

# onthemarket

The new home market is experiencing a resurgence in sales volumes since the beginning of the pandemic. Hawthorne South Village by Mattamy Homes leads all builder sites with 90 sales in June 2020.

Other notable sales numbers were achieved at Unionville by Minto Homes with 71 sales, Yonge and Go by Pratt Homes with 61 sales, Urban North Townhomes by Pace Developments with 61 sales and The Arthur by Treasure Hill Homes with 32 sales.

The increase in sales numbers can be attributed to pent up demand, urgency to purchase, decreasing inventory supply, buyers regaining confidence in the economy, as well as affordable product in growth communities.

Examples of notable sites are: The Arthur in Maple by Treasure Hill Homes; Stonebury Gates in Ajax by Coughlan Homes; Shining Hill in Aurora by Townwood Homes; Kleinburg Hills by Countrywide Homes; and, Kingscrest Estates in Oakville by Fernbrook Homes.



**Aurora**  
Shining Hill  
Townwood Homes

Prices range from \$818,000 to \$858,000 for 2,576 sq. ft. to 2,736 sq. ft. Townhomes  
<http://townwoodhomes.com>



**Kleinburg**  
Kleinburg Hills  
Countrywide Homes

Prices range from \$1,632,990 to \$1,860,990 for 2,911 sq. ft. to 4,049 sq. ft. Detached homes on 50' lots  
<http://countrywidehomes.ca>



**Oakville**  
Kingscrest Estates  
Fernbrook Homes

Prices range from \$3,350,000 to \$3,900,000 for 5,336 sq. ft. to 6,581 sq. ft. Detached homes on 100' lots  
<http://kingscrestestates.com>



**Maple**  
The Arthur  
Treasure Hill Homes

Prices range from \$929,900 to \$1,039,900 for 1,707 sq. ft. to 1,972 sq. ft. Townhomes  
[www.treasurehill.com](http://www.treasurehill.com)



**Ajax**  
Stonebury Gates  
Coughlan Homes

Prices range from \$719,990 to \$1,232,490 for 1,902 sq. ft. to 2,872 sq. ft. Townhomes  
[www.coughlanhomes.com](http://www.coughlanhomes.com)



With transit-oriented projects, residents will have the added bonus of having transit literally at their doorsteps, thereby reducing vehicle traffic and congestion on our roadways.

## Taking transit-oriented development in the right direction



RICHARD LYALL  
RESCON

The Ontario government is on the right track, so to speak, by introducing sweeping new legislation that would make it easier to build housing next to or on top of transit stations in the GTA.

This is something that's long-overdue and will certainly provide an economic lift as the province attempts to rebound from the COVID-19 pandemic.

The benefits of such transit-oriented projects would be tremendous and are even more important during a time like this. Development around transit nodes will create jobs for the construction industry and increase the supply of housing, which is so desperately needed to keep up with growth.

The economic benefits of the legislation, dubbed the COVID-19 Economic Recovery Act, can not be understated. It will spur billions of dollars in construction and development and boost economic activity.

The legislation would make it easier to build communities atop or adjacent to transit stations along the routes of the province's four priority subway projects — the Ontario Line, the Scarborough subway and the proposed Eglinton West LRT and Yonge North subway extensions.

Instead of having transit stations built in isolation,

they'd be a fully integrated part of the communities. This will allow the build of higher-density, mixed-use communities that are connected to the stations.

In other words, residents will have the added bonus of having transit literally at their doorsteps, thereby reducing vehicle traffic and congestion on our gridlocked roadways.

Just as important, though, this will no doubt result in taxpayer dollars being saved. Buildings and transit stations will share infrastructure, thereby leading to cost savings.

In essence, the building and development industry would be making significant contributions to the cost of building the transit.

As part of this ambitious plan, the government will have more flexibility to enter into new commercial agreements with partners like developers and landowners to build transit-oriented communities.

Again, a win-win.

The aim is to have the communities provide a mix of housing — including affordable housing which is desperately needed in the GTA — as well as provide services and amenities like day cares and recreational spaces.

The Ontario Line, which would run from Ontario Place to the Ontario Science Centre, will have 15 proposed stations, the Eglinton West LRT will have seven, the Scarborough subway will have three, and there will more on the Yonge North extension as well.

This creates the opportunity to build thousands of homes at more than 25 more locations in the GTA. That's a very positive development.

Other jurisdictions around the world have embraced this concept. In Australia, Sydney Metro is allowing developers to build stations in exchange for the rights to develop on top of them. Closer to home, Vancouver's TransLink has established a real estate division that negotiates similar agreements.

Research done by the Ontario Real Estate Association in partnership with Ryerson University supports the concept of such builds.

A report done in 2019 indicates that transit corridors have untapped development potential and transit-oriented communities are key to unlocking more housing.

The research also indicates that the province needs to build 75,000 new homes per year over the next 24 years to keep up with population growth but has averaged 63,000 over the last 24 years.

That means, in other words, that we're short 12,000 units per year on average.

To spur these projects on, the province is establishing an exemption from the Hearing of Necessity process.

Such hearings merely add months of red tape and construction delays to projects. According to the province, they can add five months to the approvals process for transit projects.

Removing transit-node projects from these measures would permit the province to undertake technical investigations and prepare construction sites in consultation with landowners more quickly.

This will certainly clear roadblocks to construction of housing in Toronto. Transportation Minister Caroline Mulroney has signaled that the government is still going to respect property rights, negotiate in good faith and treat people fairly, but it's not going to spend 12 months getting permission to remove a tree. The province has said it will work with municipalities to expedite construction.

If passed, this legislation will dramatically alter the relationship between transit and housing — for the better, in my opinion. So, we're definitely heading in the right direction.

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