

As we slip into November, the northern winds bring crisp and cool temperatures. The same winds of change were felt in the recent October 25th municipal elections. For those of us who work very closely with various municipalities, I could not help but be struck by the massive changes in certain municipalities (Toronto, Vaughan, Aurora for example), while little or no change occurred in others (Brampton, Mississauga, Oakville).

As one of the major responsibilities of local government, planning and land development issues are often at the fore-front of local election campaigns. Development applications and how they are managed through the approval process are opportunities for elected officials to demonstrate their positions and approaches. Of course, the more controversial the application the more closely the public's representatives are monitored. Councillors can shine in either situation and we have seen how effective public participation processes can pay dividends come election time.

In this edition of Pulse, we focus on a success story for a very high profile site, the Carttera site (formerly Mack Truck / Polywheels) in Oakville. The redevelopment was a fit that worked with the new Livable Oakville plan, and Oakville staff and Council embraced the opportunity to allow the site to be redeveloped for higher order employment uses. We also look at the new Mississauga Official Plan which is particularly unique, reflecting Mississauga's status as a fully built out municipality and focusing growth on infill opportunities.

We are optimistic that the new Councils and the myriad of new plans and by-laws that were adopted across the GTA will combine to provide for some new and exciting opportunities.

Mark N. Emery, BES, MCIP, RPP
President



Project Spotlight FORMER POLYWHEELS SITE, OAKVILLE

A 20 acre property owned by **Carttera Private Equities** has recently received approval to develop a 250,000 sq.ft. office space in the **Town of Oakville**. The lands are located on North Service Road east, (across the QEW from the Ford of Canada site). The existing vacant industrial building, formerly used by **Polywheels** to manufacture parts for the auto industry, will be demolished.

The lands are currently zoned for **employment uses** but extremely tight site specific regulations limited any development to the existing building only.

After an extensive due diligence investigation, **Weston Consulting** applied for a zoning amendment. Issues that were required to be resolved related to urban design, traffic capacity, site remediation, site grading matters and an ANSI designation that applied to a portion of the site. The zoning amendment proposal included a reduction in the front yard because of site dimension constraints (the

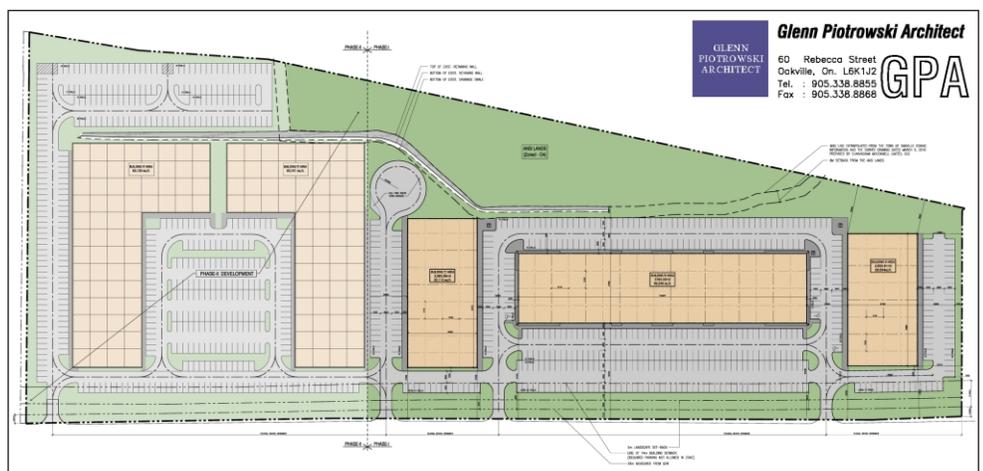
site is long in frontage and narrow in depth) exacerbated by a road widening on North Service Road and the preservation of the ANSI lands.

Oakville Planning Staff and Council recognized the public interest inherent in this proposed zoning change and "fast tracked" the development approval. The application was filed in mid-May, 2010. A **Public Information Meeting** was held on June 23. A combined statutory **Public Hearing and Recommendation Report** was taken to Oakville Council on September 27, 2010 – significantly the last meeting dealing with planning matters of the outgoing Council.

Council approved the zoning amendment application with the proposed reduction in the front yard and with a holding provision to ensure the site remediation work would be completed, without unnecessarily delaying the zoning approval.

It is anticipated that the site will be developed in two phases and Site Plan discussions with staff are currently in progress.

Article written by John Ghent, Senior Associate (WCGI), tel. 905-844-8749 ext.301



WESTON CONSULTING GROUP INC.

201 Millway Avenue, Unit 19,
Vaughan, Ontario, L4K 5K8
Tel: 905-738-8080

1660 N. Service Rd. E., Suite 114,
Oakville, Ontario, L6H 7G3
Tel: 905-844-8749

1-800-363-3558 Fax: 905-738-6637 www.westonconsulting.com

Oak Ridges Moraine Land Trust

Staff at the **Oak Ridges Moraine Land Trust** spoke with WCGI employees last month about the Land Trust's **Ecological Gift Program**. The Program provides a way for landowners with ecologically sensitive land in or around the Moraine to donate property in return for significant tax benefits. Landowners who donate land receive a tax receipt for the full value of their "ecogift" that can be applied against 100 percent of their net annual income. The "ecogift" is generally conveyed as a conservation easement or covenant.



Landowners in or around the Moraine interested in this program are encouraged to contact WCGI for additional details and information.

Article written by Christopher Tickner, Senior Planner (WCGI), tel. 905-738-8080 ext.289

New Official Plan for Mississauga

On September 29, 2010, the **City of Mississauga** adopted a new official plan which, upon approval, will replace the current 2003 Official Plan.

The City's new official plan responds to new directions provided by the **Provincial Policy Statement (2005)**, the **Growth Plan for the Greater Golden Horseshoe (2006)** and the **Metrolinx Regional Transportation Plan (The Big Move, 2008)**. To achieve its share of the Growth Plan forecasts for 2031, the City projects its population will grow to 805,000 and employment to 510,000.

No part of Mississauga is located within the

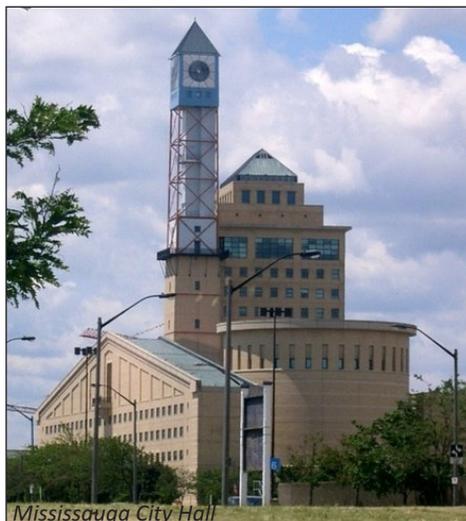
Greenbelt Plan, however, the new official plan notes the importance of protecting and enhancing the Credit River and Etobicoke Creek corridors because they provide external connections to the Greenbelt.

Now that Mississauga's era of greenfield development is drawing to a close, future growth will occur primarily through intensification in:

- ♦ the Downtown, focused on Hurontario Street between Highway 403 and the QEW);
- ♦ two Major Nodes (Central Erin Mills and the Uptown area at Eglinton/Hurontario);
- ♦ ten Community Nodes;
- ♦ four Corporate Centres;
- ♦ two Intensification Corridors (Hurontario and Dundas Streets); and
- ♦ Major Transit Station Areas along the GO lines and the City's proposed Highway 403/Eglinton Bus Rapid Transit line.

Responding to an **Ontario Municipal Board** decision which found that the City's rigid, traditional approach to controlling density was not justified by the results, the new Official Plan adopts an urban design approach where by density is controlled indirectly by minimum and maximum building heights and other policies focusing on built form massing and transition. Target ratios will also apply (i.e. residents plus jobs per hectare and population to employment).

The new Official Plan prohibits the conversion of employment lands for



Mississauga City Hall

residential or major retail uses unless justified through a municipal comprehensive review. "Major" retail uses is something of a misnomer, since they are defined as any retail/service commercial project with a floor area exceeding 600 square metres.

The new Official Plan does not include any changes to existing land use designations. The recently annexed strip between Highway 407 and Ninth Line is designated as a Special Study Area where, in the interim, Halton and Milton Official Plan policies will continue to apply.

Article written by Alan Young, Senior Associate (WCGI), tel. 905-738-8080 ext.231

CN Tower Climb

Sponsored by WCGI for the 6th year in a row, staff took part in the Enbridge CN Tower Climb on behalf of the United Way.



L to R: Christopher Tickner, Mark Jacobs, Julius Tang (WCGI alumnus) and Alan Young.

Coming in Next Issue.....

One of Etobicoke's premiere waterfront communities is the former Motel Strip, which is now known as Humber Bay Shores. The last issue of Pulse featured one of WCGI's projects in this precinct. Look forward to the next issue, which will include an article about WCGI's involvement in the preparation of an overall precinct plan for the Humber Bay Shores Area. Given the fragmented configuration of the land holdings between Marine Parade Drive and Lake Shore Boulevard West, east of Park Lawn, a precinct plan has been developed to address road design, streetscape design, and civil engineering components of this new community.