

NOVÆ RES URBIS

GREATER TORONTO & HAMILTON AREA

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Matt Durnan

A new report tracking population change across Ontario is highlighting the need to increase the rate of homebuilding in the Greater Toronto Area significantly, particularly when it comes to ground-oriented housing and larger, family-sized units within multi-residential developments in order to stem the tide of a growing demographic shift that is seeing younger GTA residents leaving the area in droves.

The report “Young Families are Leaving the GTA in Search of Family Sized Homes” was released by the **Missing Middle Initiative** late last

month. Commissioned by the **Building Industry and Land Development Association** (BILD) and the **Ontario Home Builders’ Association** (OHBA), the report estimates that the GTA will need to see 30,000 new ground-oriented homes and 20,000 new apartment units built each year in order to keep up with the demographic

shifts in a still-growing GTA population.

“This is a significant increase in total building rate versus the average of the last decade and also indicates population demand may be looking for a refinement in the housing mix,” OHBA chief executive officer **Scott Anderson** said in a news release.

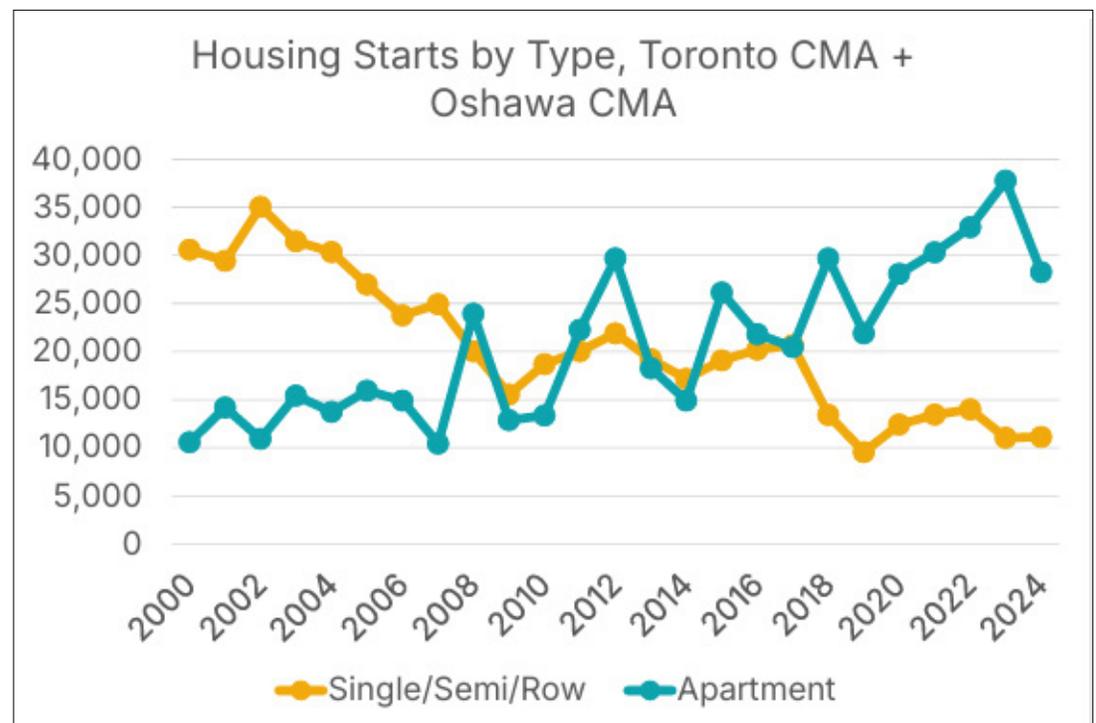
“Over the last decade, a mixture of policy, costs, available serviced land, demand and other factors has resulted in roughly 10,000 ground-oriented [housing] starts and 20,000 annual apartment starts each year.”

The report highlights three key demographic drivers. First,

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Graph showing the number of housing starts by type in the Toronto census metropolitan area and the Oshawa census metropolitan area between 2000 and 2024. A recent report by the Missing Middle Initiative highlights the need for ground-related housing starts to return to 30,000 units annually in order to stem the tide of young families leaving the Greater Toronto Area to find larger, lower-cost housing.

SOURCE: MISSING MIDDLE INITIATIVE



UPCOMING DATES

MARCH

- 12 Innisfil Council, 7:00 p.m.
- 17 Ajax General Government Committee, 1:00 p.m.
- Brampton Planning & Development Committee, 7:00 p.m.
- Clarington Planning & Development Committee, 5:00 p.m.
- King Council, 6:00 p.m.
- Milton Council, 7:00 p.m.
- Newmarket Committee of the Whole, 1:00 p.m.
- Oakville Planning & Development Council, 6:30 p.m.
- Scugog Planning & Community Affairs Committee, 6:30 p.m.
- Uxbridge General Purpose & Administration Committee, 10:00 a.m.
- 18 Aurora Public Planning, 7:00 p.m. - CANCELLED
- Burlington Council, 9:30 a.m.
- Caledon Planning & Development Committee, 2:30 p.m.
- Caledon Planning & Development Committee—Public Meeting, 7:00 p.m.
- East Gwillimbury Committee of the Whole Council, 2:00 p.m.
- East Gwillimbury Council, 6:00 p.m.
- Hamilton Planning Committee, 9:30 a.m.
- Markham Development Services Committee, 9:30 a.m.
- Markham Planning Public Meeting, 7:00 p.m.



PICKERING WILL EXPERIENCE DEFICIT IN COMMERCIAL AND RETAIL SPACE WITHOUT INTERVENTION SAYS REPORT

FINDING THE RIGHT FIT



Lana Hall

As Pickering faces significant population growth, a new report examines the state of its existing and planned commercial space, ultimately finding that ongoing redevelopment of its retail plazas combined with an increase in residential growth could lead to a deficit in retail and service space without some type of policy intervention.

At its meeting on March 3, the **City of Pickering's** planning and development committee got its first look at a retail market study prepared by **Parcel Economics and SGL Planning & Design**. The report is intended to supplement the City's ongoing review of its official plan as it relates to long-term planning within Pickering's mixed-use areas. Among other findings, the study determined that even if all of Pickering's existing commercial space is retained and the entirety of its proposed commercial space is developed, without policy intervention, Pickering will still experience

a deficit of 25.2 hectares of commercial space over the next 30 years to support its targeted population growth.

Overall, Pickering's population is set to double, increasing from 104,900 in 2023 to 211,500 by 2051. In turn, this is expected to generate new demand for service, retail, and commercial space. Although the retail study covers all of Pickering, with the exception of the Northeast Pickering Secondary Plan Area, it identified two central challenges: a loss of commercial space in South Pickering due to redevelopment, and a deficit of retail and commercial space proposed in areas slated for residential growth.

"The City of Pickering has reached a turning point as it relates to commercial development," Parcel Economics principal **Craig Ferguson** told the planning and development committee on March 3.

"There are two primary challenges being faced by the

city as it relates to commercial development, the first one being that existing plazas in South Pickering are being redeveloped, and the proposed loss of commercial space is coming at a time when the population is anticipated to increase in that area. The second challenge is that there's been limited commercial development to date in Seaton, despite population growth."

Seaton is a developing area in North Pickering, which was previously made up primarily of greenfield. Designated as one of the City's growth areas, it's eventually expected to accommodate up to 70,000 residents.

Even in parts of Pickering that are zoned for mixed-use, such as Seaton, development applications are increasingly seeking less and less retail and commercial space, says City of Pickering principal planner **Paul Wirch**.

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FINDING THE RIGHT FIT

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“Those mixed-use areas that would be the spaces to accommodate retail and commercial services, they’re shrinking or they’re under threat as developers are pushing for more immediate returns on their land investment by thinking ‘more residential units.’” Wirch tells *NRU*.

“What we’ve been experiencing is that while there’s strong demand for residential growth in our city, the market for new retail and commercial service spaces hasn’t fallen closely behind.”

Wirch describes this as a twofold challenge, where commercial tenants generally want to sign leases in areas where they know there is a certain number of residents “in place,” while residents are more likely to flock to areas that already have amenities, including retail, established.

In the retail study, Parcel made several recommendations it says could inform future

city policies to address this challenge. These include permitting a broad range of retail and service commercial uses across the City, eliminating caps on gross leasable floor areas—caps mandated in some areas by the City’s official plan—and monitoring the existing supply of vacant mixed-use area lands. Parcel also recommends the City encourage development applications in Pickering’s South Urban Area to maintain or increase existing commercial gross floor area (GFA), perhaps through incentives, and to require a retail market analysis for all development applications that propose reducing existing commercial floor space.

Wirch says Parcel’s recommendations will be considered along with the City’s ongoing review of its official plan, calling them a “starting point.” He says the recommendations could also influence how the City’s planning division evaluates

development proposals going forward.

But Pickering is not the only GTHA municipality struggling to determine what Wirch calls “the right fit” of residential growth and the services to support it. In December 2024, the **City of Toronto** released a report examining the social, cultural and economic values of its strip mall plazas, many of which have been redeveloped over the past five to ten years (See: “*Pondering Our Plazas: City Looks to Support Toronto’s Strip Mall Culture Amid Increased Redevelopment Pressures*”, *Novae Res Urbis Toronto*, Friday, January 17, 2025).

Much like in Pickering, Toronto’s report found that while most of its strip mall redevelopments propose some replacement of non-residential GFA, it’s often less than what the original strip mall contained. The City of Toronto report recommends a series of “emerging directions” it encourages City staff to study in more detail, including the possibility of supporting small businesses within small plazas and mitigating their displacement in the case of

redevelopment, as well as enhancing the public realm and pedestrian experience of existing strip mall plazas. But finding the right balance between supporting new housing development and ensuring adequate service and retail space to support it is not as simple as one might wish.

“That’s really challenging,” City of Toronto planner **Evan Sinclair** in an interview with *NRU* at the time of the report’s release. “I think it’s what we spent a lot of time thinking through, and what a lot of those emerging directions start to get at is: ‘How can we continue to provide the functions that the plaza provides today in a new development that brings in really important things like more housing?’” 🌱

Table showing the number of hectares of both existing and required commercial land in two key areas of Pickering: South Pickering and Seaton. A recent retail study undertaken by Parcel Economics and SGL determined that even if all of Pickering’s existing commercial space is retained and the entirety of its proposed commercial space is developed, without some kind of policy intervention, Pickering will still experience a deficit of 25.2 hectares of commercial space that it will need over the next 30 years to support its targeted population growth.

SOURCE: PARCEL ECONOMICS

	South Pickering	Seaton	Total City-wide
Additional commercial land needs by 2051 (hectares)	37.8	61.7	99.5
Existing vacant commercial land (hectares)	9.6	64.7	74.3
Balance (hectares)	-28.2	3	-25.2

GROWING UP (TO SIX STOREYS) IN DOWNTOWN WHITBY



Matt Durnan

A mixed-use development proposed for a low-density residential site in downtown Whitby would intensify it by demolishing the existing low-rise buildings on the site to add three mid-rise buildings containing more than 150 new residential units, while adding new commercial uses at grade.

At its February 24 meeting, **Town of Whitby** committee of the whole adopted staff recommendations to approve **Vandenboom Properties'** zoning by-law amendment application for a roughly 0.68-hectare site in downtown Whitby, bounded by Colborne Street East to the north, Peel Street to the east, Dunlop Street East to the south, and Athol Street to the west.

Currently, the site accommodates seven separate buildings, consisting of five single-detached dwellings and two small apartment buildings. Surrounding the site are a number of commercial uses and vacant lands to the north, a four-storey apartment building to the west, a six-storey apartment building to the east,

and a single-detached dwelling and three-storey apartment building to the south.

"Vandenboom is proposing three six-storey buildings with around 150 units, along with some live-work units which are two storeys high along Athol Street, and then commercial

along Colborne Street East," Town of Whitby director of planning services **John Taylor** told *NRU*.

The applicant is seeking to rezone the site from "Holding, Residential Type 6" to an appropriate zone category that will permit mixed-use

development while removing the holding provision.

Whitby's official plan designates the northern portion of the site as "Downtown mixed-use" and the southern portion of the site as "High-density residential". The entirety of the site is located within the Downtown Whitby major central area, which is planned as a vibrant, mixed-use centre that will provide a full range of land uses, such as commercial, retail, service, and residential.

After demolishing the existing buildings, Vandenboom's proposal would bring to the site two six-storey buildings atop a shared two-

CONTINUED PAGE 5 ■



Aerial photo showing the location of the assembled site at 301, 315, 317 Colborne Street East, 304 and 320 Dunlop Street East and 205 and 207 Athol Street in downtown Whitby where Vandenboom Properties is proposing a three-building mixed-use development that would bring 158 new residential units to the area, along with live-work units and retail/commercial space at grade. Currently, the site accommodates five single-detached homes and two low-rise apartment buildings, all of which would be demolished to make way for the proposed development.

SOURCE: TOWN OF WHITBY

GROWING UP IN WHITBY

CONTINUED FROM PAGE 4

storey podium that would wrap around from Athol Street to Colborne Street, with the Athol frontage accommodating live-work units, and the Colborne frontage aligning with the emerging development trend of introducing ground floor retail.

A third six-storey building would be located at the northeast corner of the site, at the corner of Colborne and Peel Street, and would be entirely residential.

“The main commercial element will be along Colborne, and then we’ll have the two-storey live-work units along Athol, where you can have commercial or an office component on the ground, and then living area above,” Taylor said.

“We have other commercial in the new **Brookfield** development [two blocks] to the west [at 211 Brock Street South] with condos and commercial units, so this proposal is kind of extending that commercial character along Colborne Street East.”

While the existing seven structures (five single-detached homes and two apartment buildings) on the site would be demolished to make way for the proposed development, planning for the site did include something of a wrinkle. Two

additional single-detached dwellings within the block formed by Colborne Street, Peel Street, Athol Street and Dunlop Street are not included as part of the proposed development and would be retained, requiring a degree of sensitivity to potential impacts of the proposed development beside them.

The homes located at 217 Athol Street and 219 Athol Street are not part of Vandenoomb’s application, and thus, in addition to ensuring

that the proposed development would be sensitive to the existing homes, the developer wanted to leave the door open to the possibility of acquiring those properties for future redevelopment.

“Vandenoomb has approached the owners [of 217 and 219 Athol Street] numerous times, and they’re still there. And they are still working with both of the owners, and the site has been designed in such a way that if that site was eventually amalgamated, someone could put in a proposal that could work,” Taylor said.

“The buildings have kind of been kept away from those two single-detached homes

as best as possible, but there are still ongoing negotiations, and the owner [Vandenoomb Properties] may still acquire those two singles. But even if they don’t acquire that, they have said that they’re not going to compromise any future intensification on that site. Individually, you can’t really do anything with them, but if you combined [217 and 219 Athol], you could certainly develop that site independently.”

Town of Whitby has a policy in place, namely the downtown community improvement plan

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Top: Photo image showing the Colborne Street East frontage of the downtown Whitby site where Vandenoomb Properties is proposing a mixed-use development that would bring three six-storey buildings to the site, containing a total of 158 residential units and new commercial/retail space at grade along Colborne Street East. This image is looking southeast along Colborne from the corner of Colborne Street East and Athol Street.

SOURCE: GOOGLE



Bottom: Rendering of Vandenoomb Properties’ proposed mixed-use development on a downtown Whitby site bounded by Colborne Street East, Peel Street, Athol Street and Dunlop Street East. This rendering shows an aerial view from the corner of Athol Street and Colborne Street East, looking southeast. The proposed development would bring three six-storey buildings to the site, containing a total of 158 new residential units, retail/commercial space along the Colborne Street East frontage, and two-storey live-work units along the Athol Street frontage.

SOURCE: TOWN OF WHITBY
ARCHITECT: MEMAR ARCHITECTS

GROWING UP IN WHITBY

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(CIP) that aims to make it more attractive for developers to bring high-density housing to the downtown.

Vandenboom is eligible for a substantial reduction in development charges on this proposed development, as under Whitby's downtown CIP, six storeys qualifies it as a "high-rise" building, which would make the developer eligible for a 50 per cent reduction in development charges.

"This makes it a little more

attractive for developers to move forward with high-rise developments. If they wanted to do townhouses, they wouldn't meet the definition of high-rise, but anything high-rise is eligible for the funding available in the CIP," Taylor said.

"You only have a certain time period to lock in that development charges reduction though. Once you get approval [from council], within a year of that, you should be pulling your building permit. So once they

finalize their application and have their site plan approval and those conditions are issued, the clock starts ticking."

While six storeys being defined as a high-rise building may sound like a bit of a stretch, these definitions are part of a concerted effort by Town of Whitby council to preserve the character of Whitby's downtown, while also putting the Town's best foot forward to increase housing density and housing options.

"Council has made an effort to promote the downtown area, because we have a historic downtown that just went through a secondary plan, and one of the key elements is

to protect the heritage of the downtown," said Taylor.

"So even though this is only six storeys, that was the limit that was put on the height in some of the core [downtown] area in order to maintain that heritage look and scale. Council wants to bring in residential to the downtown to support our businesses, and also with the new mixed-use, you need residents to populate and feed these stores. So you're balancing heritage, but also wanting to bring in new foot traffic and make our downtown more vibrant." 🌸

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The site is exceptionally well located being walking distance from retail shops and restaurants along Wellington Street West as well as Parkdale Market. Tunney's Pasture LRT Station is a 7 minute walk, providing direct connections across the City. In addition, the property is near Hwy 417 and major arterial roads providing convenient connections to Downtown Ottawa, the University of Ottawa, Carleton University and Algonquin College.

Featuring sustainable, modern design, comprehensive amenities, and luxury finishes, 84-96 Hinton Avenue North stands at the forefront of Ottawa's rental market, making the offering an appealing multifamily investment, balancing yield, income growth, and long term stability.

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LINKING STRATEGIES



Lana Hall

As the effects of climate change continue to challenge the land use planning and development sectors, the **Ontario Professional Planners Institute** (OPPI) has released a guide intended to help Ontario planners decide which policy tools can best help them address climate change concerns on various land use planning projects across the province.

The 'Climate Change Adaptation Practice Guide' developed in collaboration with the **Climate Risk Institute** (CRI) and the **Ontario Resource Centre for Climate Adaptation** (ORCCA) highlights twelve different planning tools and interventions designed to reduce the risks posed by climate-related hazards. These tools range from high-level

strategies like official plans to more targeted, site-specific tools such as urban design guidelines, flood mapping, or green development standards, the latter of which are increasingly being adopted by Ontario municipalities. By linking these tools together in a provincial context, the guide aims to equip planners with the knowledge and practical approaches to address climate impacts, including flooding, extreme heat, drought, and wildfire.

"Packed with practical tools and insights from Ontario communities, [the guide] is a vital resource for planners working to build resilient communities," said CRI president **Steph Gagnon** in a statement.

OPPI chair **Claire Basinski** tells *NRU* that the guide is designed to help Ontario

planners convert federal, provincial, and municipal policies and guidelines into the tangible work of land use planning, work that could have different implications depending where it's happening in the province.

"...Whether it's extreme heat or flooding or drought or shoreline impacts, all of those tend to have multiple different areas of opportunity, whether it's zoning or different types of design guidance and standards. If we're talking about shoreline impacts, it would be slope stabilization and whatnot," she says.

"I think what hasn't been out there before is something ... providing tangible and realistic ways of bringing what exists from a ... standards or policies perspective at a federal or provincial level, and how you

can translate that into the work that different types of planners are doing."

Planners, says Basinski, are in a unique position to address the impacts of climate change, at least as they relate to the built environment.

"When we're talking about climate change, some of the major and most influential triggers are the way in which we use our land, whether it's transportation or the types of buildings and how they interact with the environment, she says.

While planners *do* have a unique opportunity to address climate change through their planning practices, many of those practices rely on municipal policies or tools. It's important for municipalities to have the autonomy to keep developing those policies

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LINKING STRATEGIES

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and tools, which can be challenging amid both industry and provincial pressures, says **Sustainable Buildings Canada (SBC)** executive director **Brynn Nheiley**. She points, for example, to a recent lawsuit filed against the **City of Toronto** by the **Residential Construction Council of Ontario (RESCON)**, contending the City's Green Development Standards attempt to regulate practices that are technically under the

jurisdiction of the *Ontario Building Code (OBC)*, as well as citing a series of legislative changes made by the **Province of Ontario** in 2024 that limit the power of local conservation authorities.

"There's some really great work coming out of the industry associations, and I think that municipalities have really great intentions. But there's this mixed message coming at them from legislative changes and from industry

pressures," she says.

"...We're at this pivotal point now where we're at risk of throwing the baby out with the bathwater in our urgency to address the housing crisis."

For Basinski's part, she says the guide, which is designed for planners across the industry, including both private and public sector, could even help spark some private/public sector conversations.

"It becomes a conversation of 'Where do you have support or enabling policies to ... encourage you to do this work and to provide direction?'," she says.

"I think that while we acknowledge the fact

that maybe you can't have absolutely everything that we're recommending for consideration within this guide, it's about finding opportunities within your municipality or your organization to implement."

To access the OPPI Climate Change Adaptation Guide 2025, please visit the OPPI website [here](#). 🌱

FUTURE DEVELOPMENT OPPORTUNITY WITHIN DURHAM REGION'S URBAN EXPANSION AREA

CBRE's Land Services Group is pleased to offer for sale 2940 Wilson Road North in the City of Oshawa. The site is regularly configured and ±51.49 acres in size. The property was recently designated Community Area within the 2051 Urban Expansion area in Durham Region's Official Plan making it a strategic investment opportunity for long term development.

Ideally situated just north of Highway 407, the site boasts approximately 1,325 feet of highway frontage and is only a 3-minute drive from the Harmony Road North interchange. Community Areas will encompass a diverse mix of residential, commercial, office, institutional, cultural, and recreational uses.

With the recent approval of the Durham Region Official Plan containing the 2051 Urban Expansion area, the site provides for an exciting investment opportunity as a result of its strong future development potential.

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2940

WILSON ROAD

NORTH

OSHAWA, ONTARIO



DURHAM OFFICIAL PLAN REGIONAL STRUCTURE

LEGEND:

- Urban Area Boundary
- 2051 Urban Expansion Area
- Regional Centres
- Rapid Transit Corridor
- Regional Corridor
- Community Areas
- Special Study Areas
- Employment Areas
- Greenbelt Boundary (excluding Urban River Valley)
- Delineated Built Boundary
- Major Open Space Areas
- Oak Ridges Moraine
- Prime Agricultural Areas
- Country Residential Subdivision
- Hamlets



Dated December 2024

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SHIFTING DEMOGRAPHICS

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while the population of the GTA continues to grow, more than 80,000 people leave the region each year, compared to those moving in from other parts of Canada.

Second, young families, specifically adults in their late 20s and early 30s and children under the age of five, are the group most likely to move out of the GTA to areas like London, Hamilton, and Tillsonburg in search of larger and lower-cost housing.

Third, the demographic composition and housing need of the GTA population will continue to result in increased demand for ground-

related housing and larger apartment units due to the higher proportion of the GTA population in the early stages of family formation.

“So BILD and OHBA were curious about the numbers and getting the forecasts on housing needs. I have done similar reports in the past, looking at how many homes a different jurisdiction needs and they [BILD and OHBA] were particularly interested in this division between apartment buildings and ground-oriented housing,” Missing Middle Initiative founding director and report author **Mike Moffatt** told *NRU*.

“We decided to use the methodology we use in some of the other reports to see exactly how many homes we need to build in the GTA to keep up with population growth.”

The demographics of that population growth were part of the focus of the report, with Moffatt indicating that the Greater Toronto Area saw a lot of 20-year-olds come into the area 10 years ago. And it is that particular demographic that is now a large part of an exodus out of the GTA to other parts of southern Ontario, and even to other parts of Canada.

“It’s mostly people in their late 20s and early 30s, and kids under the age of five. You can imagine what happens; you have a couple living in an apartment in Toronto and a baby comes along and they realize that it isn’t going to

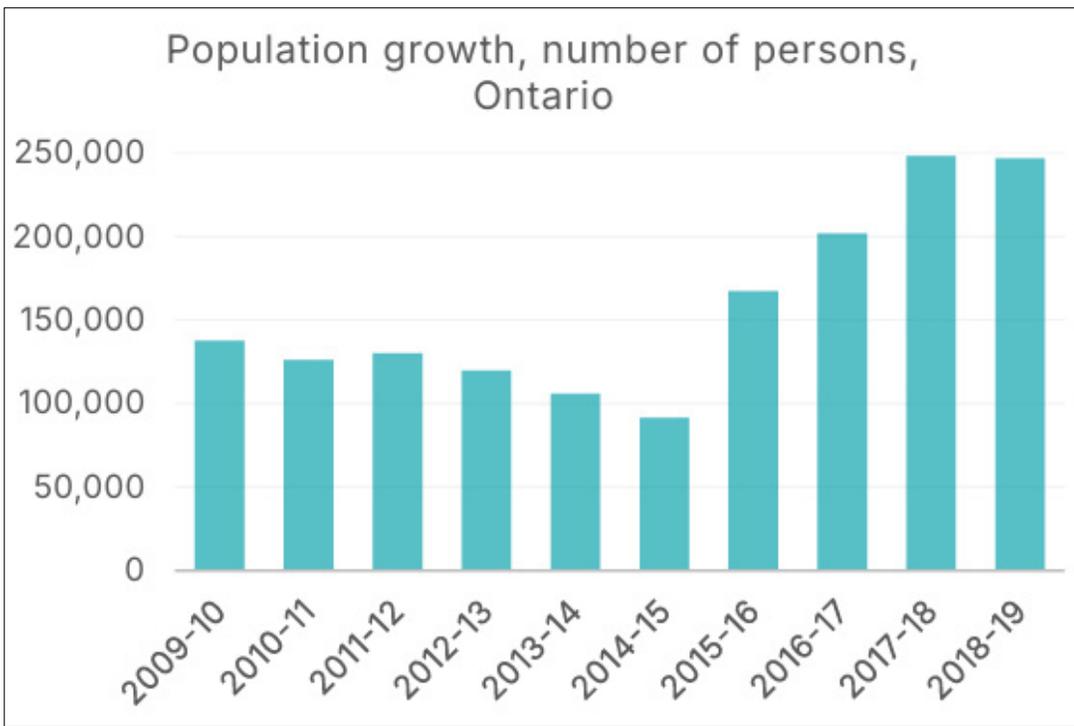
work, so they’re driving as far as they need in order to find a home,” Moffatt said.

In order to stem the tide of young families leaving the GTA and keep up with population growth, the rate of homebuilding in the area must increase by roughly double when it comes to ground-oriented housing to produce a total of 30,000 new units annually, while apartment housing must hold steady at around 20,000 new units built per year.

This doesn’t mean that all ground-oriented homes built should be million-dollar singles and semis, but there will be a need for a combination of ground-oriented housing types, including townhouses, stacked townhouses, duplexes, and triplexes.

“For about a decade-and-a-half, BILD has been saying that a door isn’t always a door. Not all housing units are the same in terms of meeting people’s needs.

CONTINUED PAGE 10



Bar graph showing population growth in Ontario between 2009-10 and 2018-19. A recent report by the Missing Middle Initiative indicates that while population in the Greater Toronto Area has been growing steadily, the number of young families leaving the area is far outpacing the number of young families moving into the area. The report indicates that at least 30,000 ground-related homes and 20,000 apartment homes must be built in the GTA annually to ensure there are enough suitable homes for families with young children to stay here.

SOURCE: MISSING MIDDLE INITIATIVE

SHIFTING DEMOGRAPHICS

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And this report sort of bears it out, which is while we've been doing well on multi-family [housing] in the region, and it has proved to be a significant economic benefit for the region, we do need to make sure that we're providing enough grade-related housing for the next generation, or they're just simply going to leave," BILD senior vice president of communications, research, and stakeholder relations **Justin Sherwood** told *NRU*.

"I don't think that the key takeaway should be that we absolutely need to build 30,000 ground-related houses. I think what we need to say is we need to be able to build 30,000 units a year that are more family-suitable. That can be high-rise, that can be multi-family ... It just needs to be larger than 500 square feet."

With a clear idea of what

needs to be built in order to keep young families and young millennials in the GTA by providing the appropriate housing types, the question then shifts to "How do we get there?" And what can be done by different orders of government to ensure that the right types of housing are being built.

"There is an awful lot of discussion about development charges these days. And one of the things that municipalities and regions can start doing is precisely what Mississauga did, which was to completely waive development charges on larger apartments. In this case, it was for purpose-built rental, but we could be taking a look at how it is that we can incent larger units by using some of the economic levers that we have, such as development charges," Sherwood said.

The **City of Mississauga** released a report from the Mayor's Housing Task Force in January of this year, outlining four key priorities to get more housing built, and some of the actions needed to ensure that those priorities are met are already being rolled out. A motion passed by Mississauga city council on January 29 reduced development charges payable by 100 per cent for all three-bedroom purpose-built rental housing developments with building permits allowing footings and foundations (*See: "Partnerships and Priorities", Novae Res Urbis GTHA, January 29, 2025*).

"There's a few things that we need to do. The obvious one is development charges. When the taxes on building those homes is over \$200,000 before you even get a shovel in the ground, it kind of breaks the economics," Moffatt said.

"Second is legalizing missing middle, gentle density, because the days of being able to get a single-detached home for under a million dollars in York and Peel Region are probably gone, so you're looking at other forms."

"Finally, we need to have a very serious conversation about land issues. Over the last 20 years, we've got very restrictive when it comes to things like urban growth boundaries. And we see it in the data where there's this massive decline in single-detached, semi-detached, and row housing between 2002 and 2010, where we went from

building 30,000 [of these types of homes] per year to building about 15,000 a year. And a lot of that has to do with urban growth boundaries."

Moffatt notes that while protecting farmland and environmentally-sensitive areas is important, there also needs to be a recognition that over the past decade, population growth in the GTA has been occurring much more quickly than anticipated, which has increased the need for space to build homes.

"I think we need to do three things: get the taxes down, use the land that we have more efficiently, but also, open up more land for residential development," said Moffatt.

"That could be land that's earmarked for industrial development, maybe it's switching some of those lands over, those lands for retail and things like that. I think if we do those three things, it goes a long way to dropping costs, because those are the two biggest costs in the GTA, land and taxes."

To read the full Missing Middle Initiative report, please visit the Missing Middle Initiative website [here](#). 🌱

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HAMILTON DESIGN REVIEW PANEL AGENDA

The Hamilton Design Review Panel will consider the following item at its meeting Thursday, March 13 in a virtual session to be hosted on Webex at 1:30 p.m.

1:30 P.M.

166 & 186 Ferguson Avenue North and 203 Robert Street— Hamilton Design Review Panel will undertake review of **B & F Investments (Nova Scotia) Company** and **201 Robert**

Street Company's official plan and zoning by-law amendment applications for 166 & 186 Ferguson Avenue North and 203 Robert Street in Hamilton.

The applicant is proposing a multi-phased high-rise development comprising residential and mixed-use buildings, a central plaza, and woonerf-like interior streets. Seven high-rise buildings ranging from 26 to 30 storeys

would accommodate a total of 2,186 residential units, 1,883 square metres of commercial space, and 1,642 parking spaces.

Presentations will be made

by project team members from **Arcadis.**

2:30 P.M.

Meeting adjourned. 🌿

Counter clockwise from top left:

Map showing the location of the site at 166 & 186 Ferguson Avenue North and 203 Robert Street in Hamilton where B & F Investments (Nova Scotia) Company and 201 Robert Street Company are proposing a multi-phased high-rise development consisting of residential and mixed-use buildings, a central plaza, and woonerf-like interior streets. The Hamilton Design Review Panel will review the proposal for the project at its meeting Thursday, March 13.

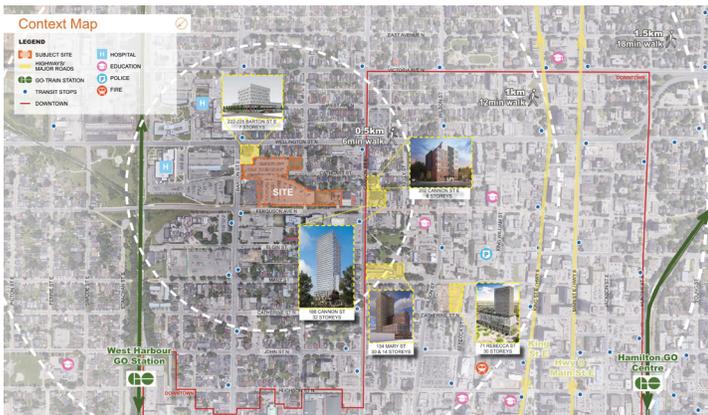
PLANNING CONSULTANT: ARCADIS
SOURCE: CITY OF HAMILTON

Map showing the surrounding context of the site at 166 & 186 Ferguson Avenue North and 203 Robert Street in Hamilton where B & F Investments (Nova Scotia) Company and 201 Robert Street Company are proposing a multi-phased high-rise development consisting of residential and mixed-use buildings, a central plaza, and woonerf-like interior streets. The Hamilton Design Review Panel will review the proposal for the project at its meeting Thursday, March 13.

PLANNING CONSULTANT: ARCADIS
SOURCE: CITY OF HAMILTON

Rendering of B & F Investments (Nova Scotia) Company and 201 Robert Street Company's proposal for 166 & 186 Ferguson Avenue North and 203 Robert Street in Hamilton. The proponents are seeking to create a multi-phased high-rise development on the site, consisting of residential and mixed-use buildings, a central plaza, and woonerf-like interior streets. The Hamilton Design Review Panel will review the proposal of the project at its meeting on Thursday, March 13.

PLANNING CONSULTANT AND ARCHITECT: ARCADIS
SOURCE: CITY OF HAMILTON



IN BRIEF

[CMHC announces successful National Housing Strategy community housing demonstrations initiative program submissions](#)

On Wednesday, March 5, the **Canada Mortgage & Housing Corporation** (CMHC) announced 22 projects that will be awarded government funding from the National Housing Strategy to support efforts to find solutions to increasing affordable housing supply in the community housing sector. Of the successful submissions, five Ontario-based (or partially Ontario-based) projects will be awarded funding through CMHC's Demonstrations Initiative Program. These projects are as follows:

The 'Affordable 360 Association' for projects based in Alberta, Ontario, and Nova Scotia, led by **Map Your Property** in partnership with the **Alberta Seniors**

and **Community Housing Corporation** (ASCHA), the **Centretown Affordable Housing Development Corporation** (CAHDCO), the **Community Housing Transformation Centre** (CHTC)—funding partner through the *Nova Scotia Growth Fund*, the **Nova Scotia Non Profit Housing Association** (NSNPHA), **One Bowl member First Nations**, and **Women's Shelters Canada**.

'A Systemic Approach to Supporting Community Housing Providers' led by **York University** in partnership with the **Residential Construction Council of Ontario** (RESCON) and the **YWCA Kitchener-Waterloo**.

The 'Canadian Housing Affordability Partnership' led by **Social Innovation Canada**.

'Turning Empty Offices into Affordable Co-Living' for projects based in British Columbia, Ontario, and Manitoba, led by **Toboggan Flats** in partnership with **Arcade**

with **Arcologix**, **Art of Co + Co-Liv**, **Chandos Construction**, **Cushman & Wakefield**, **Finalyze**, **McCarthy Tétrault**, **The Mitchell Partnership**, **Urban Land Institute of Canada**, and **Youthful Cities**.

'LEMR Community Housing Acquisition Tool' for projects based in Ontario, led by the **BC Non-Profit Housing Association** (BCNPHA), the **Community Housing Transformation Centre** (CHTC), the **Ontario Non-Profit Housing Association** (ONPHA), and **Purpose Analytics**.

We noted the six Toronto-based projects that were awarded funding through the CMHC National Housing Strategy's Solutions Lab Initiative in last week's *Novae Res Urbis Toronto* on Friday, March 7.

[Essa releases additional residential units guide](#)

The **Township of Essa** has released a new additional

residential units (ARU) guide to help township residents and homeowners navigate the process of incorporating ARUs into their properties. The guide provides homeowners with relevant information about the zoning requirements, building codes, and permits needed to build ARUs legally on their properties, as well as step-by-step instructions on how to design, plan, and register ARUs, including planning ARUs with accessibility features and support for those seeking to age in place. ARUs are permitted in all residential zones in Essa, including agricultural and rural zones. They offer an opportunity to improve housing availability while providing homeowners with additional rental income or solutions to multi-generational living. To learn more about the Township's new additional

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The City of Vaughan is Hiring!

The City of Vaughan is currently seeking a **Senior Planner - Growth Forecasting**.

If you are interested in this position, click [here](#) to review the job posting details.

The application deadline is **March 20, 2025**.

Senior Planner – Aurora Office

Macaulay Shiomi Howson Ltd., a well-respected planning consulting firm serving a broad range of private and public sector clients in Ontario, is seeking a motivated and energetic planner. The successful candidate will have:

- A university degree in urban planning or related field;
- Full Membership in OPPI;
- A minimum of 8 years land use planning experience in Ontario;
- Experience with both development and policy planning an asset;
- Excellent written and verbal communication skills;
- A strong work ethic with an ability to work independently;
- Proficient in Microsoft Office Suite;
- Knowledge of GIS, AutoCAD & SketchUp (or similar) an asset; and,
- Valid driver's license in good standing.

For more details, please see the job ad on the firm's website. Please submit resume & cover letter to: mshmail@mshplan.ca. **Deadline: March 28, 2025**

IN BRIEF

CONTINUED FROM PAGE 12

residential units guide, including the times, dates, and places of upcoming in-person public information sessions on creating ARUs, please visit the Essa

website [here](#). To access the Essa Township Additional Residential Unit Guide, please visit the Township website [here](#). 🌸

Erratum

In the March 5 issue of *Novae Res Urbis* GTHA, the story “Targeting Housing Solutions for Youth: Homelessness Crisis Can Only be Solved by First Addressing Youth Homelessness, Say Experts,” includes incorrect

information about who is eligible to stay in **Youth Without Shelter’s** Helix House. In fact, Helix House’s deeply affordable units are open to anyone over the age of 18 who qualifies for deeply affordable housing. *NRU* regrets the error.

PEOPLE

Last week, the **Royal Architectural Institute of Canada** (RAIC) announced the names of 43 new fellows who will be inducted into the RAIC college for 2025. Among the Ontario-based inductees who practice outside of Toronto are: **Bélangier Salach Architecture** principal **Louis Bélangier** (Sudbury), **David T. Fortin Architect** principal **David Fortin** (Cambridge), **CSV Architects** principal **Darryl Hood** (Ottawa), Ottawa-based architect **Glen D. Milne**, **City of Ottawa** architect and urban designer **Christopher Moise**, and the late **Gerry Pilon** of **Salter Pilon Architecture** (Barrie). The new 2025 fellows will be inducted into the college officially on Tuesday, June 3 at a ceremony at the RAIC

conference in Montreal. In this Friday’s issue of *Novae Res Urbis* Toronto, we will note the new Toronto-based fellows that were announced last week. For more information about the RAIC’s 2025 fellows and honorary fellows, please visit the RAIC website [here](#).

The **Town of Halton Hills** is opting to fill by appointment the ward 2 council seat left vacant by **Joseph Racinsky**. In the February 27 provincial election, Racinsky ran for and won the Wellington—Halton Hills seat to become member of provincial parliament (MPP) for the riding under the **Progressive Conservative Party of Ontario**. At its March 3 meeting, Halton Hills council voted unanimously

to appoint the first-runner up to Racinsky in the 2022 municipal election, **Matt Kindbom**, rather than hold a by-election for the ward 2 seat, which would be much more costly and time-consuming. Kindbom is expected to be sworn into the position on Monday, March 24. He will serve in the role until the next municipal election in October 2026.

Region of Waterloo council voted almost unanimously last week to fill by appointment the Kitchener seat left vacant by former Waterloo regional councillor **Rob Deutschmann** earlier this year. Deutschmann resigned his seat on regional council in January to run as a **Liberal Party of Ontario** candidate in the February 27 provincial election.

At regional council last week, Kitchener Mayor **Berry Vrbanovic** introduced a motion to appoint to vacant regional seat the first runner-up to Deutschmann in the 2022 municipal election, a candidate who lost to Deutschmann then by a slim 388 votes. That first runner-up was **Matt Rodrigues**, a senior planner with the **City of Kitchener** who will take a leave of absence with the City to take on the role of regional councillor for Waterloo. A by-law confirming his appointment will be introduced by regional council on Thursday, March 13, and Rodrigues is expected to begin serving in the role by the end of the month.