

# NOVÆ RES URBIS

## GREATER TORONTO & HAMILTON AREA

WEDNESDAY,  
NOVEMBER 21, 2018

Vol. 21  
No. 46

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LOGISTICS  
Moving the goods

5 ECONOMIC GATEWAY  
Pickering  
transformation

### ONTARIO'S CLIMATE CHANGE PLAN

# STARTING OVER

Rachael Williams

In the wake of considerable provincial cuts to Ontario's climate change program, environmental advocacy groups are dubious about the provincial government's willingness to implement substantive measures to help fight climate change.

The provincial government has concluded public consultations on its climate change action plan, schedule to be released in December. With Premier **Doug Ford** eliminating the environmental commissioner's office, scrapping Ontario's cap-and-trade program and ending the Green Ontario rebate program, environmental advocates are skeptical of how far the provincial government is willing to go to tackle climate change and reduce greenhouse gas emissions.

"Normally, environmental groups would, through these consultations, submit very detailed plans. I don't think any of us have a lot of hope

that they're actually going to take any of this advice. They've already messaged pretty clearly on what they are going to do," said **Greenpeace Canada** senior energy strategist **Keith Stewart**.

At a recent Ontario Energy Association conference in Toronto, environment, conservation and parks minister **Rod Phillips** said the province is looking at implementing an emissions reduction fund through its climate change plan. This is essentially a pot of money controlled by the government to pay for carbon abatement projects through a reverse auction system.

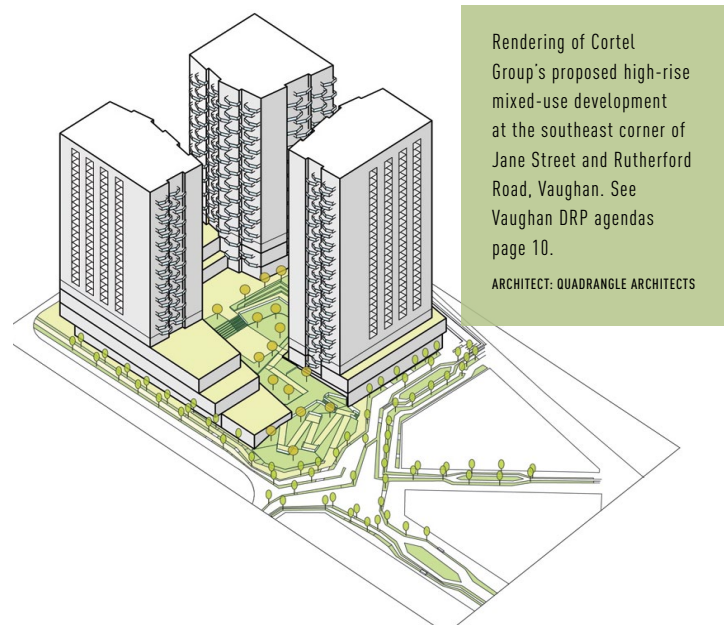
Stewart described the emissions reduction fund as "cap and trade without a cap, and where the trade doesn't necessarily really reduce emissions." Australia replaced its carbon tax program with an emissions reduction fund and has consequently seen its greenhouse gas emissions rise

by 3.1 million tonnes from March 2016 to March 2017.

"They're [provincial government] in a bit of a bind because they've already said they won't do most of the proven and effective climate policies because the Liberals were doing them. So unless they want to rename things so they can claim it wasn't the Liberals, there is a limited amount they can do," said Stewart.

**Environmental Defence** submitted a 16-page report titled *Pollution Solutions*, with 11 recommendations for how the province can take action on climate change. One of these recommendations is for the province to issue a directive to the Ontario Energy Board to expand natural gas conservation programs. Managed by utility companies,

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**UPCOMING**

**NOVEMBER**

- 21 Halton Region Council, 9:30 a.m.
- 27 Aurora Council, 7:00 p.m.  
Markham Council, 7:00 p.m.
- 28 Mississauga Council, 9:00 a.m.
- 29 Vaughan Design Review Panel, 9:15 a.m.

**DECEMBER**

- 3 Ajax Council, 7:00 p.m.  
Brampton Council, 4:00 p.m.  
Brock Council, 11:00 a.m.  
Clarington Council, 7:00 p.m.  
Hamilton Council, 5:00 p.m.  
King Council, 6:00 p.m.  
Oakville Council, 7:00 p.m.  
Oshawa Council, 6:30 p.m.  
Pickering Council, 7:00 p.m.  
Richmond Hill Council, 7:00 p.m.  
Uxbridge Council, 7:30 p.m.
- 4 Aurora Council, 7:00 p.m.  
Brampton Council, 11:00 a.m.  
Caledon Council, 7:00 p.m.  
East Gwillimbury Council, 7:00 p.m.
- 5 Durham Region Council, 10:00 a.m.  
Georgina Council, 9:00 a.m.  
Mississauga General Committee, 9:00 a.m.  
Vaughan Committee of the Whole, 1:00 p.m.
- 6 Peel Region Council, 9:30 a.m.  
York Region Council, 9:00 a.m.
- 10 Brampton Planning & Development Committee, 7:00 p.m.

# LEVERAGING OPPORTUNITIES



**Rob Jowett**

**M**ilton could become the new nexus of goods movement in the GTHA, but experts suggest different approaches to achieving an efficient system with the needed capacity.

The GTHA is facing a capacity issue with regards to the fast and efficient delivery of goods. This is due to an increasing population, the rise of e-commerce, the lack of land for new distribution facilities and the additional complexities associated with being the endpoints of the supply chain, **Avison Young** research principal and practice leader **Bill Argeropolous** told *NRU*.

“There’s a lot of pent-up demand in the system,” he says. “There’s more people working in the Greater Toronto Area, particularly in the downtown area, so as that increases, the demand for goods and services is going to increase, and clearly the capacity to meet that demand has to be there.”

Milton is actively working to take advantage of its geographic position in the GTHA. Due to

its proximity to the 401, there are already a substantial number of logistics companies based in the town or with operations there. Several technology companies in Milton have been working to try and find new solutions for managing the growing supply chain.

“From an economic development perspective... the 401 corridor in and around that corridor provides a great boost to technology companies that are open to do pilot projects with these companies,” says Milton Economic Village Innovation Centre manager **Kevin Samra**. The centre has partnered with start-up company **RoadLaunch** to help reduce inefficiencies that exist in the supply chain.

“You have... close to 1.2 million companies in North America that are in ground freight logistics,” RoadLaunch CEO **Cory Skinner** told *NRU*. “Of those... companies, roughly around 98 per cent of them are fleets that have five or less trucks. So a lot of owner / operators are what

they call micro-fleets. And of all of those companies within these... micro-fleets, there’s some statistics out there that say roughly 50 per cent of them are 50 per cent empty at any given time.”

RoadLaunch works with transportation companies to digitize their freight management and capacity space to ensure that they are always as full as possible.

“If you can digitize the amount of capacity, then you can do next-generation load-matching,” he says. RoadLaunch’s system is set to launch in January.

Argeropolous says a more comprehensive solution is needed to handle the increasing volume of goods—a new intermodal rail hub in Milton.

“The intermodal providers are coming under increased pressure and they’re essentially operating at near full capacity and [it is due to] the extensive and exponential growth of the e-commerce world, and the pressures of delivering

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**NRU PUBLISHING STAFF**

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

**Lynn Morrow**, Editor  
lynnm@nrupublishing.com

**Rachael Williams**  
Reporter  
rachaelw@nrupublishing.com

**Rob Jowett**  
Reporter  
robj@nrupublishing.com

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

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

**Irena Kohn**  
Sales and Circulation  
irenak@nrupublishing.com

**NRU PUBLISHING INC**

**SALES/SUBSCRIPTIONS**  
circ@nrupublishing.com

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**Editorial Office**  
26 Soho Street, Suite 330  
Toronto, ON M5T 1Z7  
Tel: 416.260.1304  
Fax: 416.979.2707

**Billings Department**  
NRU Publishing Inc.  
PO Box 19595 Manulife PO,  
Toronto, ON M4W 3T9

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# MEETING GROWTH TARGETS



**Rob Jowett**

The proposed new Robinson Glen neighbourhood, a greenfield site in the North Markham Future Urban Area, is intended to be a mixed-use sustainable community that prioritizes density and livability.

On November 19, the Markham development services committee approved the **Robinson Glen Landowners Group's** proposed 184-ha mixed-use neighbourhood at the north-east corner of Kennedy Road and Major Mackenzie Drive East. It is expected to accommodate 14,000 residents in 4,800 dwelling units. At a minimum density of 20 units per hectare, the built form is proposed to include a mix of detached, semi-detached, and townhouse units, with midrise buildings permitted along the major corridors.

The proposed Robinson Glen neighbourhood is part of the 1,228-ha North Markham Future Urban Area, which will eventually accommodate 38,000 residents in 12,000 dwellings, and provide 19,000 jobs.

“In the context of Markham, this is part of our requirements to fulfil the targets for 2031 for growth within the region and the province,” outgoing north district development manager **Catherine Jay** told *NRU*.

“Even though it’s a greenfield development, it’s meant to be a more complete, compact, walkable community... we have a small neighbourhood service node that is planned to address daily needs for residents so you can reduce the amount of trips that someone would take in a car to get convenience items or services, and then in the corner, the northwest corner, there’s

more of a retail centre.”

She says there will be a strong environmental component to help achieve the city’s emissions target of being net-zero by 2050 and to improve livability. In addition to an active transportation network and connections to the city’s greenway, a community energy plan is being created that will include solar, wind,

geothermal, biomass, and water energy.

“What this community energy plan... will do is put strategies in place that will reduce energy emissions, either through transportation, built form, or energy,” says Jay. “We know that about 40 per cent of emissions come through transportation, and the bulk of the rest come from built form and the building envelope. So some of the things they’re going to look at is how... they get the building more airtight or more

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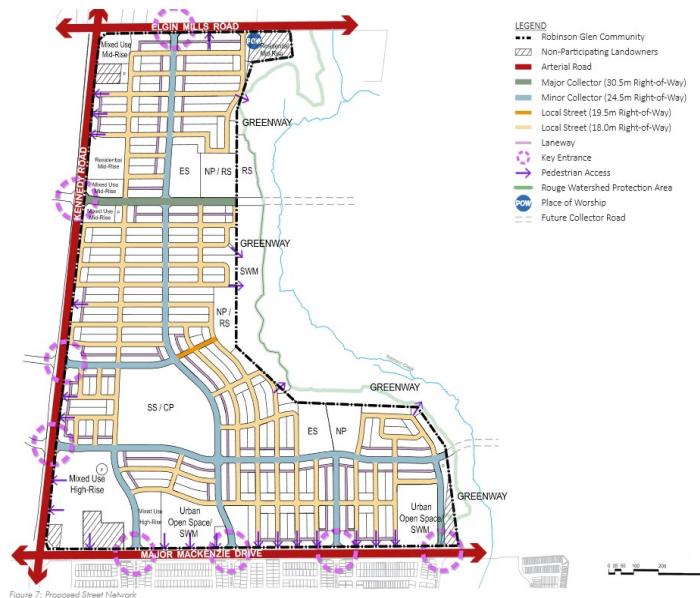


Figure 7. Proposed Street Network

Left: The planned Robinson Glen neighbourhood in North Markham’s future urban area is expected to accommodate about 14,000 residents.

SOURCE: CITY OF MARKHAM

Several heritage properties, including the Jacob Pingle Sr. House (left) and the George Sommerfeldt Homestead pictured here, will be preserved and incorporated into the new Robinson Glen neighbourhood.

SOURCE: CITY OF MARKHAM HERITAGE SERVICES



# GROWTH TARGETS

CONTINUED FROM PAGE 3

efficient. And are there different ways we can actually provide energy to the built form? So solar would be one.”

Jay says there will a number of other features to make the community more efficient, such as stormwater management through underground tanks rather than the more traditional ponds.

“The look and feel of the

community will be different than what you see in some of our older communities with open ponds,” she says. “So you might see trails or sodded areas or hard surfaces where ponds would have been in the past. And that speaks to this notion of efficient use of land, so providing for layers or strata where you can have more than one land use.”

The eight heritage buildings on the site, most fronting Kennedy Road, will be preserved and integrated into the neighbourhood, and some may be relocated. Many of the buildings date back to the early settlers in the area who built the original farms on the site. There is also a heritage cemetery where some of those settlers are buried.

Not all of council is behind the proposal, says outgoing ward 1 councillor **Valerie Burke**. She says the land should not have been included in the urban area due to its value for agricultural uses.

“All of that area is prime agricultural land,” she says. “As much as there will be improvements with the way the community’s planned as compared to how we’ve done things in previous years... I do worry about infrastructure criss-crossing the green area.”

The **Robinson Glen Landowners Group** comprises local landowners and developers, the largest of which are **Fieldgate Homes**, **Forest Bay Homes**, and **Minotaur**. The group’s proposal will be considered by Markham council at its November 27 meeting. 🌱

# LEVERAGING OPPORTUNITIES

CONTINUED FROM PAGE 2

products to the market when the customer wants it,” he says. Argeropolous is one of the authors of an Avison Young [white paper](#) on the importance of intermodal rail hubs in the e-commerce age.

“The GTA is only serviced by the CP Vaughan and CN Brampton [rail] intermodals,” he says. “These intermodal facilities are major distribution points for goods coming in, and also being distributed to the last mile destinations, which obviously are in the urban area, and in this case... Toronto and downtown Toronto.”

He says the proposed 160-ha CN Milton Logistics Hub would help provide enough delivery capacity in the short to medium term. The hub could handle the cargo of up to four trains a day, with each train being equivalent to 280 long-distance trucks. It could also handle 67 trucks per hour.

“In addition to having that facility in Milton, which is on Tremaine Road, it opens up a whole bunch of other opportunities for logistics providers to congregate nearby,” says Argeropolous. “So it opens up development land

as well, and creates another opportunity for logistics providers to be in the area. So quite clearly, the CN Milton one is going to be a lever to create more flow of goods to the region.”

However, it will take a while for that hub to become operational, if it does at all. **Halton Region** is currently challenging the hub in the Ontario Superior Court to ensure that it can maintain control of the approval process, from which CN claims to be exempt as interprovincial rail is exclusively a federal jurisdiction.

The region has several concerns about the hub, including increased traffic and emissions, as well as questions about how much the town would actually benefit from the hub.

“Although the region has not completed its assessment of this proposal, the region’s extensive planning for this area has identified the lands in CN’s proposal as future high-density employment lands with the expectation of more employment and economic benefits than will be generated from the proposed truck-rail, which is a low-density use of land,” says Halton Region communications specialist **Liliana Busnello**. “Therefore, based on present information, we do not consider the truck-rail hub proposal an economic benefit to the region.”

Both the provincial government and the Town of Milton support Halton Region’s position. 🌱

# DESIGNING DOWNTOWN



**Rachael Williams**

**A**s the first major commercial and employment centre east of Toronto, Pickering city centre is undergoing a significant transformation to solidify its presence as the economic gateway to Durham Region.

The city has announced a partnership with the Pickering Town Centre, **Cushman & Wakefield** and **CAPREIT** to redevelop the city centre lands located on the east side of the mall, immediately south of the esplanade. Anchored by an empty Sears department store and vast surface parking lot, the site will feature a seniors and youth centre, central library,

arts centre, three condominium towers and a hotel, which will be seamlessly connected by pedestrian-friendly walkways.

Across from the proposed mall redevelopment, Pickering’s city hall will be expanded into the adjacent public library. Connecting the redeveloped mall and the municipal offices will be a public gathering space for the 10,000 residents that are expected to move to the area when it is complete. The public space will be designed to accommodate large concerts, festivals and special events.

“We are creating a downtown around our municipal centre, and Pickering

Town Centre, where one has never existed previously,” said Pickering mayor **Dave Ryan**.

Unlike most municipalities in the GTHA, Pickering does not have a historic downtown. When the province created regional government in the 1970s, Pickering’s historic downtown, known as Pickering Village, was transferred to the Town of Ajax.

“That’s one of those anomalies that occur when you have Queen’s Park arbitrarily drawing lines on a map,” said Ryan.

This redevelopment is an opportunity for Pickering to

Clockwise from bottom left: Rendering of the revamped Pickering Town Centre mall, which will be integral to the redevelopment of downtown Pickering.

SOURCE: ARCHITECTSALLIANCE

Rendering shows a redeveloped Pickering Central Library, which will be constructed near a hotel, seniors and youth centre, arts centre, public square, new civic spaces and residential development.

SOURCE: ARCHITECTSALLIANCE

Rendering shows the proposed hotel and community centre that will be part of the Pickering city centre redevelopment.

SOURCE: ARCHITECTSALLIANCE

A new public square will connect Pickering City Hall with the proposed development of a new seniors and youth centre, arts centre, hotel and condominium developments.

SOURCE: ARCHITECTSALLIANCE

CONTINUED PAGE 6 ■



# DESIGNING DOWNTOWN

CONTINUED FROM PAGE 5

recreate a vibrant and distinct downtown core, complete with high and medium-density residential, commercial and office space, placemaking opportunities and greenspace, he noted.

Adjacent to the Pickering Town Centre site are lands

owned by CAPREIT, one of Canada's largest residential landlords. The 10-acre site is currently home to five apartment buildings and large surface parking lots.

"With approximately 900 CAPREIT residents currently living in Pickering, we are keenly

interested to be involved in this visionary downtown redevelopment project. We foresee a major win for Pickering by deepening CAPREIT's investment in new and improved rental housing as part of the downtown core redesign," said CAPREIT executive vice-president **Scott Bunker**.

Pickering's public affairs and corporate communications manager **Mark Guinto** said the city is in the midst of negotiations on a phased development that will ensure the tenants in the existing buildings will have a place to live while new buildings are constructed.

With the CAPREIT site included, the entire

redevelopment of the city centre will result in approximately 15 to 17 new buildings on a 30-acre parcel, including municipal facilities, a hotel, office and commercial space, and residential condominiums and apartments.

Increased transit will also be included in the city centre redesign, with **Metrolinx** planning to transform the Pickering GO station into a mobility hub. This hub will be located south of the proposed redevelopment, on the other side of Highway 401, and will be connected via a pedestrian bridge.

The redevelopment plans are a departure from a 2017 concept of a Grande Esplanade that envisioned an arts centre, seniors and youth centre and central library expansion planned on city-owned lands, located south of the Pickering Civic Centre. But with the closing of Sears and relocation of the movie theatres to the west side of the mall, Pickering Town Centre owners **OPB Realty** engaged in preliminary discussions with staff regarding

LEGEND - Land Use Categories



LEGEND - Maximum Building Height



Left: Pickering's new zoning by-law for the city centre breaks down the 134-ha area into seven zones that will accommodate mixed-use and residential development, civic institutions, open space and a natural heritage system.

SOURCE: CITY OF PICKERING

Below left: The city centre zoning by-law allows for maximum building heights of between 17 and 122 metres, with the tallest buildings to be constructed along the Hwy. 401 corridor.

SOURCE: CITY OF PICKERING

CONTINUED PAGE 7

## METROLINX

### Jobs at Metrolinx:

#### [Senior Manager, Network Planning – Toronto](#)

Responsible for shaping the development of the transportation network described in the Regional Transportation Plan (RTP) through project prioritization and plans, studies, strategies, reports and presentations related to development of the transportation network

#### [Development Coordinator, Land Development – Toronto](#)

Supports the strategic direction of the Development function through the provision of expertise to assist in the negotiation, financing and implementation of joint development opportunities.

For more information on these and other opportunities, please visit [http://www.metrolinx.com/en/aboutus/careers/current\\_opportunities.aspx](http://www.metrolinx.com/en/aboutus/careers/current_opportunities.aspx)

# DESIGNING DOWNTOWN

CONTINUED FROM PAGE 6

the redevelopment of the east side of the property.

“Staff have worked with all of the individual landowners to find a win-win situation to allow them to develop in a matter that they were looking to do, but as well as, make sure it met the city’s vision,” said City of Pickering development and urban design manager **Nilesh Surti**.

The city’s downtown visioning exercise began in 2013, with council approving a plan for intensification in the city centre. Dubbed Downtown

Pickering, the plan resulted in the adoption of official plan amendment 26, which was approved by the Ontario Municipal Board in 2015.

After OPA 26 was adopted, council approved a new city centre zoning by-law which removes all of the lands within the city centre from by-laws dating back to the 1960s and replaces them with a standalone zoning by-law. The new by-law proposes new zoning categories, permits a broad range of uses and incorporates

new development standards to regulate the size, massing, location and height of buildings.

The city has also incorporated urban design guidelines and a stormwater management plan that includes green roofs on city facilities, the implementation of permeable pavers in public spaces, raised planters with drought-tolerant plants, downtown tree planting programs and a Smart Commute program to reduce traffic congestion and carbon emissions.

“Physically you might not see a lot of change happening yet, but there are a number of exciting things that are in the works currently that will certainly transform Pickering city centre into a real destination, a high-density

community with opportunities for people to live, work and play,” said Surti.

In the vicinity of the Pickering Town Centre redevelopment, **Chestnut Hill Developments** is also building five high-rise residential condominiums called Universal City at the southerly end of the city centre ranging in height from 17 to 27 storeys. **Daniels Corporation** has also submitted a site plan application for 100 stacked townhomes, as well as a high-rise seniors’ residence in partnership with **Chartwell Retirement Residences**.

“We are literally creating a brand new downtown, which will introduce a never-before seen energy and dynamic to Pickering,” said Ryan. 🌱

## RESIDENTIAL DEVELOPMENT OPPORTUNITY

3064 TRAFALGAR ROAD | OAKVILLE, ON

**PROPERTY INFORMATION**

Site Area: 2.02 ac.  
 North Oakville East: Trafalgar Urban Core Area;  
 Secondary Plan: Glenorchy Community

**ABOUT THE DEVELOPMENT**

The property is designated for high density residential development as part of the North Oakville East Secondary Plan. The site is in the initial phases of the approval process to permit a two-tower residential development featuring approximately 441,258 sq. ft. of residential gross floor area.

The Town has provided its pre-consultation checklist for the rezoning application after review of the Vendor’s area plan incorporating the high density residential design.

Status: TD

**LANDMARK DEVELOPMENT OPPORTUNITY**

The site is located in an area designated for residential land intensification and urbanization in a transit-oriented and pedestrian-friendly manner.

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NATIONAL INVESTMENT TEAM	DEBT & STRUCTURED FINANCE	LAND SERVICES GROUP
<b>Peter D. Senst*</b> President Canadian Capital Markets 416 815 2955 peter.senst@cbre.com	<b>Casey T. Gallagher*</b> Executive Vice President 416 815 2398 casey.gallagher@cbre.com	<b>Tristan Chart*</b> Senior Financial Analyst 416 815 2343 tristan.chart@cbre.com
<b>Andrew Odd†</b> Executive Vice President 416 874 7271 andrew.odd@cbre.com	<b>Lauren White*</b> Senior Vice President 416 495 6223 lauren.white@cbre.com	<b>Mike Czeszochowski**</b> Executive Vice President 416 495 6257 mike.czeszochowski@cbre.com

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# STARTING OVER

CONTINUED PAGE 1

these programs help residents upgrade the energy efficiency in their homes by replacing existing gas equipment with high-efficiency equipment, sealing up drafts and adding insulation.

According to Environmental Defence clean economy program manager **Sarah Buchanan**, these programs can reduce Ontario's gas costs by \$85-billion by 2030 and cut greenhouse gas emissions from natural gas by 178 per cent.

"This is kind of a win-win, no-brainer solution, where all you have to do is ask the utilities to expand this program. It's not even something the government has to put money into. It's just saying please make this more of a priority and people are going to save more money if they do that," said Buchanan.

Environmental Defence is also recommending the provincial government consider long-term energy efficiency and full lifecycle costs in its procurement strategy. Ontario's public sector emits 6.5-million tonnes of carbon pollution annually from schools, hospitals and other public assets. Buchanan said this is the result of governments awarding contracts to low bidders without considering the long-term operational costs. Amending the government's procurement strategy to include both the up-front costs and operational costs would save the province

millions and improve the efficiency of public buildings.

The report also includes recommendations to amend the *Ontario Building Code* to tighten up energy efficiency standards, invest in evidence-based public transit expansion to reduce carbon pollution from passenger vehicles and support new low-carbon technologies with a clean innovation fund.

"We also have a focus on affordability in this report. We hope that will be heeded and noticed and that some of these policies and programs will be implemented because they are tried and true," said Buchanan.

**Conservation Ontario's** submission highlighted the need for updated flood plain mapping to address where flooding will take place and how it will affect surrounding communities. Conservation Ontario business development and partnerships coordinator **Jo-Anne Rzdaki** told *NRU* that up to 78 per cent of Ontario's floodplain maps are dangerously outdated and that climate change, intensified development and a long-term lagging in infrastructure investment is putting residents at risk.

"Floodplain mapping helps us identify where people are at risk of flooding and helps to ensure development doesn't occur in those areas," she said.

Climate change as a risk to human health was also

emphasized in the **Canadian Association of Physicians for the Environment (CAPE)** submission to the province. According to CAPE, the province had 1,312 wildfires this year, up from the 10-year average of 716. The fires forced evacuations on thousands of people in several northern communities and exposed residents to elevated levels of

toxic air pollution. In Quebec, the only province that tracks heat-related deaths in real time, the July 2018 heat wave claimed the lives of over 90 people in one week. This contributes to both physical and mental health risks that CAPE contends are often overlooked.

"It's going to get worse as time goes on," said CAPE

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## DEVELOPMENT MANAGER

### POSITION DESCRIPTION

The Development Manager will lead all Land & Planning activities required for multiple homebuilding development projects in this company. The person will be responsible for activities such as, but not limited to:

- 5 to 8 years of work experience, prior experience with working in a developer/builder environment preferred
- Ability to manage a development project from the initial development approval stage, to the building permitting stage during construction and the registration stage at its completion
- Liaise with various municipalities/authorizing approval bodies and consultants
- Manage and coordinate all necessary submission materials and between consultants and municipalities/authorizing bodies for all development application process (ie. OPA/ZBA, SPA, Committee of Adjustment, Building Permits, Draft Plan of Condominium, etc...)
- Conduct necessary research in assisting the expedition of the development project
- Attend and coordinate all required community meetings for the development project
- Experience in Toronto and/or Mississauga is preferred.

### REQUIREMENTS

- University graduation in a related field or an equivalent combination of training and experience.
- Individual must possess a minimum of 5 to 8 years in the industry
- Direct management experience with large-scale initiatives involving significant dollar amounts and implications
- The ability to lead and motivate groups and individuals. Able to think creatively and strategically to successfully mediate and negotiate with individuals and groups internally and externally. Able to overcome obstacles to cooperation and to foster harmonious relations.
- Solid and broad understanding of all aspects of fiscal management and information technology. Proven negotiation and mediation skills.
- Extensive experience with a builder in planning and development is required
- Excellent written, verbal, and interpersonal communications skills.
- A focus on small and large infill and mixed use projects

### WORK LOCATION

The head office is located in Toronto, Ontario. Travel to project sites and sales office(s) in the GTA is required.

Please send your resume in confidence to [postmaster@nrupublishing.com](mailto:postmaster@nrupublishing.com)

# STARTING OVER

CONTINUED PAGE 8

executive director **Kim Perrotta**. “We are playing a really dangerous game now and we have a very short period of time to pull ourselves back from what could be very catastrophic.”

CAPE recommends climate change policies focus on the transportation and building sectors. Suggestions include electrifying and expanding the GO Transit system to reduce climate emissions, encouraging active transportation, fostering the development of renewable energies and implementing policies that will reduce energy demand in buildings.

**Environment Hamilton** executive director **Lynda Lukasic** said she did not submit comments on the climate change plan because she was dissatisfied with the process. The province requested submissions from “anonymous” sources on its website and did not actively publicize it was accepting public feedback.

“We didn’t prepare a submission partly, because it was a feeling of, to what end? We are assuming there will be a formal opportunity through the Bill of Rights registry and we will take the time to formally submit comments

that way,” she said.

Lukasic told *NRU* she hopes to see “a lot of what we lost” in the new climate change plan, including the Green Ontario Fund, incentives for hybrid and electric vehicles, a commitment to build regional transit and effective urban growth management as outlined in the

Growth Plan.

“We told the [previous government] everything that we wanted to see happen. We’ve been through this process, but now it’s all been erased and apparently we’re starting from square one again.” 🌱



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- Make presentations to councils, committees and groups, and have strong written, oral and presentation skills; and,
- Have a degree in Urban Planning or related discipline, and (eligibility for) membership in OPPI / CIP, with a minimum of three to five years of relevant work experience in planning.

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### Senior Manager, Engineering

**General Description**  
The Senior Manager, Engineering will be responsible to oversee and manage all Engineering needs of the company related to multiple homebuilding development projects in low-rise, high-rise, and commercial projects. Dunpar is involved with every single aspect of real estate, including property management and renovations in addition to development.

**Primary Responsibilities**

- Performing preliminary site investigations and site specific development/zoning reviews
- Monitor new municipal policies and other development activity, as required
- Prepare development schedules and draft development budgets
- Perform due diligence and assist with waiver of conditional periods in Agreement of Purchase and Sale
- Negotiate and administer consultant contracts and construction contracts related to site works (particularly lot grading, site services, top works and landscaping)
- Liaise with government officials and agencies, City staff, ratepayer groups and other stakeholders
- Coordinate and prepare the submission of development approval applications, including but not limited to, Official Plan Amendment, Zoning Bylaw Amendment, Plan of Subdivision, Site Plan Approval, Committee of Adjustment and Condominium Registration applications
- Facilitating and obtaining all necessary municipal and agency permits, including building permits
- Coordinate construction schedules and completion of site works
- Attain site-specific risk assessments or record of site conditions, as required
- Assist in the strategic development of the company and provide industry expertise, and
- Other duties within the scope, spirit and purpose of the job, as required

**Educational Requirements & Desired Skills and Experience**

**Educational Requirements:**  
University Degree in Civil Engineering;  
In combination with Structural Engineering is great, but not required (Civil is required)

**Prior Related Experience:**  
Related experience in a development and/or construction environment is preferred with a **minimum of 10+ years related experience**

**Skills:**

- Microsoft Office (Excel and Word), Outlook
- Knowledge of municipal regulations, planning processes and planning theory
- Knowledge of contract negotiation, construction tendering and contract administration
- Knowledge of development and project budgets
- Strong interpersonal, communication, and presentation skills
- Time management and organizational skills
- Ability to work independently or in a team environment

Send resumes to [m.dipasquale@dunpar.ca](mailto:m.dipasquale@dunpar.ca).

# VAUGHAN DESIGN REVIEW PANEL AGENDA

The panel will meet on Thursday, November 29 at 9:00 a.m. in committee room 243 at Vaughan city hall to consider the following matters.

9:30 a.m.

**7028 Yonge Street**—Panel will undertake its first review of **Yonge & Steeles Development Inc./Gupta Group's** proposed high-rise mixed-use development located at the northwest corner of Yonge Street and Steeles Avenue West. The proposal incorporates three residential towers, two at 52 storeys and a third at 65 storeys. A seven-storey hotel podium with at-grade retail and ground-related podium townhouses are also included.



Rendering of Yonge & Steeles Development Inc. / Gupta Group's proposed high-rise mixed-use development at the northwest corner of Yonge Street and Steeles Avenue West in Vaughan.

ARCHITECT: IBI GROUP  
SOURCE FOR BOTH IMAGES: CITY OF VAUGHAN

Presentations will be made by City of Vaughan urban designer **Gilda Giovane**, Malone Given Parsons partner **Don Given** and IBI Group global director **Mansoor Kazerouni**.

10:50 a.m.

**Jane & Rutherford, Block 4**—Panel will undertake its first review of **Cortel Group's** proposed high-rise mixed-use development located at the southeast corner of Jane Street and Rutherford Road. The proposal incorporates three residential towers—two at 26 storeys and one at 30 storeys—over a five to seven storey podium with at-grade retail and ground-related condo townhouses. A privately owned publicly accessible

space (POPS) is also part of the proposed development. Presentations will be made by Vaughan senior urban designer **Shahzad Davoudi-Strike** and senior planner **Clement Messere**, as well as **Quadrangle Architects** executive principal **Richard Witt**.

12:30 p.m.

**Vaughan Hospital bus terminal**—Panel will undertake its first review of the York Region Transit bus terminal proposed in

front of the Vaughan Mackenzie Hospital, located on Major Mackenzie Drive West between Highway 400 and Jane Street. The design proposal includes two separate bus loops complete with island passenger platforms and a bus terminal building. Presentations will be made by Vaughan urban designer **Gilda Giovane**, York Region Transit program manager **Richard Montoya**, Stantec senior associate **Manny Ng** and senior landscape architect **Jim Vafiades**. 🌿

## PLANNER, POLICY & GOVERNMENT RELATIONS



The **Building Industry and Land Development Association** is currently seeking an energetic, organized, results-oriented individual to **join its team as Planner** in the **Policy & Government Relations** department.

Reporting to the Vice President and Director, with a strategic mindset, our new team member will:

- monitor, quickly comprehend and respond to emerging municipal and potentially provincial government legislation, regulations and by-laws affecting the residential and non-residential building and land development industry,
- manage BILD Chapters and Committees,
- assist in the development of research and position papers,
- liaise with, advocate for and communicate the interests of the Association with our municipal partners and government agencies, and
- ensure that communications with BILD members is maintained on issues affecting the industry.

The candidate will have:

- a degree in urban planning, and/or political science and/or an economic related discipline with a focus on planning, development and government relations,
- an understanding of provincial/regional/municipal governance structures,
- policy knowledge of issues affecting the land development and home building industry,
- exceptional communication and public speaking/presentation skills,
- a demonstrated ability to multi-task in a fast-paced environment, and
- strong inter-personal skills when working with multi-disciplinary teams and a membership base.

Please e-mail a copy of your resume, along with salary expectations to the attention of Laura Dustan at [ldustan@bildgta.ca](mailto:ldustan@bildgta.ca) by November 23rd.

# COMMITTEE AGENDAS



YORK

## [Approval recommended for Robinson Glen Secondary Plan](#)

At its November 19 meeting, **Markham** development services committee considered a final [report](#) recommending approval of applications by **Robinson Glen Landowners** for an

official plan amendment and secondary plan for the North Markham Future Urban Area. The secondary plan area is approximately 192 hectares and is bounded by Major Mackenzie Drive to the south, Kennedy Road to the west, Elgin Mills Road to the north, and the city's Greenway to the east.

Robinson Glen Secondary Plan area in the City of Markham  
SOURCE: CITY OF MARKHAM



The draft Robinson Glen Secondary Plan anticipates a complete community that will accommodate up to 14,000 residents in 4,800 residential units, at a density of 24 dwelling units per hectare, as well as up to 1,200 jobs.

## [Approval recommended for Berczy Glen Secondary Plan](#)

At its November 19 meeting, **Markham** development services committee considered a final [report](#) recommending approval of applications by **Berczy Glen Landowners Group** for an official plan amendment and secondary plan for the Berczy Glen community. The secondary plan area is approximately 250 hectares and is bounded by two estate residential subdivisions and rural residential properties fronting Major Mackenzie Drive to the south, a hydro corridor to the west, Elgin Mills Road to the north and Warden Avenue to the east.

The draft Berczy Glen Secondary Plan provides

for up to 13,163 residents in 4,205 residential units, and approximately 824 jobs.

## [Unionville townhouses proposed](#)

At its November 19 meeting, **Markham** development services committee considered a preliminary [report](#) regarding official plan and zoning by-law amendment applications by **WND Associates**, on behalf of **Newdev Investments**, for 5305 and 5307 Highway 7 East. Newdev proposes to build 32 stacked back-to-back townhouses with underground parking. 🌱

## — PEOPLE —

The **City of Pickering** has appointed **Susan Cassel** to serve as city clerk, starting

December 3. She replaces **Debbie Shields**, who is retiring December

13. Cassel has been deputy clerk with the Town of Whitby since 2013.