkson GO MTSA Master Plan and next steps

At its April 28 meeting, **Mississauga** Planning & Development Committee considered a [recommendation report](#) seeking endorsement of the Clarkson GO Major Transit Station Area (MTSA) Master Plan, and associated policy directions. The report recommends that staff proceed with the preparation of official plan policies for the Clarkson GO MTSA area addressing land use, transportation, community services and parkland, and urban design matters. The proposed master plan targets the redevelopment

of the area to accommodate around 15,200 residents and 2,400 jobs, with an overall density of 215 people and jobs per hectare.

Approval recommended for Mississauga PMTSA pre-zoning amendments

At its April 28 meeting, **Mississauga** Planning & Development Committee considered a [public meeting information and recommendation report](#) recommending that council enact amendments to the City's zoning by-law, following

the **Ministry of Municipal Affairs and Housing's** approval of the Mississauga Official Plan 2051. The proposed zoning amendments would enable the pre-zoning of lands within Mississauga's Protected Major Transit Station Areas (PMTSA), a policy change that has the potential to unlock an estimated 112,000 dwelling units for a population of 22,000 people and 55,000 jobs.

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City of Hamilton Job Opportunity: Manager, Sustainable Communities

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Qualifications:

- Bachelor's Degree in Urban and Regional Planning.
- Minimum of eight years of experience as a Registered Professional Planner.
- Strong leadership, project management, and communication skills.
- Knowledge of Provincial Planning Legislation and regulations.

Application Deadline: May 7, 2025, by 4:00 p.m.

To view the complete position posting and apply, click [here](#).

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COMMITTEE AGENDAS

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Approval recommended for Mississauga ARU zoning regulations

At its April 28 meeting, **Mississauga** Planning & Development Committee considered a [public meeting information and recommendation report](#) regarding amendments to the City's zoning by-law to address the maximum lot coverage regulation under the **Province of Ontario's** Regulation 462/24, an amendment to Ontario Regulation 299/19 – Additional Residential Units (ARU). The amendments expand on zoning by-law amendments previously adopted by Mississauga city council in November 2023 to expand permissions for ARUs in accordance with evolving provincial planning direction.



YORK

Approval recommended for Newmarket townhouse development

At its April 28 meeting, **Newmarket** Committee of the Whole considered a [staff report](#) recommending approval of a rezoning application by **Marianneville Developments** for 0 Woodspring Avenue, a vacant property with no municipal address that was previously reserved for a new school that has since been deemed unnecessary. The applicant proposes to develop 122 townhouses in a mix of formats on the site, to be accessed by private roads. 🌸



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OLT NEWS

RULING FAVOURS LANDOWNER IN VAUGHAN LAND COMPENSATION CLAIM

In an April 17 decision, OLT Member **Jean-Pierre Blais** issued an order in respect of a land compensation claim by **2090396 Ontario Limited** pertaining to **York Region's** expropriation of a portion of 2090396 Ontario's property at 1500 Centre Street in the **City of Vaughan**.

The Centre Street property is located at the northeast corner of Dufferin Street and Centre Street. York Region expropriated a fee simple interest in the property amounting to 437.7 square metres, and a five-year temporary easement over 577 square metres in connection with planned road enhancements to Centre Street to enable the construction of a bus rapid transit system. The expropriation reduces the size of 2090396 Ontario's property by approximately 24 per cent, reducing its original area from 1,805 square metres to 1,307 square metres. The effective date of the expropriation was May 1, 2015.

2090396 Ontario commenced a land compensation claim against the Region under the *Expropriations Act* on the basis that the Region had not provided adequate monetary compensation for the expropriation. The Tribunal

convened a hearing from January 13 to January 24, 2025.

To determine the proper amount of compensation for the expropriation, the Tribunal considered highest and best use concepts for the site advanced by 2090396 Ontario and by the Region respectively, based on the planning policy framework in place at the May 1, 2015 effective date of the expropriation.

2090396 Ontario advanced a highest and best use scheme for a 12-storey mixed-use mid-rise development. By contrast, the Region asserted that the highest and best use of the site was for a low-density commercial development.

The Tribunal evaluated the alternative highest and best use schemes using the four established criteria for assessing development proposals in the context of a land compensation claim, including: legal permissibility; physical possibility; financial feasibility; and maximum profitability.

On behalf of 2090396 Ontario, the Tribunal heard evidence from planner **Tony Volpentesta (Bousfields)**, from architect **Richard Witt (BDP Quadrangle)**, from transportation planner **Alexander Fleming (C.F. Crozier & Associates)**, from land economists **Mark Conway** and **Matthew Bennett (N. Barry Lyon Consultants Ltd.)** and from real estate appraiser **Larry Bedford (Larry Bedford**

& Associates Ltd.).

On behalf of the Region, the Tribunal heard evidence from York regional manager of development engineering **Calvin Mollett**, from planner **Nick McDonald (Meridian Planning Consultants)**, from transportation planner **Joshua de Boer (Paradigm Transportation Solutions)**, from architect **Rod Rowbotham (onespace unlimited inc.)**, from land economist **Craig Ferguson (Parcel Economics Inc.)** and from real estate appraiser **Gus Dal Colle (Antec Appraisal Group)**.

Based on the evidence provided at the hearing, the Tribunal ruled in favour of 2090396 Ontario, finding that its 12-storey scheme was the highest and best use for the site for the following reasons:

- Was a reasonably probable use for the site in the context of the planning policy framework in place as of

the effective date for the expropriation;

- Was physically possible as demonstrated by the architectural evidence of Mr. Witt;
- Was likely to produce a positive financial benefit; and
- Represented a maximally productive use of the site in a pre-expropriation scenario.

With respect to compensation, the Tribunal ordered the Region to compensate 2090396 Ontario in the amount of:

- \$857,493 for land value for the fee simple taking;
- \$1,502,067 for injurious affection (reduction in size of the property by 24 per cent, which renders the site unfeasible for mid-rise development);
- \$12,348 for the taking of a temporary easement, which the Tribunal reduced from the \$45,095 sought by

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- 2090396 Ontario;
- Less \$295,100, which the

Region previously paid
2090396 Ontario in July

- 2016 under Section 25 of the *Expropriation Act*; and
- Interest on the above amounts.

Solicitors involved in this decision were **Mark Flowers**

and **Andrew Valela (Davies Howe)** representing 2090396 Ontario Limited and **Michael Grant and Lou Fortini (Borden Ladner Gervais)** representing York Region. [See *OLT Case No. OLT-23-000726*.] 

PEOPLE

The **City of Mississauga** has announced a number of changes to its senior leadership team, effective May 1. Current Mississauga chief financial officer (CFO) **Marisa Chiu** becomes commissioner of corporate services, CFO, and treasurer. Chiu joined the City of Mississauga in March 2023. Previously, she served as **Toronto District School Board (TDSB)** comptroller of finance and enterprise risk and interim executive officer of finance. **Graham Walsh** becomes Mississauga city solicitor and commissioner of legislative services, a new portfolio. Previously, Walsh served as **Region of Waterloo** solicitor and director of legal services from 2023 to 2024, before returning to Mississauga. Walsh served as Mississauga legal counsel from 2012 to 2017, and then as deputy city solicitor from 2018 to 2023. Current Mississauga commissioner

of corporate services **Raj Sheth** becomes Mississauga commissioner of community services. Sheth has been with the City of Mississauga for 30 years, serving in a series of progressively senior roles.

The **Municipality of Port Hope** has appointed **Mike Melinyshyn** as its new chief administrative officer (CAO). Melinyshyn comes to Port Hope with two decades of leadership experience as a chief financial officer (CFO), most recently serving as **Town of Innisfil** CFO and director of corporate services, where he also held the role of interim CAO for a period. Melinyshyn succeeds previous Port Hope CAO **Candice White**, who stepped down from the role in November after the **Province of Ontario** appointed her chief executive officer of Skilled Trades Ontario. **Tonia Bennett** had been serving

as Port Hope interim CAO since White's departure. The **Region of York** has established a housing and homelessness committee composed of members of York Regional council. The committee will guide the Region's next 10-year housing and homelessness plan, which seeks to increase the supply of emergency, transitional, affordable, and community housing in York Region. Members of the York Region housing and homelessness committee are as follows: York Region chairman and CEO **Eric Joliffe**, **City of Markham** Mayor **Frank Scarpitti**, **City of Vaughan** Mayor **Steven Del Duca**, **City of Richmond Hill** Mayor **David West**, **Town of Newmarket** Mayor **John Taylor**, **Town of Aurora** Mayor **Tom Mrakas**, **Town of Whitchurch-Stouffville** Mayor **Iain Lovatt**, **Town of Georgina** Mayor **Margaret Quirk**, **Town of East Gwillimbury**

Mayor **Virginia Hackson**, and **Township of King** Mayor **Steve Pellegrini**. A committee chair and vice-chair will be selected at the first York housing and homelessness committee meeting, scheduled for Thursday, May 15.

Grey County has appointed **Niall Lobley** as its new deputy chief administrative officer (CAO), effective May 20. Lobley comes to Grey County after serving as **Town of Georgian Bluffs** CAO. Prior to his tenure with Town of Georgian Bluffs, he served in leadership roles with the **City of Kitchener** and with **Conservation Halton**. Lobley succeeds current Grey County deputy CAO **Randy Scherzer** in the role. Scherzer will become Grey County's new CAO after the impending departure of current Grey County CAO **Kim Wingrove** on May 2.