

York Region growth scenario

STICKING TO THE MINIMUM

By Geordie Gordon

Rejecting staff's preferred growth scenario, York Region committee of the whole indicated its unwillingness to commit to a higher intensification target than the provincial prescribed minimum as the region plans for growth to 2041. Instead it directed staff to provide more detailed analysis on a growth scenario with a lower intensification rate.

Previously council had directed staff to study three growth scenarios—40 per cent, 50 per cent and no urban expansion. However staff recommended an intensification rate of 45 per cent, which is higher than the Growth Plan's prescribed minimum of 40 per cent, as a way to balance the objectives of the York Region Official Plan and realities of the housing market.

York Region planning and economic development vice chair and Markham regional councillor **Joe Li** explained that the building industry is looking to keep the intensification rates at the provincial minimum to give it greater flexibility when it comes to what housing types are

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Economic health top campaign issue

VOICE FOR UXBRIDGE

By Leah Wong

When Uxbridge Ward 3 voters head back to the polls November 23, they will have a wide range of candidates to consider supporting for local councillor.

Eight candidates have put their name forward to replace **Pat Mikuse**, who died in July. This includes two former councillors—Ward 2 councillor **Ted Eng** and Ward 1 councillor **Bev Northeast**. Eng contested the mayoral race in October 2014 and lost, while Northeast was defeated in her local race. **Dave Barton, Dave Granic, John Haddock, Bob Harrison, Lynn Klages** and **Mike Whiston** are also in the running.

For residents in the ward the big concern is recent property tax increases that have come without an increase in local services.

"We need to be careful with every dollar and look at whether it makes sense to outsource things like snow removal and if we need as many full-time employees [at the town] right now," Barton told *NRU*.

The challenge for Uxbridge council is that a large portion of the local taxes collected go to Durham Region. In addition to keeping the town's budget in line,

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UPCOMING DATES

NOVEMBER 11

Mississauga Council, 9:00 a.m.

Hamilton Council, 5:00 p.m.

Georgina Council, 7:00 p.m.

NOVEMBER 12

York Region Committee of the Whole, 9:00 a.m.

Halton Region Council, 9:30 a.m.

NOVEMBER 16

Mississauga Planning and Development Committee, 7:00 p.m.

Richmond Hill Committee of the Whole, 4:30 p.m.

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

Halton Hills Council, 6:30 p.m.

King Council/Committee of the Whole, 6:00 p.m.

Newmarket Council, 7:00 p.m.

Ajax Community Affairs and Planning Committee, 7:00 p.m.

Brock Council, 10:00 a.m.

Clarington Council, 7:00 p.m.

Scugog Council, 6:30 p.m.

Brampton Planning & Infrastructure Services Committee, 1:00 p.m.

Pickering Council, 7:00 p.m.

Oakville Council, 7:00 p.m.

Markham Development Services Committee, 9:00 a.m.

NOVÆ res urbis
GREATER TORONTO AREA EDITION

Private member's bill for RPPs

STRENGTHENING TITLES

By Geordie Gordon

A private member's bill intended to strengthen the titles used by professional planners in Ontario, is anticipated to be introduced in the legislature early next year.

Etobicoke-Lakeshore MPP **Peter Milczyn**, who has been working with the **Ontario Professional Planners Institute** over the past several months, told *NRU* that the proposed legislation will serve to maintain the integrity of the profession by regulating the titles used by professional planners. The final list of titles that could be protected by the legislation has not yet been finalized.

"You have many different forms of [titles] for planners, there's land use planners, municipal planners. What the bill is proposed to do is better codify what the name is, and whether that name actually means that it's a professional planner, [who] has the right education and is accredited and subscribes to a professional code of ethics," Milczyn told *NRU*.

OPPI professional regulation strategy group chair and **Dillon Consulting** partner **Ann Joyner** says the legislation would benefit the public by ensuring that planners who refer to themselves as such have made an ethical commitment to serving the public good as set out in the OPPI Professional Code of Practice.

"The idea is that all individuals who identify themselves as planners will be trained and subject to the high degree of oversight, and perhaps more importantly, ethical commitment to make decisions that reflect the public good. So that's where we think we're bringing greater certainty," she said.

Milczyn says while the proposed legislation will not change the way that the profession is regulated, it should still provide greater clarity for the public by restricting the titles used by professional planners.

"It's not about regulating the profession the way architects or engineers or other professions are, it's not creating a college, it would still be a voluntary association, but it would simply better define the term planner and give the public a little bit more certainty about who they're dealing with. So it [would] prescribe that a member of the [institute] could use a particular term [to identify as a] professional planner," he said.

Joyner says that the legislation represents progress in the regulation of the planning profession in Ontario.

"It is something that we think is important and reflects a logical next step in terms of professional planning," she said.

The bill is expected to be introduced early in 2016. [nrui](#)

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CITY OF TORONTO • GREATER TORONTO • VANCOUVER

Mississauga seeks urban solution

PARKLAND DEFICIENCY

By Leah Wong

The City of Mississauga is seeking a creative, urban solution to address its downtown parkland deficiency as the city prepares for 57,000 new residents in its core over the next 25 years. To maintain the current standard city needs at least 13.7 hectares of new parkland by 2041.

At its meeting last week Mississauga general committee endorsed a strategy for the city’s downtown growth area. The strategy identifies how much open space is needed downtown and establishes a hierarchy of park spaces to address that need.

“We need to explore all opportunities, be creative and find these slivers [of parkland] and parkettes. That’s the way I think it needs to go in continuing to urbanize this centre,” Ward 4 councillor **John Kovac** told committee.

Mississauga planner **Anne Farrell** said challenges to meeting the minimum targets include the availability of land that the city can purchase, land value, competing development pressures and the desire of property owners to sell. To address these challenges staff are recommending a parkland system comprising various sized parks to meet the targets.

“We’re not looking for large green pieces of parkland everywhere, we’re looking for that diverse hierarchy—small spaces, medium spaces and large spaces,” said Farrell.

The city retained **Planning Partnership** and **TCI Management consultants** to develop the parkland strategy for the city’s downtown growth area—Downtown Core, Downtown Fairview, Downtown Cooksville and Downtown Hospital. Planning Partnership consultant **Ron Palmer** told committee that a different planning approach is needed for urban parks, as they typically are more diverse and flexible, while the suburban park system comprises big, green spaces.

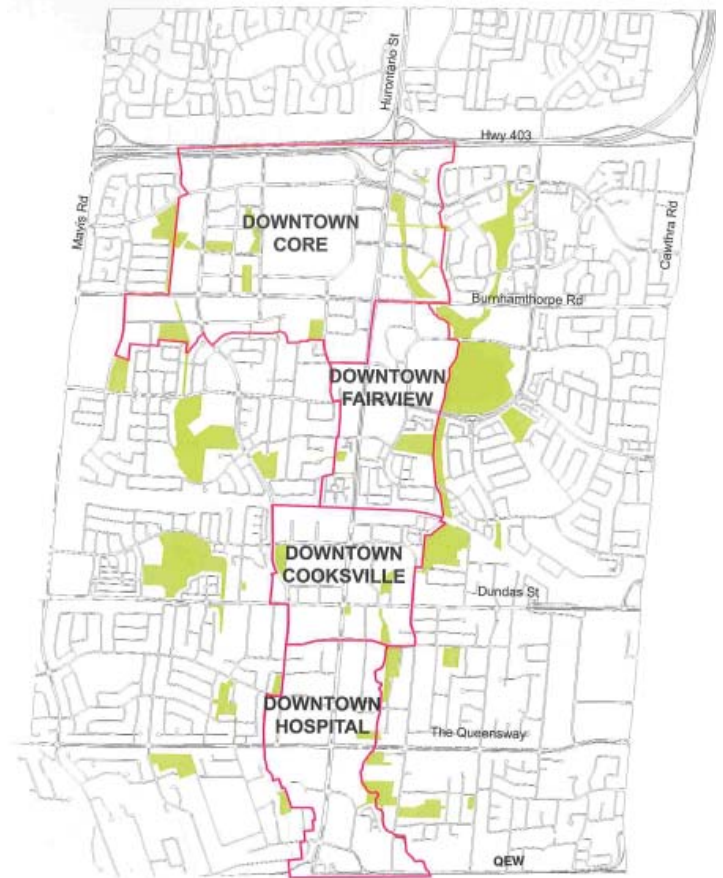
“We’re looking at an approach to parkland planning that is focused on the urban context that is evolving,” said Palmer. Residents who chose to live downtown typically do so because they want to have access to cultural amenities, job opportunities and public transit. “That is a different kind of Mississauga from 30 years ago.”

Some councillors say Mississauga is not aiming high enough when it comes to green space with parkland only comprising about 3 per cent of the land in Mississauga’s downtown. A study of existing and planned urban centres



Community Common Park in downtown Mississauga

SOURCE: JANET ROSENBERG & STUDIO AND CITY OF MISSISSAUGA



Parkland in the Mississauga downtown growth area

SOURCE: CITY OF MISSISSAUGA

Connecting Mississauga

PUBLIC TRANSIT RENAISSANCE

By George Liu

The end of greenfield development in the City of Mississauga means planners must intensify land use in order to achieve future growth. As developers build up instead of out, Mississauga is making large investments in rapid transit to keep people moving by economizing on increasingly scarce road space.

“When we look back at the Greater Toronto Area and the City of Mississauga a century from now, it will be said that this period ushered in a public transit renaissance,” said **Mississauga** mayor **Bonnie Crombie** at the November 9 Mississauga Moves 2015 summit. “In April, Premier Wynne’s government announced the Hurontario-Main LRT would be fully funded, amounting to \$1.6-billion... The LRT is a game changer here in Mississauga. It will be the single largest investment in Mississauga’s history, and it is truly transformational.”

Poulos & Chung partner **Nick Poulos** sees tremendous ridership potential for the Hurontario corridor.

“The Hurontario LRT is one of the critical corridors... 28 per cent of people who board a GO train every morning walk to [the Port Credit] GO station... You can imagine [the increase in ridership] when the Hurontario LRT terminates at this location.”

While the Hurontario LRT will terminate at the Brampton Gateway at Steeles Avenue as a result of Brampton council’s decision to reject the downtown section of the LRT, this isn’t deterring Mississauga in its plans to connect into the

regional transit network.

Crombie told participants that staff are currently examining the Dundas Street corridor—from Oakville to the Toronto border—to determine what type of higher-order transit is needed to rejuvenate that stretch: BRT or LRT.

“The current project is the Mississauga Transitway. The next project will be the Hurontario LRT, and the next, next project will be the Dundas Rapid Transit,” Mississauga Dundas Corridor strategic leader **Andrew Miller** told *NRU*.

“We have run out of greenfield land in Mississauga, and the city is now doing infill development. There is a synergistic relationship between higher density and rapid transit, and the goal of rapid transit is to unlock the development potential of the Dundas corridor... The [Dundas corridor] connects major trip generators. A future rapid transit line would be anchored by Kipling subway station to the east, connecting with Dixie GO station, a planned [Regional Express Rail] stop at Cawthra Road, Cooksville GO station, the planned Hurontario LRT and the University of Toronto Mississauga.”

The city has retained **AECOM** for the Dundas Connects project, which is currently in the study and public visioning phase. The recommendations are scheduled for council consideration in fall 2017.

George Liu is a freelance transportation reporter on assignment with NRU.

PARKLAND DEFICIENCY

CONTINUED FROM PAGE 3

in comparable municipalities shows they average 9.6 per cent parkland. Even within Mississauga there is a differential in parkland levels between downtown—0.24 hectares per 1,000 people—and the rest of the city—1.2 hectares per 1,000 people.

“We need a couple of hundred acres [of open space] to be below average,” said Ward 7 councillor **Nando Iannicca**. “I want to be clear on that. We’re aspiring to be below average relative to all of these other cities.”

Farrell told committee that staff are trying to take a proactive approach to parkland, as it will become more difficult to reach parkland targets in the future.

“Land is never going to be cheaper than it is today,” said Farrell. “We don’t want to be putting this off for 20 to 25 years.”

Council has not committed any dedicated funding to implement the strategy. This will occur through annual the business plan and budget process.

STICKING TO THE MINIMUM

CONTINUED FROM PAGE 1

built. This influenced the committee's decision to study the lower intensification option further.

"The [building] industry was thinking, if you put 45 per cent, does it mean more townhouses, more condos and all those things. They would still love to have some kind of leeway to build the single-detached [homes]...What they are arguing is the provincial government is asking for 40 per cent, why would we try to go beyond that?" he told *NRU*.

Surprised by the committee decision, **Urban Land Institute** executive director **Richard Joy** told *NRU* in an email he was disappointed that York Region did not embrace a higher intensification rate at its committee meeting. He also highlighted the fact that there was a review underway and the provincial minimum could change.

"York Region's urban intensification ceiling appears to be the province's 10-year old intensification floor. All eyes are now on the Crombie Report and whether the province will raise its floor during the legislative Growth Plan review."

York Region policy, research and forecasting manager **Paul Bottomley** says that based on the analysis done on the three scenarios, a compromise between the 40 per cent and 50 per cent scenarios represents a good balance of objectives.

"We went through an extensive analysis exercise, so we looked at land use planning, infrastructure planning, fiscal analysis, and the market piece was the final piece. And from all of that work, it was staff's opinion that the 45 per cent, [offered a] balance between the goals in the official plan, vision 2051 and the growth plan with the market and fiscal analysis. We thought that 45 was an appropriate balance."

Bottomley also cautioned that while the committee did not adopt staff's recommendation at its November 5 meeting, the 45 per cent scenario is not completely off the table.

"[Committee] didn't vote against it, they are asking us to do a comparison [of] the 45 [and] the 40, so they want us to do some more work and analysis and come back with more detail between the two."

Staff warn, the committee's decision may impact the timing of the growth plan conformity amendment which has to be completed by June 17, 2018.

"We do have a prescribed schedule that we've been working on for the last year or so, and we were intending to bring back a recommended scenario in the second quarter of 2016 ...,"

We're trying to figure out now exactly what that's going to mean in terms of whether there's going to be some delay on this or not. We don't know for sure yet," Bottomley said.

The committee of the whole recommendations will be considered by regional council at its November 19 meeting.

York Region initiated a municipal comprehensive review in 2014 to ensure that the region conforms to the updated 2041 growth forecasts in Amendment 2 of the Growth Plan. The review, still ongoing, resulted in the formulation of three draft growth scenarios for the region and nine local municipalities, a process that was completed in April. (See the July 29 edition of *NRU* for a full breakdown of population and employment targets.)

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VOICE FOR UXBRIDGE

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candidates said councillors need to push for change at the region.

Granic suggests the region look at a discrete mill rate for Durham's northern townships—Uxbridge, Scugog and Brock—so they are taxed more fairly. This would require these smaller municipalities working together to have a bigger voice at the region.

“We don't have that many strong voices. If all three townships wanted to get anything done, they [only] have six votes, which means they need to get support from the rest of the region,” Whiston told *NRU*. “[The rest of the region] doesn't have the same issues as we do.”

Residential property owners are not the only ones feeling the tax crunch in Uxbridge. Businesses are also concerned with recent increases.

Minimal growth is expected in Uxbridge, so local businesses cannot increase sales to offset increased taxes, local business owner Granic told *NRU*. As a result businesses have had to cut staff.

Candidates said the town's tax base needs to be diversified through economic development initiatives. For example, Eng told *NRU* he wants to bring more industrial business investment to the area. This would help to lower taxes.

“You have to have a thriving business sector instead of the residential [side] paying all of the taxes,” said Eng. He said residential properties account for 90 per cent of property tax revenue in the town.

One service the town lacks is access to high-speed internet. With limited future growth projected in the town, telecommunications companies have been hesitant to improve services in the area.

“For people that want to work from home, without the internet it's very difficult for them to work efficiently or [connect remotely] to an office,” said Barton. “The services they can get are inadequate.”

Barton said the ward councillor should be lobbying the telecommunication companies to put together a business case to service the area. He suggested the councillor could work with local residents and businesses to put pressure on these companies and encourage them to invest in the area.

In addition to limited internet services, many residents do not have municipal water and sewage systems. Candidates agree that the lack of services is making it difficult to attract new businesses to Uxbridge.

“People should be able to live and work within our communities, but Uxbridge lacks the necessary infrastructure and the long-term plans to attract and retain businesses,” Haddock told *NRU*.

Granic said property owners have to deal with wells and septic systems, a lack of high-speed internet and a limited workforce, all while paying higher development charges than neighbouring municipalities.

“How do we attract businesses to town?” said Granic. “Everyone is kind of hoping that [more] businesses will be the solution, and I'm thinking, if we're going to wait for businesses to show up in that kind of a climate, they're never going to come.”

Everyone is kind of hoping that [more] businesses will be the solution, and I'm thinking, if we're going to wait for businesses to show up in that kind of a climate, they're never going to come.

• Dave Granic

Uxbridge is located within the Greenbelt and Oak Ridges Moraine and with limitations on new development, Northeast said the town needs to think up other ways to bring in more money. She suggests focusing on the town's downtown and expanding it onto the side streets to create a higher concentration of local businesses. Rezoning properties on these streets would allow the town's entrepreneurs to open up small boutiques, creating a more diverse business community.

To attract more people to Uxbridge, she says the town needs to brand the downtown better.

“No one has ever bothered to come in with a [better] branding,” said Northeast. “We need something that says, ‘this is the downtown, this is unique and this is what we're all about.’”

Whiston said the town should be investing more into its tourism sector to attract more people to Uxbridge. Though the town approved a three-year tourism business plan, intended to be funded by the town and **Central Counties Tourism Authority**, there has been no financial commitment from the town.

The town has a lot of tourism potential, with attractions such as the former home of author Lucy Maude Montgomery, the Thomas Foster memorial and the York-Durham Heritage Railway, but more effort needs to be put into promoting the town as a destination, said Whiston. [nrU](#)

GTA IN BRIEF

OPPI Planning Awards

Last week the **Ontario Provincial Planners Institute** announced the 2015 winners of its excellence in planning awards.

In the category of Municipal Statutory Planning Studies, Reports and Documents the award went to the **Town of Oakville** for its comprehensive zoning by-law review known as “inZone.” The Community Planning and Development Studies/Reports award went

to the **Toronto and Region Conservation Authority** for The Living City Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority.

Inclusionary zoning may not be necessary in Ontario

A [report](#) recently released by Ryerson’s **Centre for Urban Research and Land Development** concludes that inclusionary zoning may not be necessary to provide affordable housing in the Greater Golden

Horseshoe as it duplicates *section 37* provisions of the *Planning Act*. Moreover, municipalities can enhance housing affordability in the GGH by increasing the supply of serviced sites for all types of housing units and encouraging the creation of second units in the existing stock of single-detached houses.

Authored by Dr. **Frank Clayton** and research assistant **Geoff Schwartz** the report examines the effectiveness of inclusionary zoning which reserves a

percentage of affordable housing units within new developments that require re-zonings and frequently offers density trade-offs to offset the cost of providing affordable units.

10 years to end homelessness

The **Ministry of Municipal Affairs and Housing** released a [report](#) October 28 regarding the provincial government’s plan to end chronic homelessness within 10 years. Prepared by the provincial Expert Advisory

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MONTROSE ROAD

NIAGARA FALLS | ONTARIO

RESIDENTIAL DEVELOPMENT LAND OPPORTUNITY

LOCATION: Montrose Road north of Mcleod Road

ACREAGE: 4.51 acres (irregular)

FRONTAGE: 579.4 feet

DEPTH: 469.4 feet

ZONING: Holding Residential Apartment 5C Density Zone - R5C-012 (H)

PERMITTED USES:

- Apartment dwellings
- Townhouse dwellings
- Group dwellings

CURRENT CONCEPT: 176 residential units

ASKING PRICE: **\$3,750,000.00**





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GTA IN BRIEF

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Panel on Homelessness, the report acknowledges the complexities of homelessness and the actions required to eradicate it in the next decade. It recommends adopting a shared definition of homelessness to build a common language and understanding of the problem, committing \$10-million over two years in targeted funding from the Local Poverty Reduction Fund, requiring municipal enumeration to gather data about homelessness, and prioritizing provincial actions to reduce homeless

among youth, Aboriginals, those chronically homeless and those in transitioning from provincially-funded institutions and service systems.

[Ontario passes Invasive Species Act](#)

The *Invasive Species Act*, which received royal assent November 3, is intended to support the prevention, early detection, rapid response and eradication of invasive species in Ontario. The act also gives Ontario the tools to ban the possession and transportation of certain

invasive species, allows for earlier intervention and rapid response to keep invasive species from spreading and helps ensure compliance through modernized inspection and enforcement measures.

[CIP Task Force update](#)

The **Canadian Institute of Planners** FutureFORWARD Task Force published a [report](#) November 6 identifying options for a governance model and supporting financial framework to sustain the institute as a

national organization that promotes and advances the values of planning in Canada.

Among the 30 recommendations offered by the task force are the following five core recommendations:

- Establish a governance model that creates broader representation and participation for CIP council members.
- CIP members should continue to be voting members on decisions affecting the organization

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5081 HURONTARIO ST | MISSISSAUGA, ONTARIO

PREMIER RESIDENTIAL DEVELOPMENT OPPORTUNITY

LOCATION	East side of Hurontario Street, just north of Eglinton Avenue East
ACREAGE	Approximately 2.98 acres
ZONING	H-RA5-44 High Density Residential Exception 44
OFFICIAL PLAN	Residential High Density with site specific policy
FRONTAGE	Approximately 345 feet along Hurontario Street, 375 feet along Armdale Road
INVESTMENT HIGHLIGHTS	<ul style="list-style-type: none"> • Zoned and Official Plan approved for 866,753 square feet of residential GFA including 1,077 units with heights up to 30 storeys • Close proximity to a wide variety of commercial uses including 3 banks, an LCBO, a number of restaurants and a grocery store within walking distance • Superb access to public transit including MiWay busses and the future Eglinton Stop on the Hurontario-Main LRT • Located nearby Highways 401 and 403
ASKING PRICE	\$26,000,000
SUBMISSION DATE:	Friday, November 27, 2015 BY 12:00 PM (ET)

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GTA OMB NEWS

Appeal against Brampton home addition dismissed

In an October 9 decision, board vice-chair **James McKenzie** dismissed an appeal by **Carrie Plowman** against the **City of Brampton** committee of adjustment's approval of minor variances for **Nick Lally, Raj** and **Saato Gohtra's** property at 68 Nanport Street. Lally and the Gohtras sought the variances to build a two-storey, front addition on the existing dwelling.

Plowman opposed the application arguing that if the variances are authorized it will create a monster home that will dominate the streetscape. She said that the home would not fit with the character of the neighbourhood and raised concerns about the approval setting a dangerous precedent.

City planner **Dana Jenkins** provided evidence in support of the proposal. She testified that the proposed addition achieves a city-wide urban design goal of bringing front porches closer to the street. She said that the variances will result in a development that is compatible with the surrounding residential uses and no adverse impacts will be created.

Agreeing with the testimony by Jenkins, the board dismissed Plowman's appeal and authorized the variances subject to the conditions imposed by the committee of adjustment.

The solicitor involved in this decision was **Nupur Kotecha** representing the City of Brampton. (See *OMB Case No. PL150368*.)

Richmond Hill parking ZBL settled

In an October 23 decision, board vice-chair **Karlene Hussey** dismissed an appeal by **678280 Ontario** against the **Town of Richmond Hill's** approval of a zoning by-law amendment for **1667973 Ontario** and **Al Lalani**. The zoning by-law amendment reduced the required number of parking spaces on the property at 10454 and 10456 Yonge Street and added spaces within the Levensdale Road and Yonge Street rights-of-way. 678280 objected to the proposal because one of the parking spaces encroached on its property located at 4-6 Levensdale Road.

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LAND SERVICES GROUP

DOWNSVIEW LANDS | STANLEY GREENE PHASE 2

PREMIER RESIDENTIAL DEVELOPMENT OPPORTUNITY

LOCATION
Stanley Greene Phase 2. Northeast of Keele Street & Wilson Avenue to the west of the rail line.

ACREAGE
12.27 acres

OFFICIAL PLAN
Neighbourhoods and Apartment Neighbourhoods through Downsview Area Secondary Plan

EXISTING ZONING
A - Airport Hazard Area Zone

PROPOSED ZONING
RM1(x) and RM5(x) - Multi-family Residential Zone

INVESTMENT HIGHLIGHTS

- Draft Plan application submitted for 225 townhouse units including 166 traditional townhomes and 59 stacked townhomes (including 23 affordable housing units as per the Secondary Plan)
- Close proximity to Yorkdale Shopping Centre, York University, Humber River Hospital and Highway 401
- Excellent access to transit with buses along Keele Street and Wilson Avenue and subway access at Wilson Station to the east as well as future Downsview Park TTC/GO Station to the north within walking distance
- Close proximity to wide range of green space including Downsview Park, Downsview Dells Park, Northwood Park and Stanley Greene Municipal Park
- Adjacent to Urbancorp and Mattamy's Stanley Greene Phase 1 development
- Approved zoning and draft plan of subdivision to be included as condition of sale and delivered at closing. Parkland dedication and stormwater requirements have been met through conveyance from Phase 1.

SUBMISSION DATE
MONDAY, NOVEMBER 30TH, 2015 at 12:00 PM (ET)

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GTA OMB NEWS

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All three parties have since reached a settlement involving minor revisions to the proposal. Planner **Jim Kotsopoulos (JKO Planning Services)** provided evidence in support of the settlement testifying that the minor revisions maintain the intent of the original approval and represents good planning.

The board agreed with the evidence presented by Kotsopoulos and approved the settlement.

Solicitors involved in this decision were **Lauren Chee-Hing (Aird & Berlis LLP)** representing 678280 Ontario Limited, **Jason Cherniak (Cherniak Law Professional Corporation)** representing 1667973 Ontario Corp. and Al Lalani and **Antonio Dimilta** representing the Town of Richmond Hill. (See OMB Case No. PL150793.) 

GTA IN BRIEF

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and directly elect their representatives to the fullest extent possible.

- Develop a new National Core Member Services Framework focused on professional development, knowledge sharing and support to the profession, advocacy and outreach and international engagement and support.
- Develop a Financial Framework that establishes a five-year timeframe to invest in rebuilding the organization including: creation of a Stabilization & Strategic Investment Fund comprising a special assessment membership fee increase and a planned and partial draw down of reserve funding.
- Engage members to define the values of planning in Canada and the agenda for national

and international planning policy priorities.

PEEL

[Apartments and townhouses proposed in Mississauga](#)

Mississauga planning and development committee considered an information report at its meeting October 26 regarding an application for official plan and zoning by-law amendments by **Gordon Woods Development** for its property at 2114, 2124 and 2130 Hurontario Street and 2095-2143 Grange Drive. Gordon Woods is proposing to build two apartment buildings of 32 and 25 storeys comprising 545 units with retail commercial uses on the ground floor as well as 49 back-to-back townhouses. Staff will bring forward a

final recommendation report upon receipt of all agency and public comments.

[Business employment uses proposed on Dixie](#)

At its October 26 meeting, **Mississauga** planning and development committee considered an information report regarding a rezoning application by **Leonard Regina, Joan Pighin** and

Michelle Regina to permit business employment uses on the property at 6900 Dixie Road. The applicant is considering developing a self-storage facility but the plans are not finalized. A final recommendation report will be brought forward upon receipt of all agency and public comments. 

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