

Clause 16 in Report No. 12 of Committee of the Whole was adopted by the Council of The Regional Municipality of York at its meeting held on September 20, 2018 with the following addition:

- 127 It was moved by Mayor Pellegrini, seconded by Mayor Van Bynen that Council receive the communication from Susan Rosenthal, Davies Howe LLP on behalf of Yonge Green Lane GP Inc. dated September 18, 2018 refer it to consideration of Clause 16 of Committee of the Whole Report No. 12.

Carried

16

Green Lane Secondary Plan

Amendment No. 4 to the Town of East Gwillimbury Official Plan

(The deputation request by Malone Given Parsons Ltd. was withdrawn on August 31, 2018.)

Committee of the Whole recommends:

1. Receipt of the communication from Jack Wong, Malone Given Parsons LLP dated September 4, 2018.
2. Adoption of the following recommendations contained in the report dated August 17, 2018 from the Commissioner of Corporate Services and Chief Planner:
  1. Regional Council approve Amendment No. 4 to the Town of East Gwillimbury Official Plan, 2010, subject to the modifications outlined in Attachment 1.
  2. The Director of Community Planning and Development Services be authorized to issue notice of Regional Council's decision.
  3. Staff be authorized to appear before the Local Planning Appeal Tribunal in support of the Region's decision, if required, and the Regional Solicitor or designate, be authorized to execute Minutes of Settlement, if appropriate.

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Report dated August 17, 2018 from the Commissioner of Corporate Services and chief Planner now follows:

## 1. Recommendations

It is recommended that:

1. Regional Council approve Amendment No. 4 to the Town of East Gwillimbury Official Plan, 2010, subject to the modifications outlined in Attachment 1.
2. The Director of Community Planning and Development Services be authorized to issue notice of Regional Council's decision.
3. Staff be authorized to appear before the Local Planning Appeal Tribunal in support of the Region's decision, if required, and the Regional Solicitor or designate, be authorized to execute Minutes of Settlement, if appropriate.

## 2. Purpose

This report recommends approval of Amendment No. 4 to the Town of East Gwillimbury Official Plan, 2010, subject to the modifications in Attachment 1. Amendment No. 4, known as the Green Lane Secondary Plan ("the secondary plan"), adds detailed policies to the Town's Official Plan to guide future development of a new community along the Green Lane Corridor.

## 3. Background

The secondary plan area includes the Green Lane Regional Corridor, East Gwillimbury GO Station and two Major Local Centres

The secondary plan is defined by the southern municipal boundary of the Town of East Gwillimbury, Leslie Street to the east, west of Yonge Street extending to the Greenbelt boundary, and generally 800m north of Green Lane (Attachment 2). The secondary plan area is approximately 630 hectares (1,557 acres) and includes a significant portion of the Green Lane Regional Corridor, the East Gwillimbury GO Station and two Major Local Centres at the intersections of Yonge Street and Green Lane, and 2<sup>nd</sup> Concession and Green Lane.

The secondary plan area was added to York Region's Urban Area by Regional Official Plan Amendment No. 1

The secondary plan area is part of a larger area (Attachment 3) approved for new urban growth during York Region's growth management exercise in 2010. York

## Green Lane Secondary Plan

### Amendment No. 4 to the Town of East Gwillimbury Official Plan

Region Official Plan Amendment 1 (ROPA 1) added the lands to the Urban Area in the York Region Official Plan 2010 (ROP) as part of the Designated Greenfield Area and a New Community Area.

The York Region Official Plan requires secondary plans for New Communities

Policies of the ROP require the preparation of a secondary plan for New Community Areas. The secondary plan must comprehensively plan each community, in a coordinated manner, to achieve a compact mix of uses and a range of housing types, with high quality urban design including well designed built form, and pedestrian oriented walkability that incorporates a variety of community and human service needs.

The Town of East Gwillimbury adopted the Green Lane Secondary Plan in April 2018 and Regional approval is required

Council of the Town of East Gwillimbury adopted the secondary plan on April 17, 2018. The secondary plan adds policies throughout the Town of East Gwillimbury Official Plan that provide additional land use and infrastructure policy direction, and adds a new land use schedule for the secondary plan area. York Region Council is the approval authority for this OPA.

Due to recent *Planning Act* updates, York Region has 210 days to make a decision on this secondary plan following which it can be appealed to the Local Planning Appeal Tribunal (LPAT) for non-decision by York Region. The 210 day deadline is November 28, 2018. In the event of a LPAT appeal of a decision by Regional Council, such an appeal may only be made on the grounds that the decision is inconsistent with and / or does not conform to applicable provincial plans or official plan policies. A detailed analysis of the secondary plan conformity is found in Attachments 4 and 5, which will form the basis of the Region's participation and submissions to the LPAT should there be an appeal.

Public consultation was extensive throughout the preparation of the secondary plan

The Town of East Gwillimbury undertook an extensive public consultation process with input from the public, landowners, key agency stakeholders and York Region staff. Three public open houses, a Town Council workshop and a statutory public meeting were held throughout 2017 and 2018. The Town's website devoted a page to providing updates and receiving public input throughout the secondary plan process. Regional staff from various departments attended five technical advisory meetings, participated in the review and provided comments on the secondary plan and associated Master Environmental Servicing Plan (MESP).

Background studies support the secondary plan, including a Master Environmental Servicing Plan

As part of the secondary plan process, numerous background reports were completed, including a Cultural Heritage Landscapes & Built Heritage Resources Existing Conditions, a Natural Heritage Inventory and other environmental work such as analysis and mapping, a Class Environmental Assessment Study for an East-West Collector Road, as well as a Master Environmental Servicing Plan (MESP) Report. The supporting MESP includes analyses on transportation, water supply and distribution, wastewater, archaeology, stormwater and groundwater, and natural heritage.

#### 4. Analysis and Implications

The secondary plan envisions growth that supports the creation of a livable, mixed-use, pedestrian and transit-oriented community

The vision for this new community is based on the following principles:

- A compact community based on a network of municipal centres and corridors offering a wide range of housing choices that meet residents needs of all ages and abilities
- A focus on mixed use development for increased mobility, better connectivity, reduced automobile reliance that supports healthy living and walkability
- Transit supportive heights and densities around major transit facilities such as the East Gwillimbury GO station and future YRT/ Viva corridor
- Provides for an east-west collector spine road north of Green Lane
- Redevelopment and intensification of existing low-rise commercial areas
- Protection and enhancement of the natural environment, and avoidance of hazard areas in an effort to reduce risk to human health, safety and property damage
- Development phasing that appropriately delivers short and long term growth objectives

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Two community core areas at the intersections of Yonge Street and Green Lane and 2<sup>nd</sup> Concession Road and Green Lane are identified as Major Local Centres along the Regional Corridor (Green Lane), which will provide retail, personal services, human service needs, community services and connections to future rapid transit and the existing GO Station/ commuter rail line (Attachment 6). The Centres are within walking distance for the majority of the population within the secondary plan area. There are three Pedestrian Oriented Retail Priority Areas and one Office Priority Area within the Major Local Centres. The majority of medium and high density, mixed use built form has been directed to these Centres and along the Green Lane Corridor with density targets ranging between 1.0 – 1.5 Floor Space Index (FSI), with accommodation of a long term overall density target of 2.5 FSI within the two Major Local Centres through intensification. The secondary plan also includes Neighbourhood Commercial areas and integrates parks, open space, schools, a community facility and environmentally protected areas throughout the plan area.

Full build out of the secondary plan area anticipates approximately 28,750 residents and 4,340 jobs.

Policies in the secondary plan are consistent with and conform to Provincial Policy direction

The secondary plan was prepared and reviewed within the following Provincial planning policy context:

- Provincial Policy Statement 2014 (PPS 2014)
- Growth Plan for the Greater Golden Horseshoe 2017 (Growth Plan 2017)
- Lake Simcoe Protection Plan, 2009 (LSPP)

A detailed analysis of the Provincial planning policy review for the secondary plan is provided in Attachment 4 and summarized below.

The secondary plan is consistent with the Provincial Policy Statement

The PPS 2014 provides policy direction on matters of Provincial interest related to land use planning and development, protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. Policy focus includes efficient use of land in settlement areas, in particular, the provision of sufficient land for residential, commercial, industrial, recreational, open space and institutional uses and an appropriate range and mix of housing. The proposed secondary plan is within a settlement area. The secondary plan is consistent with the goals and intent of the applicable policies of the PPS 2014, including the settlement area policies, as it proposes to efficiently use land and

infrastructure through the logical extension of development and municipal services within the designated Urban Area.

Conformity with the Growth Plan has been achieved with this secondary plan

The Growth Plan 2017 supports a vision of building compact, vibrant and complete communities that provide convenient access to an appropriate mix of jobs, local services, housing and community infrastructure. The secondary plan is within the Designated Greenfield Area and conforms to the guiding principles and applicable policies of the Growth Plan as it plans for a complete community, promotes a range and mix of housing options, and supports the efficient use of land and transit viability.

The secondary plan conforms to the Lake Simcoe Protection Plan

The secondary plan is located within the Lake Simcoe watershed. The Lake Simcoe Protection Plan (LSPP) prioritizes the protection and restoration of the ecological health of Lake Simcoe and its watershed. The LSPP addresses long term environmental issues in the Lake Simcoe watershed by promoting actions that address threats to the ecosystem, such as excessive phosphorus, invasive species, climate change, along with protecting and restoring natural and shoreline areas. The secondary plan conforms to the applicable policies of the LSPP and supports the water quantity and quality, and natural heritage provisions of the Plan.

The secondary plan conforms to the York Region Official Plan

York Region staff have assessed the secondary plan for conformity with the Regional Official Plan. A detailed policy analysis of the ROP is provided in Attachment 5.

The secondary plan is within York Region's Urban Area and includes Green Lane, which is designated as a Regional Corridor in the ROP. The secondary plan is reflective of the Regional Structure on Map 1 of the ROP and is supportive of the planned future Regional Rapid Transit Corridor (Viva) by directing higher densities and a mix of uses along the Green Lane Corridor which connects to the Yonge Street Corridor to the East Gwillimbury GO station.

Portions of the lands are within the Regional Greenlands System. A number of watercourses, wetlands and woodlands are located within the secondary plan area, which will be protected by an environmental land use designation and associated policies and schedules. The ROP contains a number of policies that protect and sustain the natural environment. A Natural Heritage analysis has been completed as part of the MESP in co-ordination with the Lake Simcoe Region Conservation Authority (LSRCA). Policies and schedules in the

secondary plan provide further policy direction on restoration and enhancement of the Natural Heritage System in the secondary plan area. The Natural Heritage System has been updated and refined on the schedules based on the environmental analysis for the secondary plan.

York Region's policies for New Community Areas and Regional Corridors are reflected in the secondary plan

The secondary plan is considered a New Community Area within the Designated Greenfield Area, and includes a Regional Corridor. Regional Corridors and New Community Areas are to be planned as compact, vibrant, inclusive and diverse communities connected to a network of parks and open spaces. They provide diverse places and support a range and mix of activity, while moving people and goods between neighbourhoods and Regional Centres. A variety of housing, employment and mobility choices with high-quality urban design are envisioned by these policies.

New Community Areas are required to meet or exceed a minimum density of 20 residential units per hectare and 70 residents and jobs per hectare in the developable area. Development within the secondary plan is estimated to achieve a density of approximately 20.7 residential dwellings per hectare and an overall density of 72.4 persons and jobs per hectare. Both of these densities achieve the ROP's minimum density targets for New Community Areas.

The housing mix proposed within the secondary plan includes approximately 31% single and semi-detached units, 27% townhouses, 11% stacked townhouses and other ground related multiple units, and 31% apartments. The secondary plan provides for affordable housing opportunities by allowing a range of residential unit types, sizes and tenures, including live/work opportunities.

Given that the secondary plan area borders the Town of Newmarket, proposed low density residential, environmental protection area and restoration area designations support a compatible land use transition with the existing land uses in Newmarket. There are limited road connections proposed between both municipalities. Lady Gwillim Avenue and Woodspring Avenue currently terminate at Green Lane. The secondary plan proposes to continue these roads throughout the secondary plan area to help facilitate a grid street network. An extension of Bayview Parkway to Green Lane is proposed to assist with connectivity as it is the only opportunity for an additional north-south connection into Newmarket. The extension of Bayview Parkway is shown on the secondary plan schedules to protect for a possible future connection. Policy 4.8.19 in the secondary plan requires any extension contemplated to Bayview Parkway be subject to further analysis due to its location within the Open Space Special Study Area designation. Trail connections are also proposed between the secondary plan area and the Town of Newmarket.

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The secondary plan, as modified, addresses and conforms to applicable ROP policies, including the City Building and Regional Corridor policies outlined in Section 5.4, and the New Community Area policies in Section 5.6.

Build out of the secondary plan area requires the completion of a number of infrastructure projects, including the Upper York Sewage Solution

The Upper York Sewage Solution (UYSS) for sanitary servicing will need to be in place to facilitate build out of the secondary plan area. Interim servicing for limited non-residential development may be considered through implementation of interim solution projects or through the York Durham Sanitary System (YDSS), subject to confirmation of available capacity. Residential development would need to be serviced by the UYSS.

Additional transportation infrastructure is required to facilitate build out of the secondary plan area to address capacity issues. Focused areas include improvements to the intersections of Yonge Street and Green Lane, 2<sup>nd</sup> Concession and Green Lane, Leslie Street and Green Lane, Green Lane as part of the Bus Rapid Transit (BRT) project and other additional transit improvements as identified in the MESP, and construction and timing of the east-west collector road.

Town Council endorsed the MESP dated January 2018 on April 17, 2018. Further transportation analysis and additional information related to servicing and phasing is required in the MESP. Regional staff are reviewing this information in an effort to work towards a timely final approval of the MESP. Further analysis regarding specific infrastructure needs, timing and servicing concepts will be undertaken as part of a Community Design Plan process and through detailed engineering work in support of subsequent development applications.

Community Design Plans will guide future development applications within the secondary plan area

Prior to development proceeding in the secondary plan area, a Community Design Plan process is required for smaller areas within the Plan to address at a minimum a number of matters, including:

- Sustainable community development and energy conservation, energy efficiency and district energy feasibility
- Environmental protection
- Transportation and transit networks, including an implementation strategy for the east-west collector road.



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- Servicing concepts
- Phasing and staging
- Community vision, urban and neighbourhood structure, form and design

Proposed modifications reflect the Local Planning Appeal Tribunal approved settlement for lands at the northwest corner of Yonge Street and Green Lane

While the Town's secondary plan process was in progress, Yonge Green Lane GP Inc. (Rice Commercial Group) filed a privately initiated Official Plan Amendment application (Rice OPA) in 2016 for the northwest quadrant of Yonge Street and Green Lane West, within the secondary plan area shown on Attachment 7. Both Town and York Region staff took the position that the private application was premature and that the entire secondary plan area is to be planned comprehensively, through a municipally led secondary plan process, as required by the Regional Official Plan.

In 2017, Rice Commercial Group appealed their application for non-decision to the former Ontario Municipal Board and a hearing was scheduled to commence in June 2018. In advance of the hearing, a settlement was reached between the Town and Rice, supported by York Region, as well as by other landowners in the secondary plan area. On July 4, 2018, the Local Planning Appeal Tribunal issued an oral decision. This was followed by a written decision on July 23, 2018, allowing the appeal, in part, approving the modifications to the Rice amendment application to implement the settlement within the municipality's secondary plan. At the request of the appellant, supported by all Parties to the appeal, the LPAT is withholding the implementing order to provide York Region an opportunity to consider approval of the Green Lane Secondary Plan with the Rice OPA modifications included. These modifications are included in Attachment 1.

Sundial Homes (Green Lane) Limited, a landowner in the northwest quadrant of the secondary plan area, and Party to the Rice appeal, also submitted the same, a privately initiated OPA application in 2017. Sundial subsequently appealed their application after 180 days for non-decision. The Sundial appeal remains outstanding; however, many of their concerns have been addressed by the Rice Settlement and it is anticipated that this appeal will be withdrawn by the applicant upon approval of the secondary plan.

The modifications associated with the Rice OPA include those that are both site-specific to the northwest quadrant as well as general modifications that apply to the entire secondary plan area, and relate to a number of policy areas within the secondary plan and associated schedules. These modifications are in keeping with the overall vision and intent for the secondary plan area.

Additional modifications to the Secondary Plan are required to provide clarity

On August 14, 2018, Town Council received Town Staff Report P2018-64 and resolved to support approval of OPA 4-2018 by York Region subject to the proposed modifications. These modifications reflect the Rice settlement along with further modifications to the GLSP summarized as follows which are included in Attachment 1:

- Removal of reference to grocery stores and supermarkets as a permitted use to provide clarification that supermarkets and grocery stores are considered a “retail use”, which is a permitted use in the Commercial and Mixed Use designations
- A site-specific policy to permit a density transfer associated with a future well house and potable water treatment facility within the High Density Residential designation on the north side of Green Lane
- Clarification regarding the need for the community energy plan criteria to be addressed as a component of Community Design Plan preparation and submission
- Other minor typographical and formatting edits as required

Regional Council must have regard to oral and written submissions to East Gwillimbury Council and the effect of written submissions received by York Region must be explained in the notice of decision

Regional Council is required to have regard to both written and oral submissions made by the public to the Town of East Gwillimbury Council. A number of comments from the public in response to the draft Official Plan Amendment and supporting material were received and considered by Town Council prior its adoption of the secondary plan. A compilation of these written comments are found in Attachment 8. Nine oral submissions were made during the Statutory Public Meeting held on February 21, 2018 and written submissions were also received. The oral and written submissions received by the Town are summarized as follows:

- Concerns/ opposition for the proposed extension of Bayview Parkway, locations of additional street connections, traffic impacts, and east-west collector alignment and impact

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- Support from the general public for mixed-use, multi-storey development in this area, particularly as an alternative to single-storey, big box retail and low density residential
- Need for a number of infrastructure projects and servicing scenarios (i.e. the Upper York Sewage Solution, east-west collector, intersection improvements) to be completed to enable the full build out of the secondary plan area in relation to phasing, adequate parking at the existing GO station, servicing constraints, and timing of development
- Additional information regarding the types of employment use and their timing, and effects on current and future businesses
- Comments indicating preferences on land use plan regarding the location of schools and parks, designations of site-specific properties, protection of natural heritage features, height, density, exclusion of the North-west quadrant from the secondary plan area, stormwater management/drainage, land use transition between Town of Newmarket, urban design requirements, encouragement of underground parking where possible, and preserving active farm lands
- Comments on proposed policies relating to the existing place of worship and the interface with proposed land uses, clarification on the scale of Community Design Plans, clarification of terminology used, along with comments on mixed use policy provisions, complete application requirements, and affordable housing requirements

In addition, Regional Council is required to explain the effect of any written submissions made to York Region in the notice of Regional Council's decision.

York Region has received one written submission (Attachment 9) from the consultant representing the landowner, Welland Land Development Inc., at the northwest corner of 2<sup>nd</sup> Concession Road and Green Lane. The secondary plan designates their lands as Residential Mixed Use, within the Major Local Centre. Their concern is regarding the proposed modifications to remove references to "supermarkets and grocery stores" in Sections 4.3.4.1.ii and 4.3.6.2. iii) in the Town of East Gwillimbury Official Plan. These modifications were intended to clarify that supermarket and grocery store uses are permitted as retail uses and retail is a permitted use within the Commercial and Mixed Use designations; including the Residential Mixed-Use designation. Welland Land Development Inc. intends to develop a stand-alone supermarket in conjunction with a mixed use office building in the initial phase of development on their lands. While the modifications as proposed facilitate this type of proposal, Welland is requesting that a site-specific modification be considered as an alternative to the modifications currently proposed.

On August 14, 2018, a deputation by the landowner's representative was made to the Town of East Gwillimbury Committee of the Whole with this request. East Gwillimbury Council did not adopt any further modifications in response to the request for a site-specific policy on the Welland lands.

Regional staff are not proposing any further modifications as a result of this request, as the adopted policies of the secondary plan by the Town would allow for consideration of the intended development of a stand-alone grocery store in conjunction with a mixed use office building on their property.

The Green Lane Secondary Plan supports the goals of Vision 2051 and the 2015 to 2019 Strategic Plan

Approval of the Green Lane Secondary Plan aligns with many goal areas of Vision 2051 for the creation of a complete community with appropriate housing for all ages and abilities, where everyone can thrive, while focusing on the protection of the natural environment, sustainability, creation of interconnected mobility systems, and providing economic opportunity. The secondary plan supports the vision of Regional Council's 2015 to 2019 Strategic Plan of striving to create a strong, caring and safe community by focusing on environmentally sustainable growth, aiming to address affordable housing concerns, increasing health and resiliency, and through the on-going protection of the natural environment.

## 5. Financial Considerations

Once approved, the secondary plan will provide policy direction for future development applications that facilitate growth, which in turn, increases Regional and local assessments to pay for needed services, including the future Viva rapid transit corridor along Green Lane. Growth within this area has been anticipated through the ROP and Master Plans. Further, Development Charge revenue collected as a result of new development within this secondary plan area will support needed infrastructure projects.

In the event that Regional Council's decision is challenged at the LPAT there would be costs associated with defending the Region's position including staff resources and other costs of participation in appeal proceedings.

## 6. Local Municipal Impact

The Town of East Gwillimbury Council adopted the Green Lane Secondary Plan on April 17, 2018 that will implement the vision for this New Community Area. Committed to comprehensive planning for this secondary plan area, the Town of East Gwillimbury was actively involved with the Rice appeal and was supportive of its settlement and implementation strategy.

Town staff are aware of and support the proposed modifications as outlined in Attachment 1. The modifications incorporate the LPAT settlement decision related to the Rice application appeal and other policy revisions that are minor in nature, providing clarity and/ or ensuring conformity with the ROP.

## 7. Conclusion

In 2010, additional lands were brought into the Urban Area in both the Region and the Town's Official Plan that included the secondary plan area in East Gwillimbury. The Regional Official Plan requires a secondary plan for New Community Areas to ensure each area is planned in a comprehensive and co-ordinated manner. The process to develop the secondary plan began in 2011 and resulted in its adoption by Town Council in April 2018. Background work and studies supporting the secondary plan were completed, and extensive consultation occurred throughout the process. The secondary plan supports the vision for a community that is livable, pedestrian and transit oriented and provides of a mix of uses, housing types and services.

Approval of the Green Lane Secondary Plan (Amendment No. 4), as modified, is consistent with the Provincial Policy Statement 2014, and conforms to the Growth Plan 2017, the Lake Simcoe Protection Plan and the York Region Official Plan, and implements the Local Planning Appeal Tribunal decision to reflect the approved settlement.

Regional staff recommend that the Green Lane Secondary Plan be approved, subject to the modifications in Attachment 1.

For more information on this report, please contact Sara Brockman, Planner at 1-877-464-9675 ext. 75750.

Green Lane Secondary Plan  
Amendment No. 4 to the Town of East Gwillimbury Official Plan

The Senior Management Group has reviewed this report.

Recommended by:

Recommended by:

Paul Freeman, MCIP, RPP  
Chief Planner

Karen Whitney, MCIP, RPP  
Director, Community Planning and  
Development Services

Recommended by:

Approved for Submission:

Dino Basso,  
Commissioner of Corporate Services

Bruce Macgregor,  
Chief Administrative Officer

August 17, 2018

Attachments (9)

#8801503

Accessible formats or communication supports are available upon request

**Proposed Modifications to Amendment No. 4 to the Town of East Gwillimbury  
Official Plan  
Green Lane Secondary Plan**

Note: ~~Strikethrough~~ text denotes deleted text  
**Bold underline** text denotes added text and/ or format change  
Includes Schedules as adopted and revised by the Town of East Gwillimbury and  
additional proposed modifications

**PART I THE PREAMBLE**

**2.1 PURPOSE OF THIS AMENDMENT**

The purpose of this Amendment to the Town of East Gwillimbury Official Plan is to amend the Town's Official Plan as it pertains to the subject lands in order to facilitate the development of a community along the Green Lane Corridor.

**2.2 LOCATION OF THIS AMENDMENT**

The lands affected by this Amendment are located north of the East Gwillimbury/ Newmarket boundary, east of Bathurst Street and west of Leslie Street and generally comprise of:

- Part of Lots 101 and 102, Conc. 1 WYS;
- Part of Lots 100-103, Conc. 1 EYS; **and,**
- Part of Lots 5-7, Conc. 2.

**2.3 BASIS**

The proposed Amendment is considered by Council to be appropriate for the following reasons:

1. The subject lands are located within the Urban Area (Map 1) of the Regional Municipality of York's Official Plan (2010).
2. The subject lands are located within the Community Area (Schedule A) and identified as Secondary Plan Study Area B-5 (Schedule B) in the Town's Official Plan (2010). Secondary Plan Study Area B-5 is the Green Lane Secondary Plan area.
3. The lands contain a Regional Corridor, as well as a series of Local Corridors and Major Local Centres, which contemplate additional uses intended to serve the Town's growing population.
4. The use of the lands for the proposed range of residential, commercial, office, institutional, open space and environmental uses are considered appropriate land uses.

5. The Environmental Assessment for the east-west collector road has been completed and will generally form the northern boundary of the proposed community.
6. Full municipal services are available within a portion of the subject lands through the York Durham Sewer System (YDSS), with the rest of the lands to be serviced through the Upper York Servicing Solution (UYSS).
7. The Secondary Plan has been developed on the basis of the following principles:

### **Community Structure**

- The Major Local Centre at Yonge Street and Green Lane is a region-serving commercial mixed use area that will include and intensify with residential and employment uses and be developed in a built form to support transit and enhance the pedestrian realm.
- The Major Local Centre at Green Lane and 2<sup>nd</sup> Concession will develop with a mix of higher density residential, institutional and office uses, to support the existing East Gwillimbury GO Rail Station.
- The Major Local Centres will cater to pedestrians through the orientation of buildings to pedestrian sidewalks, the design of streets and the pedestrian realm of those streets. Automobiles will be accommodated but not to the detriment of pedestrian safety and comfort.
- Green Lane, a Regional Corridor, will be a high capacity regional arterial road and transit corridor with bus rapid transit services in a dedicated right of way between Yonge Street and the GO Station. Development along the street will be a compact, intense mixed use area that is pedestrian and transit supportive.
- The Major Local Centres will function as the core areas of the community, providing retail, personal services, human services and connections to rapid transit. These core areas will be within walking distance of a significant portion of the population.

### **Mobility**

- Existing and planned transit infrastructure, including the GO Station, will be supported through active and vehicular transportation modes and connections.
- A range of transportation choices will be provided, including transit, cycling and walking, through a diverse transportation network, so that all ages and levels of mobility can safely, comfortably and conveniently access all parts of the community.
- Land use mix and density will support alternative transportation options.



### **Newmarket Interface**

- Development in the Secondary Plan area will be compatible with and provide appropriate transition to the existing stable residential area in Newmarket.

### **Connectivity**

- Connectivity between the Green Lane Secondary Plan area and Newmarket will be provided through existing road connections and new pedestrian and cycling trail connections.
- Future road connections, while limited, should be reviewed for feasibility to provide additional connectivity between the two municipalities.

### **Healthy Living and Walkability**

- Active and healthy living will be promoted through the distribution of parks/open spaces, trails, schools, commercial services and mixed use areas and in the arrangement of streets and blocks to create a walkable/bike friendly community for all ages and abilities.
- Streetscape design will emphasize the comfort and safety of pedestrians and cyclists through massing and built form, the relationship of buildings to the street, sidewalk and crossing design and visibility and accessibility.
- The community will be designed, through public parks, active streets and mixed use areas, to foster a sense of place.

### **Natural Heritage System**

- The Natural Heritage System will be protected and enhanced through buffers, while also serving as an asset within the community, providing opportunities for views, nature appreciation and trails.

### **Natural Hazards**

- Development will be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage and will not create new or aggravated natural hazards.

### **Housing Choice**

- A wide range and mix of housing types, tenures and sizes, including affordable housing, will be planned to meet the needs of residents of all ages and abilities.

### **Phasing and Fiscal Sustainability**

- Phasing of infrastructure and development will ensure growth occurs in a logical and fiscally sustainable manner.
- Development will occur in a manner that does not place unnecessary costs on new or existing residents and the municipality.

### **Traffic Management**

- The transportation system should strike a balance between Regional mobility objectives of supporting Green Lane as a high capacity multi-modal transportation corridor, the connectivity needs of the collector road system, the accessibility of special development nodes and the overall permeability of the Green Lane Secondary Plan area.

### **Sustainability**

- Sustainable growth will be promoted by providing a mix of land uses and densities in appropriate locations, optimization of active and public transportation networks and protection of the natural environment.
- A healthy environment will be promoted by incorporating climate change adaptation measures into neighbourhood design.
- A healthy environment and climate resiliency will be promoted through enhanced tree canopy, passive solar design, orientation of buildings, mix of uses, green buildings, low impact development and street design that will achieve reduced energy use and greenhouse gas emissions and minimized stormwater runoff.

### **Cultural Heritage**

- Community design will be sensitive to the area's heritage character.
- Heritage resources will be preserved and appropriately incorporated into new development.

### **Servicing**

- Water and wastewater infrastructure will be based on a spine servicing approach as set out in the Region and Town Master Plans and shall be planned to reduce long-term life cycle costs.

### **Complete Community**

- The mix of uses and transportation options shall foster the creation of a complete community.

## **PART II THE AMENDMENT**

### **3.1 INTRODUCTION**

All of this part of the document entitled "PART III: THE AMENDMENT", consisting of the following text and attached Schedules constitutes Amendment No. 4-2018 to the Official Plan of the Town of East Gwillimbury.

### **3.2 DETAILS OF THE AMENDMENT**

The Town of East Gwillimbury Official Plan is further amended as follows:

#### **Section 2.2 Economic Sustainability**

1. By the addition of a new objective (viii) to Section 2.2, which reads:

“Require a mix of residential and employment generating uses, including offices, around major transit station areas **and key development areas.**”

2. By inserting the following new policy after Policy 2.2.9 and renumbering subsequent policies accordingly:

“A mix of uses, including residential, commercial and offices uses are required at *Major Local Centres* with a priority for office development in a portion of the *Major Local Centre* at 2<sup>nd</sup> Concession and Green Lane.”

#### **Section 2.3 Social Sustainability**

3. By adding a new policy after Policy 2.3.9, which reads:

“2.3.10 Within the Green Lane Secondary Plan Area shown on Schedule B-5:

- a) units with two or ~~three~~ **more** bedrooms in medium and high density residential uses are encouraged;
- b) construction of *secondary suites*, including in accessory laneway buildings, and building design that allows for the addition of *secondary suites* is encouraged;
- c) construction of units with more basic amenities, materials, details etc., is encouraged to keep the housing costs low;
- d) the construction of rental units with two or more bedrooms in a range of unit types is encouraged; and,
- e) dwellings should be designed to accommodate and support all ages and accessibility. Design solutions may include internal features, such as doorway and hallway widths, as well as smaller, single level, or grade-related units that can support aging in place.”

## Section 2.4 Towards a Sustainable Community

4. Section 2.4 is amended as follows:

a) By the addition of new policies after Policy 2.4.14 that read:

“2.4.15 New buildings are encouraged to include renewable energy sources and be designed to support net zero energy systems. Partnerships and pilot projects supporting net zero *development* are encouraged.

2.4.16 The Town requires a green infrastructure approach to *development*, including the use of Low Impact Development (LIDs) techniques LIDs, to improve stormwater infiltration.

2.4.17 Within the Green Lane Secondary Plan Area shown on Schedule B-5, the use of large, land intensive stormwater management ponds shall be minimized and shall only be used if LID options are not appropriate in the area or are not able to accommodate all of the anticipated stormwater flows.

2.4.18 The Town encourages protection of the existing tree canopy and measures that support increased tree canopy.

2.4.19 New and reconstructed buildings with internal parking shall contain electric vehicle charging stations or be pre-wired to allow for future incorporation of electric vehicle charging stations.”

and renumbering subsequent policies accordingly.

b) Through the addition of a new policy after current Policy 2.4.19 (2.4.24 after renumbering) to foster multi-modal transportation around the GO Station, to read:

“2.4.25 Around the East Gwillimbury GO Station, road design, layout and connectivity and building placement should be designed to allow for and promote multiple transportation options.”

## Section 3.2 Urban Area Structure

5. Section 3.2 is amended by deleting “and B-5” from the second sentence of the first paragraph and adding “Green Lane” after “Sharon”. Reference to Schedule B-5 is also to be added to the third sentence.

6. By deleting Policy 3.2.3.1(i) in its entirety and renumbering subsequent policies.

7. Section 3.2.3.2.1 Major Local Centres is amended by:
- a) inserting “**and B-5**” to the first sentence of the first paragraph;
  - b) deleting the last sentence in the first paragraph; and
  - c) through the addition of a 4<sup>th</sup> paragraph to read:  
“Key ~~D~~development ~~A~~areas outlined in the York Region Official Plan are implemented through the *Major Local Centre* policies.”
8. Section 3.2.3.2.1(i) Yonge Street and Green Lane Centre is amended as follows:
- a) In the first paragraph, replacement of the words “on Schedule A-1” with “schematically on Schedule A-1 and more precisely on Schedule B-5”;
  - b) Subsection b) is reworded to remove reference to the Secondary Plan process to read:  

“b) *Development* within this *Centre* shall be planned to achieve a Floor Space Index (FSI) goal of 1.5 at full build-out and shall appropriately address the built form and uses contemplated by this Plan. The **This** *Centre* may achieve a **density** of 2.5 FSI through *intensification*.”
  - c) Policies c) through g) are deleted and replaced with the following policies:  

“*Uses*

    - c) Mixed use buildings are required; but new single use retail, commercial and residential uses may also be permitted if planned in conjunction with a permitted mixed use building and provided they are co-ordinated within the same site in a manner that achieves the urban design requirements of this section.
    - d) The northwest corner of Yonge Street and Green Lane shall be planned for and reserved for a mixed use building.
    - e) Where major retail uses are contemplated, the primary building form should be planned in combination with mixed use and/or multi-storey buildings.
    - f) At grade retail and service commercial uses are required in buildings located in the *Pedestrian Oriented Retail Priority Area*. No at grade residential uses are permitted in this area except for residential lobbies.
    - g) The existing commercial *development* on the east side of Yonge Street is envisioned to intensify with mixed use *development* over the life of this plan. Higher density mixed use *development* is

encouraged and will be facilitated abutting the Yonge Street and Green Lane intersection and along Green Lane.

#### *Building Location*

- h) Buildings should be developed along the street edge, particularly along Yonge Street, Green Lane and in the *Pedestrian Oriented Retail Priority Areas* in accordance with build-to lines that are established in the urban design guidelines and zoning by-law.

#### *Pedestrian Oriented Retail Priority Area*

- i) In the *Pedestrian Oriented Retail Priority Area* shown on Schedule B-5, primary building entrances shall face the street and fenestration and active windows are encouraged. Minimum requirements for ground floor fenestration shall be set out in the urban design guidelines and the zoning by-law.
- j) Multi-storey buildings are required along the *Pedestrian Oriented Retail Priority Area* and along Yonge Street to address differences in grade with second storey entrances facing the *Pedestrian Oriented Retail Priority Area* and at grade entrances facing internal parking lots. The urban design guidelines shall demonstrate such design solutions.

#### *Pedestrian Oriented Streets*

- k) Along the *Pedestrian Oriented Streets* on Yonge Street and Green Lane, shown on Schedule B-5, buildings shall be located up to the municipal sidewalk with building entrances facing the street and with build-to lines established in the urban design guidelines and zoning by-law.

#### *Height and Transition*

- l) The minimum building height shall be 3 storeys (approximately 9 metres) for buildings facing Yonge Street and Green Lane and 2 storeys (approximately 6 metres) within the *Pedestrian Oriented Retail Priority Area*.
- m) Building heights shall be a minimum of 6 storeys (approximately 18 metres) and a maximum of 20 storeys (approximately 61 metres) at the intersection of Green Lane and Yonge Street.
- n) A transition to lower density residential areas abutting the *Major Local Centre* shall be provided by providing a stepping down of heights, except for those fronting on Green Lane.
- o) For buildings above 6 storeys (approximately 18 metres), podiums should be incorporated in the base of the buildings with tower elements set back from the podium.

## Urban Design Guidelines

- p) To ensure *development* proposed in this *Major Local Centre* delivers the vision for this *Centre* as articulated in this Plan, detailed urban design guidelines shall be prepared and ~~adopted~~ **approved** by Council. The guidelines will provide for the following:
- a. parking, pedestrian and cyclist connectivity, landscaping and relationship of buildings to the street, in order to reinforce and promote a safe and comfortable public realm and pedestrian-friendly streetscape for all ages and abilities;
  - b. setbacks from the street, primary entrances, fenestration, build-to line requirement, outdoor amenity space, such as patios or urban squares, provision of outdoor furniture and architectural design, within the *Pedestrian Oriented Retail Priority Area*, in order to create an environment that invites pedestrian traffic and promotes pedestrian comfort;
  - c. setbacks to the street, entrances, fenestration and detailing and build-to line requirements, along pedestrian-oriented streetscapes, in order to create an environment that emphasises the pedestrian realm; and,
  - d. step backs, angular planes, building separation, maximum floorplate sizes, shadow study requirements, and podium and tower requirements (including height), for mid-rise and taller buildings, as a means to achieve a transition of heights, particularly to adjacent lower density designations abutting the *Major Local Centre*.

## Affordability

- q) A minimum of 35% of the units developed in the Yonge Street and Green Lane *Major Local Centre* will meet the definition of *affordable*. Applicants shall demonstrate, to the satisfaction of the Town, how ~~the~~ **each development application contributes to the 35% target of affordable housing** ~~can be achieved~~ in the *Major Local Centre*.

## Public Art

- r) The inclusion of public art is encouraged in all significant private sector developments in the Yonge Street and Green Lane *Major Local Centre*, and 1% of the capital budget of all major Regional and Local municipal buildings in ~~the~~ **this** *Centre* is to be dedicated to public art.

*Phasing*

s) In addition to the Phasing Plan, it is recognized that *development* within the Green Lane Secondary Plan area will develop incrementally over many years, however, the first phase of *development* within the Yonge Street and Green Lane *Major Local Centre* shall include the following minimum threshold requirements:

a. Within the *Commercial Mixed Use* designation on the west side of Yonge Street, a minimum of 50% of the floor space in the first phase shall comprise of residential and/or office *development* in a mixed use format, with retail commercial space equating to no more than 50% of the total floor space constructed in the first phase of *development*. The Town may use a holding provision and other zoning provisions to achieve this mix in the first phase.

b. Within the *Commercial Mixed Use* designation on the east side of Yonge Street, for any additional floor space beyond approved Site Plan approvals, a minimum of 50% of the floor space shall comprise of residential and/or office *development* in a mixed use format, with retail commercial space equating to no more than 50% of the total floor space constructed in the first phase of *development*. The Town may use a holding provision and other zoning provisions to achieve this mix.

9. Section 3.2.3.2.1(ii) 2<sup>nd</sup> Concession and Green Lane Centre is amended as follows:

a) By adding the following sentence at the beginning of the first paragraph:  
“The 2<sup>nd</sup> Concession and Green Lane *Major Local Centre* is shown schematically on Schedule A-1 and more precisely on Schedule B-5.”

b) By deleting “as appropriate” from first paragraph since the policies in this section require major office in the Centre.

c) By deleting “as further delineated through the Secondary Plan Process.” from subsection a).

d) By deleting and replacing subsection b) to read as follows:

“b) A minimum of 35% of the units developed in the 2<sup>nd</sup> Concession and Green Lane *Major Local Centre* will meet the definition of *affordable*. Applicants shall demonstrate, to the satisfaction of the Town, how each the *development application contributes to* the 35% target *of affordable housing* can be achieved in the *Major Local Centre*.”



- e) Policies c) through f) are deleted and replaced with the following policies:

*“Uses*

- c) Office uses shall be developed within the ***Office Priority Area*** identified on Schedule B-5 in accordance with the requirements of section 4.3.5.
- d) At grade retail and service commercial uses are required in buildings located in the *Pedestrian Oriented Retail Priority Area*. No at grade residential uses are permitted in this area except for residential lobbies.
- e) Underground and/or structured parking is required in order to achieve the target density of 2.5 FSI.
- f) Adjacent to the GO station, alternative parking standards including consideration of shared parking shall be considered through supporting transportation studies.
- g) Large scale, at-grade, parking areas are not permitted. Underground parking and structured parking shall be considered in lieu of at-grade parking.

*Building Location*

- h) Buildings shall be developed along the street edge, particularly along 2<sup>nd</sup> Concession, Green Lane and in *Pedestrian Oriented Retail Priority Areas* in accordance with build-to lines that are established in the urban design guidelines and zoning by-law.

*Pedestrian Oriented Retail Priority Area*

- i) In the *Pedestrian Oriented Retail Priority Area* shown on Schedule B-5, primary entrances shall face the street and fenestration and active windows are encouraged. Minimum requirements for ground floor fenestration shall be set out in the urban design guidelines and the zoning by-law.

*Pedestrian Oriented Streets*

- j) Along the *Pedestrian Oriented Streets* on 2<sup>nd</sup> Concession and Green Lane, shown on Schedule B-5, buildings shall be located up to the municipal sidewalk with building entrances facing the street and with build-to lines established in the urban design guidelines and zoning by-law.

*Connectivity*

- k) Pedestrian and cyclist connectivity to the GO Station shall be prioritised in site design and the orientation of the local street network on nearby properties.

### *Height and Transition*

- l) Building heights, minimum of 6 storeys (approximately 18 metres) and up to 20 storeys (approximately 61 metres) shall be required at the intersection, transitioning downwards to heights of 4 to 6 storeys (approximately 12 metres to 18 metres) along Green Lane and 2<sup>nd</sup> Concession Road.
- m) The minimum building height in all other areas shall be 2 storeys (approximately 6 metres).
- n) A transition to lower density residential areas abutting the *Major Local Centre* shall be provided by providing a stepping down of heights.
- o) For buildings above 6 storeys (approximately 18 metres), podiums should be incorporated in the base of the buildings with tower elements set back from the podium.

### *Urban Design Guidelines*

- p) To ensure *development* proposed in this *Major Local Centre* delivers the vision for this *Centre* as articulated in this Plan, detailed urban design guidelines shall be prepared and ~~adopted~~ **approved** by Council. The guidelines will provide for the following:
  - a. parking, pedestrian and cyclist connectivity, landscaping and relationship of buildings to the street to reinforce and promote a safe and comfortable public realm and pedestrian-friendly streetscape for all ages and abilities;
  - b. setbacks from the street, primary entrances, fenestration, build-to line requirement, outdoor amenity space, such as patios or urban squares, provision of outdoor furniture and architectural design, within the *Pedestrian Oriented Retail Priority Areas*, in order to create an environment that invited pedestrian movement;
  - c. setback to the street, entrances, fenestration and detailing and build-to line requirements, along pedestrian-oriented streetscapes, in order to create an environment that emphasises the pedestrian realm;
  - d. step backs, angular planes, building separation, maximum floorplate sizes, shadow study requirements, and podium and tower requirements (including height), for mid-rise and taller buildings, as means to achieve a transition of heights, ~~particularly to adjacent lower density designations abutting the~~ **particularly to adjacent lower density designations abutting the *Major Local Centre***; and
  - e. protection of views to the open space system associated with the East Holland River, active transportation connections, streetscape, building and landscape design, adjacent to the

Holland River, in order to respect the character and public realm of the river and surrounding open space lands.”

*Public Art*

- q) The inclusion of public art is encouraged in all significant private sector developments in the 2<sup>nd</sup> Concession and Green Lane *Major Local Centre*, and 1% of the capital budget of all major Regional and Local municipal buildings in ~~the~~ **this** *Centre* is to be dedicated to public art.

*Phasing*

- r) In addition to the Phasing Plan, it is recognized that *development* within the Green Lane Secondary Plan will develop incrementally over many years, however, the first phase of *development* within the 2<sup>nd</sup> Concession and Green Lane *Major Local Centre* shall include the following minimum threshold requirements:

- a. A minimum of 50% of the total floor space in the first phase shall be comprised of residential units. Of the non-residential component in the first phase, a minimum of 50 percent shall be designed for and occupied by office uses. The first phase shall comprise a minimum of 250 residential units. The Town may use a holding provision and other zoning provisions to achieve this mix in the first phase.”

10. Section 3.2.3.3 (i)(a) Regional Corridor is amended by deleting “, as further delineated through the Secondary Plan Process.”
11. Section 3.2.3.3 (ii)(a) Local Corridor is amended by deleting “, as further delineated through the Secondary Plan Process.”

Section 3.3 Urban and Public Realm Design

12. Section 3.3(ii) is amended by deleting “for all Secondary Plan Areas and may be further refined”.

Section 3.4 Staging and Phasing of Growth

13. Adding “Green Lane” to the list of Communities referenced in subsection 3.4.1(x)
14. Amending 3.4.2.3 to read “Near term growth will be distributed amongst the Secondary Plan Areas of Holland Landing, Queensville, Sharon, and Green Lane.”
15. Section 3.4.2.10 is amended by replacing “other approved Secondary Plan Areas” with “the Green Lane Secondary Plan Area” to read “*development* within the Green Lane Secondary Plan Area, with higher intensity uses within key *Centres* and *Corridors*, and/or”.

16. Amending policy 3.4.2.12 to read as follows:

“Within the Green Lane Secondary Plan **area** identified on Schedule B-5, each phase of **residential** development shall be substantially complete (i.e. generally 75% of residential land area which is available for development be built) before a subsequent phase may be registered, to ensure the orderly development of land.”

17. The addition of a new subheading for the Green Lane Secondary Plan area and new policy after 3.4.3.3 that is specific to the Green Lane Secondary Plan to read as follows:

**Green Lane Secondary Plan Area**

“3.4.3.4 Approval of development shall be in accordance with the approved Phasing Plan **and associated infrastructure requirements as** set out in the **approved** Green Lane Master Environmental Servicing Plan (MESP), **which may be revised through site-specific servicing, transportation and other appropriate studies as part of development application(s), to the satisfaction of the Town, in consultation with York Region. The Phasing Plan may be revised without an amendment to this Plan.** ~~and e~~ Conditions of draft plan approval shall identify the infrastructure works that are required prior to registration ~~in accordance with the Phasing Plan.~~

**Section 4.3 Commercial and Mixed Use Designations**

18. Section 4.3.4.1 is amended by:

- a) deleting “(ii) ~~supermarkets and grocery stores~~” which would continue to be permitted as retail uses under subsection (i) and renumbering the list; and,
- b) adding new subsection ix) to permit post-secondary educational uses in the Commercial Mixed Use designation:

**“ix) post-secondary educational uses.”**

19. Section 4.3.4 is amended by adding new policies 4.3.4.4 and 4.3.4.5 to address the development of the Commercial Mixed Use designation at Green Lane and Yonge Street:

“4.3.4.4 In the *Major Local Centre* at Green Lane and Yonge Street, the area designated as *Commercial Mixed Use* on the west side of Yonge Street should be planned to accommodate a minimum of 500 residential units at full build out. Applications for draft plan and/or site plan approval shall illustrate how the minimum number of units can be accommodated as the area is developed.

- 4.3.4.5 In the *Major Local Centre* at Green Lane and Yonge Street, the area designated as *Commercial Mixed Use* on the east side of Yonge Street should be planned to accommodate a minimum of 500 residential units through intensification of the existing commercial *development*.”
20. Section 4.3.5.2 is amended by adding new subsections vi) to permit post-secondary educational uses and to clarify that restaurants would be permitted in Residential Mixed Use designation.

“vi) post-secondary educational uses  
**vii) restaurants.**”

21. Section 4.3.5 is amended by:
- a) revising Section 4.3.5.3 to remove the last sentence and replace it with:
- “Mixed use buildings are encouraged and single use buildings may only be considered when ~~re~~ **built subsequent to or concurrently with planned on the same site as** mixed use, multi-storey building(s) **on the same site.**”
- b) adding new policies to address the form of mixed use buildings and office development:
- “4.3.5.4 Notwithstanding policy 4.3.5.3, within the *Major Local Centre* at Green Lane and 2<sup>nd</sup> Concession, except where office buildings are provided, mixed use buildings shall be required adjacent to Green Lane and the proposed collector road east of 2<sup>nd</sup> Concession Road, north of Green Lane. Within the remainder of the *Residential Mixed Use* designation within the *Major Local Centre*, mixed use buildings are encouraged.
- 4.3.5.5 Notwithstanding policy 4.3.5.3, single use residential buildings shall be permitted in the ~~Residential Mixed Use~~ *Residential Mixed Use* designation along Yonge Street provided the buildings are designed to allow for future conversion of the first floor to commercial use over time by designing ground floor units which adhere to the Ontario Building Code for commercial units.
- 4.3.5.6 In the *Office Priority Area* in the Green Lane and 2<sup>nd</sup> Concession *Major Local Centre*, major use office buildings are permitted. Other ~~land~~ uses shall not be permitted in the *Office Priority Area* unless a minimum of 10,000 square metres of office *development* is built on the site.

- 4.3.5.7 *Development* within the *Residential Mixed Use* designation in the Green Lane and 2<sup>nd</sup> Concession *Major Local Centre* shall be planned to accommodate a minimum of 1,000 residential dwelling units. Applications for draft plan and/or site plan approval shall illustrate how the minimum number of units can be accommodated as the area is developed.
- 4.3.5.8 *Development* within the *Residential Mixed Use* designations in the Green Lane Secondary Plan **area** shown on Schedule B-5 shall have a minimum height of 3 storeys (approximately 9 metres) and a maximum height of 12 storeys (approximately 37 metres) except in the area on the east side of Yonge Street, where the maximum height shall be 25 storeys (approximately 76 metres).
- 4.3.5.9 Notwithstanding Policy 4.3.5.8, in the area designated as *Residential Mixed Use* on the east side of Murrell Boulevard, the minimum height may be reduced to 2 storeys (approximately 7 metres), but at least one mixed use building with a minimum height of 3 storeys shall be constructed on the site and contain at least two of the three following uses: commercial, residential or office uses.”

22. Section 4.3.6.2 is amended by:

- a) Deleting “(iii) ~~supermarkets and grocery stores~~” , and renumbering the list accordingly.

23. A new policy 4.3.7.4 is added to Section 4.3.7 Neighbourhood Commercial to read:

“The *Neighbourhood Commercial* designation on Green Lane, east of Murrell Boulevard, shall be developed in an integrated manner with the adjacent *Residential Mixed Use* designation. A supermarket or grocery store is permitted at this location to a maximum floor area of 2,500 square metres.

#### Section 4.4 Residential Land Use Designations

24. Section 4.4.1 General Residential Land Use Designation Policies is amended as follows:

- a) Policy 4.4.1.3 reference to “Secondary Plan Area B-5” should be revised to refer to the “Green Lane Secondary Plan Area B-5”.
- b) New policy 4.4.1.5 added and subsequent policies renumbered accordingly:

“Notwithstanding Policy 4.4.1.4, in the Green Lane Secondary Plan Area, *Medium Density Residential* uses shall be focused along the *Regional*

*Corridor and Local Corridors.* However, the *Medium Density Residential* designations along the *Local Corridors* may alternatively be interspersed with the ~~*Low Density Residential*~~ **Low Density Residential** uses in the neighbourhood through implementing draft plans of subdivision in accordance with Policy 4.4.1.4 without amendment to this plan provided the same amount of land area is designated *Medium Density Residential* as illustrated on Schedule B-5.”

- c) Policy 4.4.1.5 (now 4.4.1.6) is revised to add “within the Town and adjacent municipalities” after the word “lands” to specify that this policy also applies to adjacent residential development in Newmarket.
  - d) Policy 4.4.1.15 (now 4.4.1.16) is modified to add “an emergency service facility” to subsection (iii) to specify that the emergency facility required in the Green Lane Secondary Plan **area** is permitted.
  - e) A new policy 4.4.1.17 is added to read “The Town may require a new emergency service facility within the Green Lane Secondary Plan Area. Applicants for Community Design Plans along Green Lane shall consult with the Town to determine the preferred location.”
25. A new policy 4.4.2.7 is added to Section 4.4.2 Low Density Residential to clarify that in the Green Lane Secondary Plan area the provision for townhouses in the Low Density Residential designation is not mandatory due to the amount of Medium Density Residential contemplated along the Regional and Local Corridors:
- “4.4.2.7 Notwithstanding Policy 4.4.2.3, for lands designated ~~*Low Density Residential*~~ **Low Density Residential** in the Green Lane Secondary Plan area shown on Schedule B-5, townhouses are encouraged, but not required.”
26. Section 4.4.3 Medium Density Residential is amended as follows:
- a) By deleting “non-ground-oriented” from the first sentence
  - b) By adding a new permitted use to the end of section 4.4.3.1 as follows:
    - “iv) Within the Green Lane Secondary Plan Area, live-work units.
  - c) By adding a new policy after policy 4.4.3.2 and renumbering subsequent policies accordingly:

“Within the Green Lane Secondary Plan Area, shown on Schedule B-5, the *density* for areas designated as *Medium Density Residential 1* shall be a minimum of 30 units per net hectare and a maximum of 50 units per net hectare, and the *density* for the areas designated as *Medium Density Residential 2* shall be a minimum of 50 units per net hectare and a maximum of 80 units per net hectare. The permitted uses of 4.4.3.1 apply

to both the *Medium Density Residential 1* and *Medium Density Residential 2* designation.”

27. Policy 4.4.4.1(i) is amended to add “and, within the Green Lane Secondary Plan Area, up to a maximum height of 20 storeys (approximately 60 metres);”

28. Policy 4.4.4.5 is added to permit townhouses as part of a high density residential development as follows:

“Within the Green Lane Secondary Plan Area, townhouses and other ground-related multiple unit buildings may only be permitted in the *High Density Residential* designation in association with one or more apartment buildings, provided:

- a) a minimum of 75% of the dwelling units are located in apartment buildings;
- b) the apartment building is built prior to or at the same time as the ground related multiple unit buildings; and
- c) the combined density conforms to policy 4.4.4.2.

**Notwithstanding the above, with respect to the lands in the *High Density Residential* designation west of the north-south proposed minor collector road west of Yonge Street, stacked townhouses, back-to-back townhouses, townhouses and other ground-related multiple unit buildings shall be permitted provided the *density* conforms to policy 4.4.4.2 of this Plan.”**

29. Policy 4.4.4.6 is added to permit a hotel as part of a high density residential development as follows:

**“Lands designated *High Density Residential* on the west side of Yonge Street may also be zoned to permit hotels and conventions centres in association with one or more other high density forms of residential development. Where hotels and conventions centres are permitted, policy 4.4.4.5 is no longer applicable.”**

#### Section 4.5 Institutional Land Uses

30. Policy 4.5.1 is amended to add:

“and away from significant known air emission sources.”

31. Policy 4.5.5 is amended to add “transit station” to the list of permitted uses.

32. Policy 4.5.7 is amended to add subsection v) as follows:

“v) Construction should be to an urban standard, including consideration of alternative site size and design standards, multi-storey buildings and shared facilities.”



#### Section 4.6 Educational Facilities

33. Policy 4.6.2 is amended to add reference to Schedule B-5.
34. Policy 4.6.7 is amended to add reference to Schedule B-5 in subsection iii).

#### Section 4.8 Parks and Open Space

35. Section 4.8 Parks and Open Space is amended as follows:
  - a) To include reference to Schedule B-5 in the first paragraph, policy 4.8.1 and 4.8.2.
  - b) To revise policy 4.8.7 to read “for public use”.
  - c) Add new policy after 4.8.14 as follows:

“Within the Green Lane Secondary Plan Area, community gardens may be permitted in the ~~Natural Heritage System~~ **Environmental Protection Area designation**, but outside of features, subject to the approval of the Town and Conservation Authority.”
  - c) Through the replacement of policy 4.8.16 (now 4.8.17) in subsection “Open Space – Special Study Area” as follows:

“4.8.17 The extent of flooding on the lands designated *Open Space Special Study Area* may be reduced in the future due to improvements to downstream watercourse crossings (e.g. culverts) or as a result of other *development* or new infrastructure. As a result, the boundaries of adjacent land use designations may be refined due to a reduction in the *Open Space Special Study Area*. Any refinements to the *Open Space Special Study Area* and to the abutting land use designations on a property may occur without further amendment to this Plan provided a floodplain study is approved by the Conservation Authority and the Town.”
  - d) Through the addition of a new policies to the “Open Space – Special Study Area” subsections as follows:

“4.8.18 The lands subject to this policy as identified on Schedule B-5 as *Open Space Special Study Area* will be governed by the policies related to flooding, erosion and hazardous sites in accordance with the Provincial Policy Statement. Based on this approach, *development* and *site alteration* will not be permitted in:

    - i) the flooding hazard limit of the East Holland River or Sharon Creek;

- ii) the erosion hazard limit of the East Holland River or Sharon Creek;
- iii) hazardous sites including unstable soils adjacent to the East Holland River or Sharon Creek;
- iv) a 30 metre buffer from the East Holland River or Sharon Creek.

4.8.19 In the Green Lane Secondary Plan area shown on Schedule B-5, a road is shown connecting Green Lane to an extension of Bayview Parkway in Newmarket. This road traverses the ~~Open Space Special Study Area~~ **Open Space Special Study Area**. Development of this road is subject to cut/fill balance and other appropriate mitigation measures undertaken to ensure safe access is provided across the ~~Open Space Special Study Area~~ **Open Space Special Study Area** to the satisfaction of the Town and Conservation Authority.”

#### Section 4.16 General Policies for Specific Uses

36. Section 4.16.3 Places of Worship is amended by adding a new policy which addresses possible relocation of the existing Place of Worship on Yonge Street as follows:

“4.16.3.10 **Should the owners of the existing Place of Worship on Yonge Street wish to relocate out of the Commercial Mixed Use land use designation,** ~~the Town shall~~ **may** work with the owners of the existing *place of worship* along Yonge Street to find an appropriate alternative location for the facility ~~should relocation out of the Pedestrian Oriented Retail Priority Area be desired~~. If the ~~p~~**Place** of ~~w~~**Worship** is expanded or altered at its existing site, it is encouraged to redevelop in a manner consistent with the **Commercial Mixed Use land use designation** ~~Pedestrian Oriented Retail Priority Area~~ policies of section ~~3.2.3.2.1(i)~~ **this Plan**. If the ~~p~~**Place** of ~~w~~**Worship** remains on its existing site, the **lands designated Commercial Mixed Use** ~~Pedestrian Oriented Retail Area~~ north of the Place of Worship site can be developed for the adjacent *Medium Density Residential* and *Residential Mixed Use* designations.”

#### Section 5.4 Restoration, Enhancement and Securement

37. By adding an additional policy after policy 5.4.1.1 to provide guidance on the Restoration area located in the Green Lane Secondary Plan area as follows:

“5.4.1.2 The *Restoration Area* shown on Schedules D and D1 shall be restored as part of the ~~Natural Heritage System~~ **Natural Heritage System** and may be used as compensation, as approved by the Conservation Authority, for refinements of features and buffers in other areas of the Green Lane Secondary Plan.”

#### Section 7.2 Transportation

38. Additional text should be added to the end of policy 7.2.2.4 to read “Proposed trail locations shown on Schedules F and F-1 are approximate and trail impact studies may be required to determine actual location and the design of the trail.”

39. A new policy 7.2.4.1.10 is added to Section 7.2.4 Roads:

“A complete streets approach to collector and local roads is encouraged to support reduced travel times and alternative modes of travel. Community Design Plans shall identify active transportation and transit routes, which best connect origins and destinations within the Town and beyond. Community Design Plans shall also incorporate an integrated local street network, sidewalks on both sides of all roads, short blocks with ideal lengths set out in the urban design guidelines and reduced roads widths where active transportation connections and improved transit are provided to move people of all ages and abilities safely through the community. The requirements of the York Region Pedestrian & Cycling Master Plan and York Region Transit-Oriented Design Guidelines, as amended, should also be incorporated into new *development* applications.”

40. A new policy 7.2.4.1.11 is added to Section 7.2.4 Roads:

**“7.2.4.1.11 Within the lands shown as *Pedestrian Oriented Retail Priority Area*, west of Yonge Street on Schedule B-5, a continuous north-south local road shall be provided from the existing signalized intersection at Green Lane and extending northerly to the proposed east/west major collector road. The portion of this continuous north-south road located in the *Commercial Mixed Use* designation may be a public road or a private road with a public easement, subject to approval of development applications and supported by the applicable studies for this area.”**

41. Policy 7.2.4.4.6 is modified to read:

**“The following policies apply to the lands outlined on Schedule B-5.**

(i) In recognition of the need for the continued function of Green Lane as a high capacity Regional arterial road with bus rapid transit facilities, it is the policy of this ~~p~~**P**lan to protect for a continuous east/west **major** local collector **road** north of Green Lane, as shown conceptually on Schedule E, to facilitate additional traffic flows resulting from urban expansion as contemplated by this ~~p~~**P**lan.

(ii) ~~Through the review and approval of development applications within the Green Lane Secondary Plan Area, the Town shall work with landowners to secure and provide for the early delivery and construction of the east/west collector. Prior to the approval of Community Development~~ **Design** Plans, **shall include** an implementation strategy ~~will be developed~~ that addresses construction timing **and financing of** for the east/west **major local** collector road **for the lands outlined on Schedule**

B-5, to the satisfaction of the Town, in consultation with ~~Region of York Region~~.

- (iii) Through the review and approval of *development* applications within the Green Lane Secondary Plan Area outlined on Schedule B-5, which require the construction of all or part of the east/west major local collector road in accordance with the implementation strategy referenced in (ii) above, the Town shall work with the appropriate landowners to secure and provide for the early delivery and construction of the east/west major collector road.”

42. Section 7.2.5 is amended to reference schools and other sensitive development as well as residential development and have 300 metres be the distance wherein the noise study is required but maintain the 75 metre distance where a vibration study is required. The first section of policy 7.2.5.2 shall be replaced with the following:

“Prior to the approval of *development* applications that result in or permit residential *development*, schools or other sensitive *development*, the applicant shall be required to submit, for *development* within 75 metres of a railway right-of-way, a vibration study and, for *development* within 300 metres of a railway right- of-way, a noise study, to the satisfaction of the Town and appropriate railway authority:”

#### Section 7.8 Telecommunications, Utility and Technology Infrastructure

43. Section 7.8.3.3. is amended to add “and the Green Lane Secondary Plan Area” after “Village Core Areas”.

#### Section 8.1 Complete Application and Pre-Consultation

44. One new bullet is added to Policy 8.1.1 to read:

**“(xxii) Mobility Plan”**

~~“(xxiii) Confirmation from the Town that sufficient municipal water and wastewater servicing allocation is available to facilitate construction of the *development* within 3 years from the date of submission;”~~

- ~~45. A new policy 8.1.6 is added (with subsequent policies renumbered accordingly) which reads:~~

~~“In accordance with Section 7.3, for applications proposing residential *development*, confirmation from the Town that sufficient municipal water and wastewater servicing allocation is available to facilitate construction of the *development* within 3 years from the date of submission, shall be required as part of a complete application. An application for residential *development* shall be deemed incomplete if such confirmation is not provided by the Town. This policy does not apply to Community Design Plans.”~~

## Section 8.2 Development Approval Process

46. Policy 8.2.1.5 is deleted, as the Secondary Plan process will be completed with the adopted Official Plan amendment **Amendment**.
47. Policy 8.2.1.8 (now 8.2.1.7) is amended to replace the term “Secondary Plans” with “Secondary Plans or Community Design Plans”.
48. Policy 8.2.2 is amended as follows:
  - a) Rewording the second paragraph to add reference to the Regional Official Plan as well as the Town Official Plan, to read “At a minimum, the Community Design Plan shall address the policies of this Plan **and the York Region Official Plan**, pertaining to:”
  - b) adding the following paragraph after xv:  
**xvi) “The community energy plan criteria outlined in policy 5.6.10 of the York Region Official Plan.**
49. Policy 8.2.2.1 is amended by adding the following sentence:  
  
“Community Design Plans are done on a smaller scale/land area than a Secondary Plan Area.”

## Section 9.1 General Policies (Interpretation)

50. Policy 9.1.2. is amended by replacing the words “in the case of” with “where the boundary follows”.

## Section 9.4 Special Provisions and Exceptions

51. New sections 9.4.4 d) and e) are added to address intensification, which read:
  - “d) *Intensification* of the site is encouraged to accommodate residential and mixed use *development* in accordance with the policies of Section 3.2.3.2.1(i).
  - e) Retail and commercial *intensification* of the site is encouraged along the northern boundary to accommodate a *Pedestrian Oriented Retail Priority Area* in accordance with the policies of Section 3.2.3.2.1(i).”
52. Site specific policy 9.4.14 is deleted as it is no longer applicable **and subsequent policies are renumbered accordingly.**
53. A new Policy 9.4.18 is added (after existing policy 9.4.18 is renumbered to 9.4.17) to allow for the transfer of density from the future well house and potable

water treatment facility site to lands immediately adjacent to the west of the subject lands as follows:

**“ 9.4.18 Lands in Part of Lot 101, Concession 1 EYS, more specifically Part 1 on 65R-37475 and designated *High Density Residential* on Schedule B-5, the property may be used for a future well house and potable water treatment facility site on lands that would otherwise be developable, shall continue to be included as net developable hectares for the purposes of calculating density in accordance with policy 4.4.4.2.**

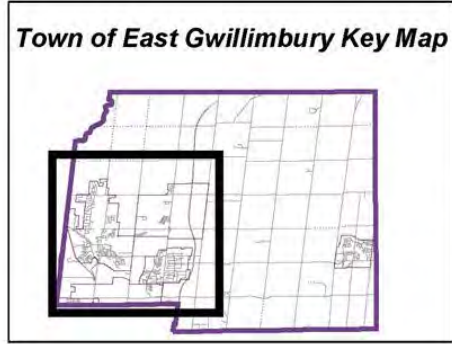
**The density rights encumbered by this infrastructure may be transferred to the abutting lands directly to the west, designated *High Density Residential* on Schedule B-5.”**

### Schedules

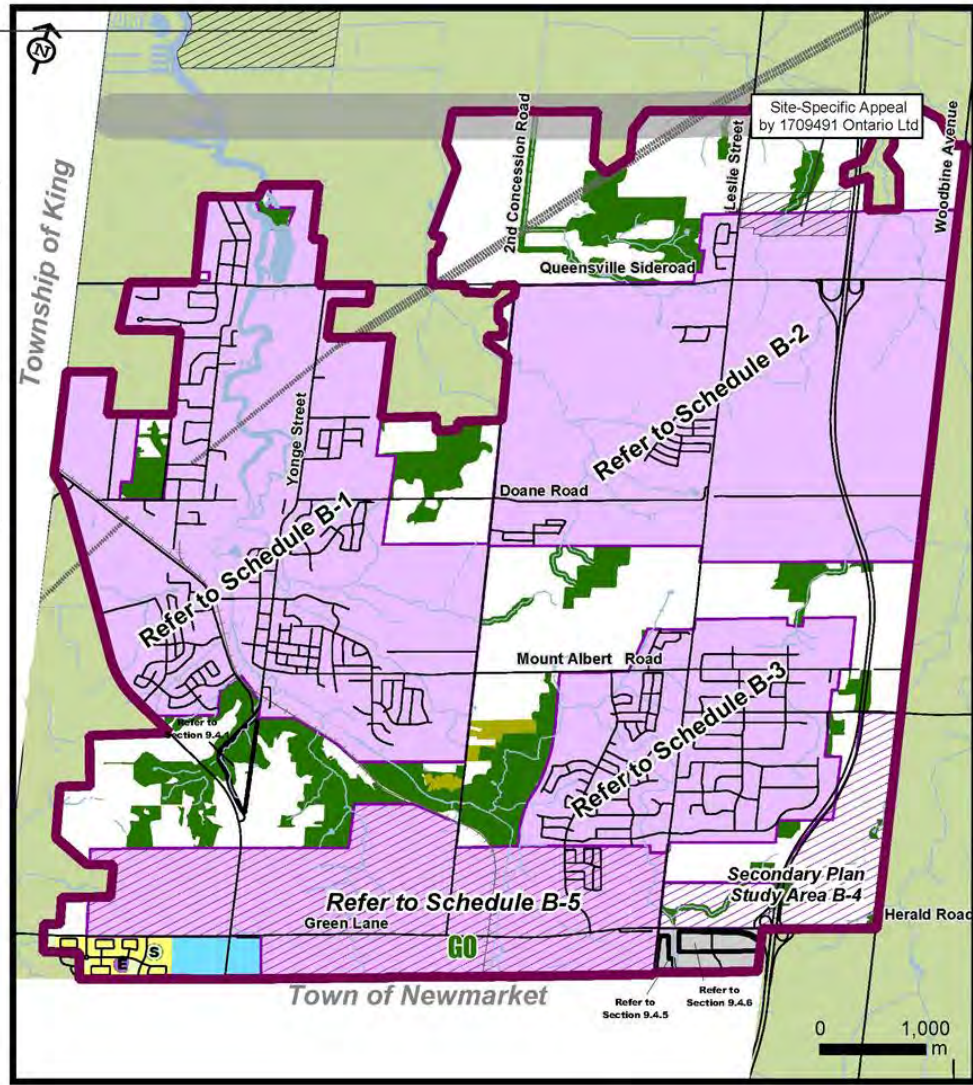
54. Schedule B is revised to remove the designations shown within the Green Lane Secondary Plan Area and replace it with a “New Secondary Plan Area” symbol and revise the label to “Refer to Schedule B-5”, as attached as Schedule AA to this amendment. The revised schedule also removes reference to site specific policies 9.4.4 and 9.4.14.
55. A new Schedule B-5, attached as Schedule BB to this amendment, is added to the Town’s Official Plan to outline the land use designations within the Green Lane Secondary Plan Area.
56. **Schedule B-5 attached as Schedule “BB” be modified as follows:**
  - a. **The *Commercial Mixed Use* designation in the northwest quadrant of Yonge Street and Green Lane south of proposed minor east-west collector be extended west reducing the size of the *Medium Density Residential 1*, *Medium Density Residential 2* and *High Density Residential* designations.**
  - b. **The Major Local Centre Boundary be adjusted to reflect the extended *Commercial Mixed Use* designation outlined above (a.).**
  - c. **The *Pedestrian Oriented Retail Priority Area* running east-west on the west side of Yonge Street, north of Green Lane be relocated further west and reoriented in a north-south direction.**
  - d. **The northern most Proposed Elementary School and Proposed Park in the northwest quadrant of Yonge Street and Green Lane be relocated westerly from the border of the *Medium Density Residential 1* and *Low Density Residential* designation to be entirely within the *Low Density Residential* designation.**
  - e. **Site-specific policy reference number be added to the *High Density Residential* designation on the north side of Green Lane between Yonge Street and 2<sup>nd</sup> Concession Road**

57. Schedules A, A-1, D and D-1 are revised to show the proposed collector roads and the Natural Heritage System as refined through the Green Lane Secondary Plan process, as attached as Schedules CC, DD, EE and FF to this amendment.
58. Schedules E and E-1 are revised to update the proposed collector road system and proposed cycling network, as attached as Schedules GG and HH to this amendment.
59. Schedules F and F-1 are revised to show the revised Natural Heritage System and proposed parks and collector roads as determined through the Green Lane Secondary Plan process, as attached as Schedules II and JJ to this amendment.
60. **Schedules “BB”, “CC”, “DD”, “GG”, “HH”, “II” and “JJ” be modified to reflect the relocation of the proposed north-south minor collector road in the northwest quadrant of Yonge Street and Green Lane further to the west.**

**SCHEDULE "AA" – URBAN PLANNING AREA LAND USE PLAN  
OFFICIAL PLAN AMENDMENT NO. 4-2018  
TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN**



Site-Specific Deferral  
by WJ Smith Gardens



**Town of East Gwillimbury**

**Official Plan  
Schedule B  
Urban Planning Area  
Land Use Plan**

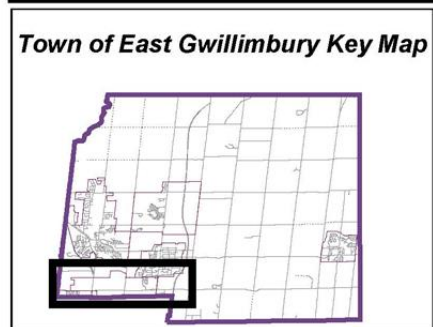
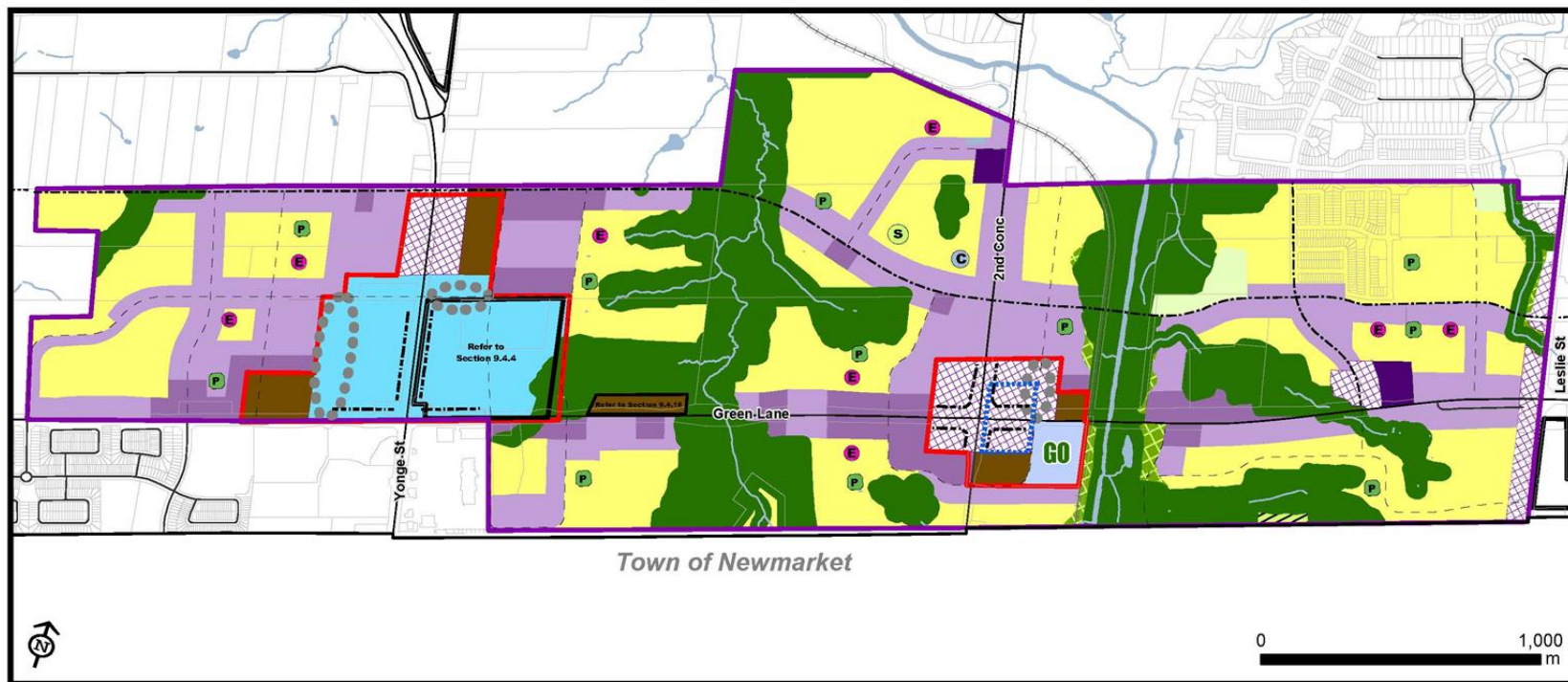
- Greenbelt Protected Countryside\*
- Existing Secondary Plan Area
- New Secondary Plan Area
- General Employment
- Low Density Residential
- Estate Residential
- Commercial Mixed Use
- Residential Mixed Use
- Environmental Protection Area  
(Refer to Schedule D)
- Parks & Open Space
- Agricultural/Long Term Growth Area
- Special Provision Area  
(Refer to Section 9.4)

- GO Station
- Elementary School
- Proposed Secondary School
- Hydro Corridor
- Proposed Provincial Freeway
- Road
- Railway
- Waterbody\*
- Watercourse\*

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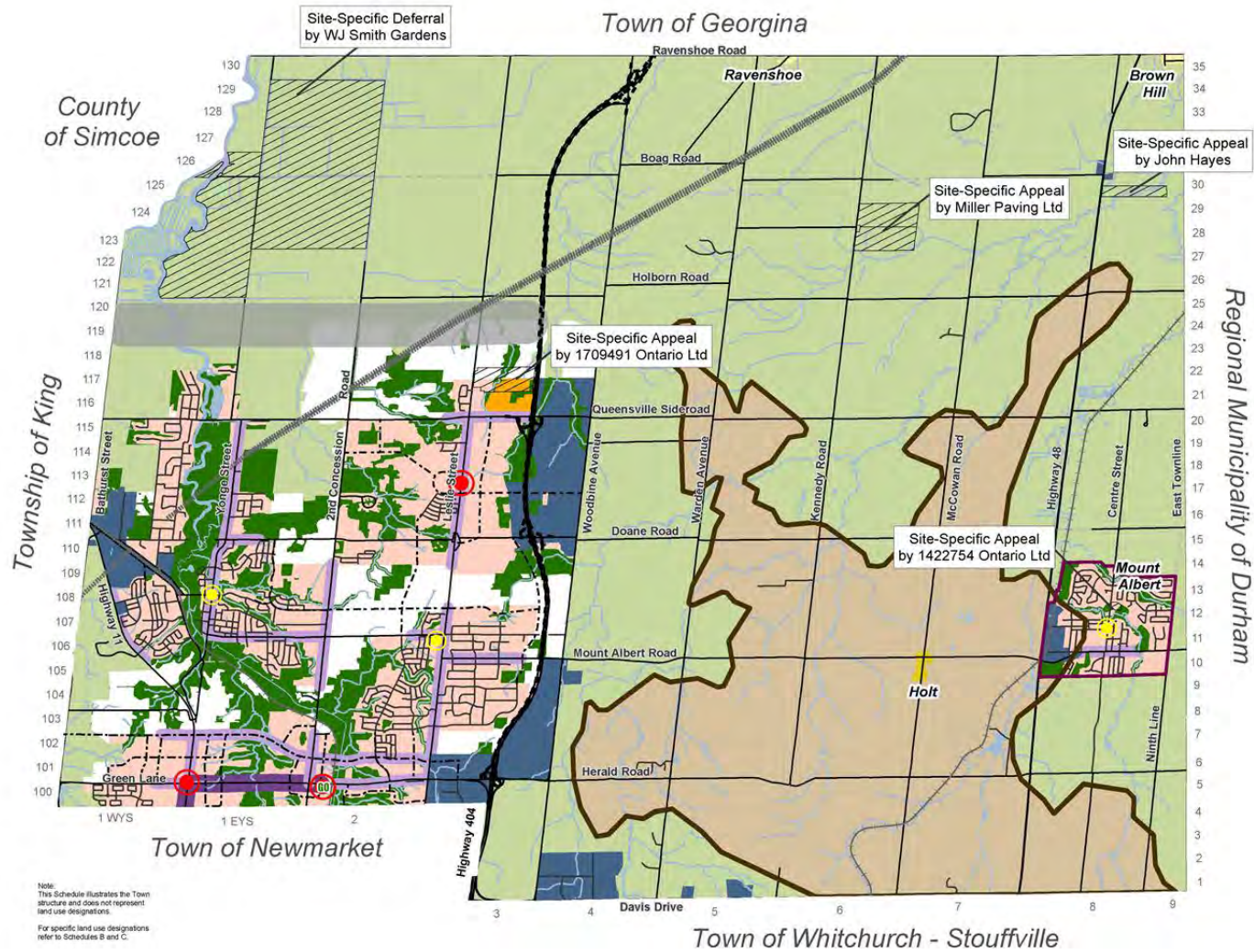
**SCHEDULE "BB" – GREEN LANE LAND USE PLAN  
OFFICIAL PLAN AMENDMENT NO. 4-2018  
TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN**



- |                                               |                                                     |                            |
|-----------------------------------------------|-----------------------------------------------------|----------------------------|
| Green Lane Secondary Plan                     | Office Priority Area                                | GO Station                 |
| Residential Mixed Use                         | Pedestrian Oriented Retail Priority Area            | Elementary School          |
| Commercial Mixed Use                          | Environmental Protection Area (Refer to Schedule D) | Proposed Elementary School |
| Low Density Residential                       | Restoration Area                                    | Proposed Secondary School  |
| Medium Density Residential 1                  | Open Space - Special Study Area                     | Proposed Park              |
| Medium Density Residential 2                  | Road                                                | Proposed Community Centre  |
| High Density Residential                      | Proposed Major Collector Road                       |                            |
| Neighbourhood Commercial                      | Proposed Minor Collector Road                       |                            |
| Institutional                                 | Pedestrian Oriented Streets                         |                            |
| Parks and Open Space                          | Railway                                             |                            |
| Major Local Centre                            | Waterbody*                                          |                            |
| Special Provision Area (Refer to Section 9.4) | Watercourse*                                        |                            |
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**Official Plan  
Schedule B-5  
Green Lane Corridor  
Land Use Plan**

# SCHEDULE "CC" – TOWN STRUCTURE OFFICIAL PLAN AMENDMENT NO. 4-2018 TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN



Note:  
This Schedule illustrates the Town structure and does not represent land use designations.  
For specific land use designations refer to Schedules B and C.



**Official Plan  
Schedule A  
Town Structure**

*Regional Municipality of Durham*

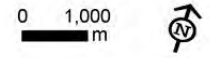
**Rural Planning Area**

- Greenbelt - Protected Countryside\*
- Greenbelt Settlement Area
- Hamlet
- Oak Ridges Moraine\*
- ORM Hamlet

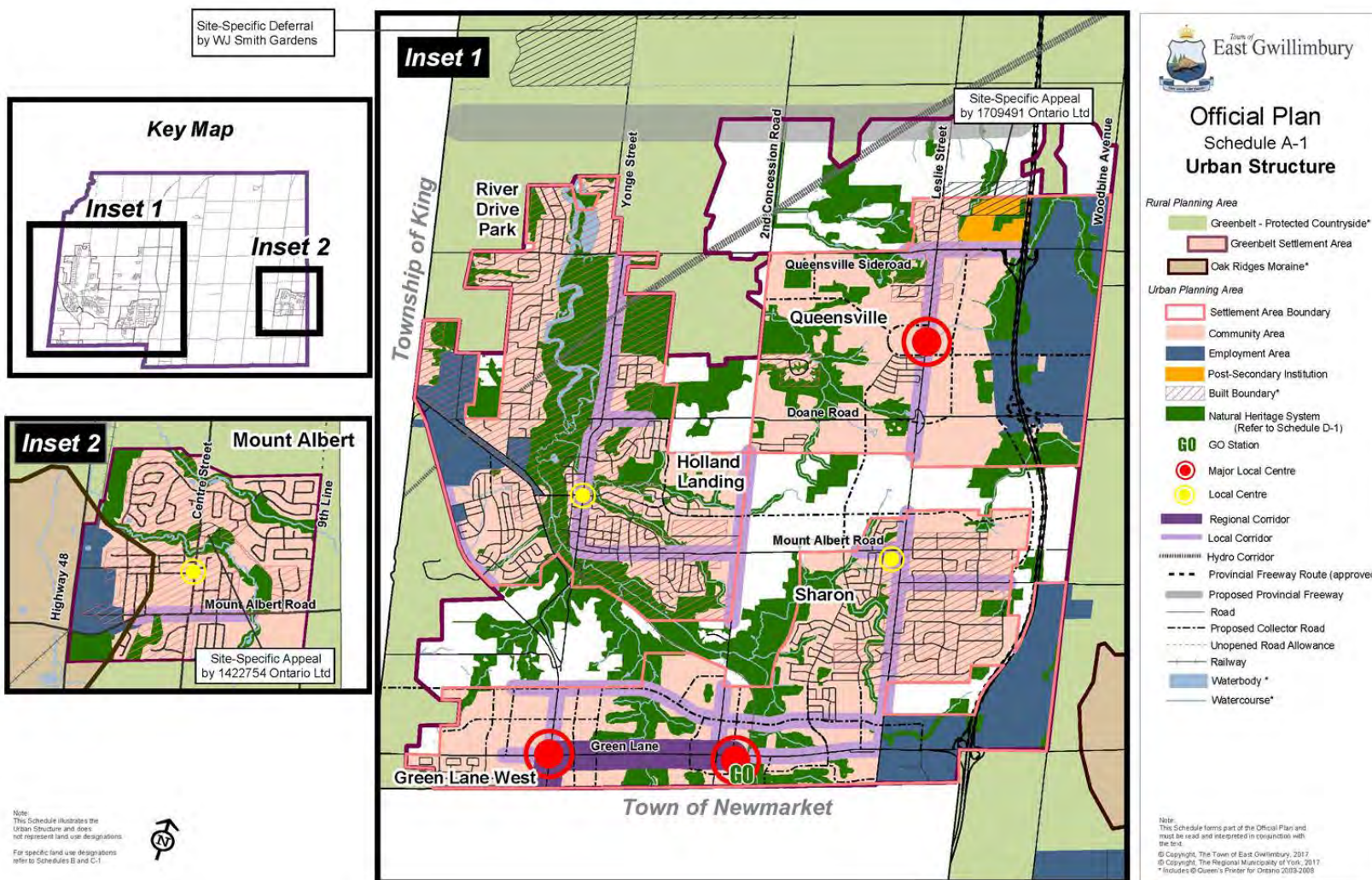
**Urban Planning Area**

- Community Area
- Employment Area
- Post-Secondary Institution
- Natural Heritage System (Refer to Schedule D)
- GO Station
- Major Local Centre
- Local Centre
- Regional Corridor
- Local Corridor
- Hydro Corridor
- Controlled Access Highways
- Under Construction
- Proposed
- Road
- Unopened Road Allowance
- Railway
- Waterbody\*
- Watercourse\*

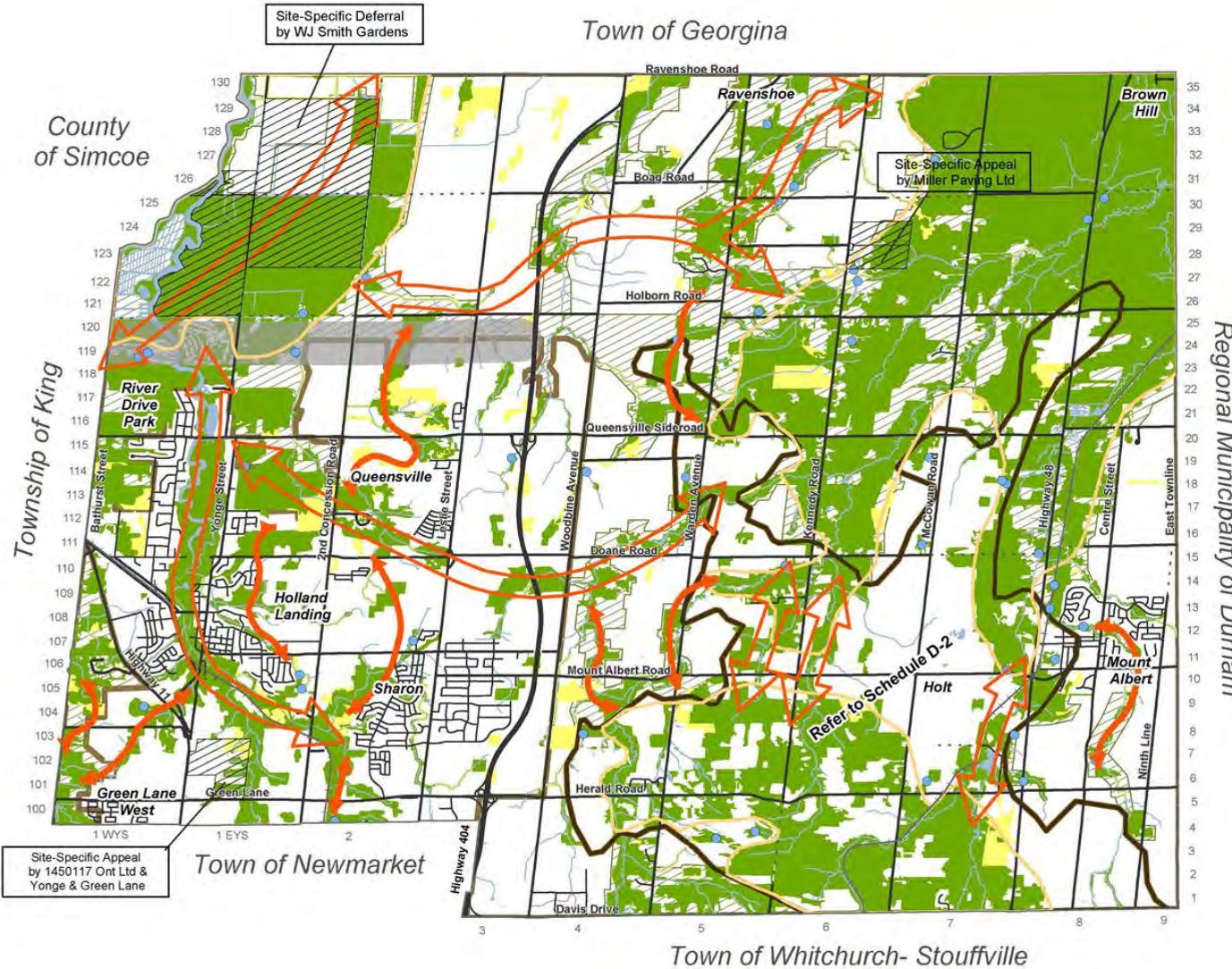
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# SCHEDULE "DD" – URBAN STRUCTURE OFFICIAL PLAN AMENDMENT NO. 4-2018 TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN



**SCHEDULE "EE" – NATURAL HERITAGE SYSTEM  
OFFICIAL PLAN AMENDMENT NO. 4-2018  
TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN**



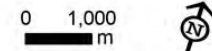

 Town of East Gwillimbury  
**Official Plan  
Schedule D  
NATURAL HERITAGE SYSTEM**

-  Provincial Greenbelt Plan Area \*
-  Greenbelt Natural Heritage System
-  Oak Ridges Moraine (ORM) Conservation Plan Area \*

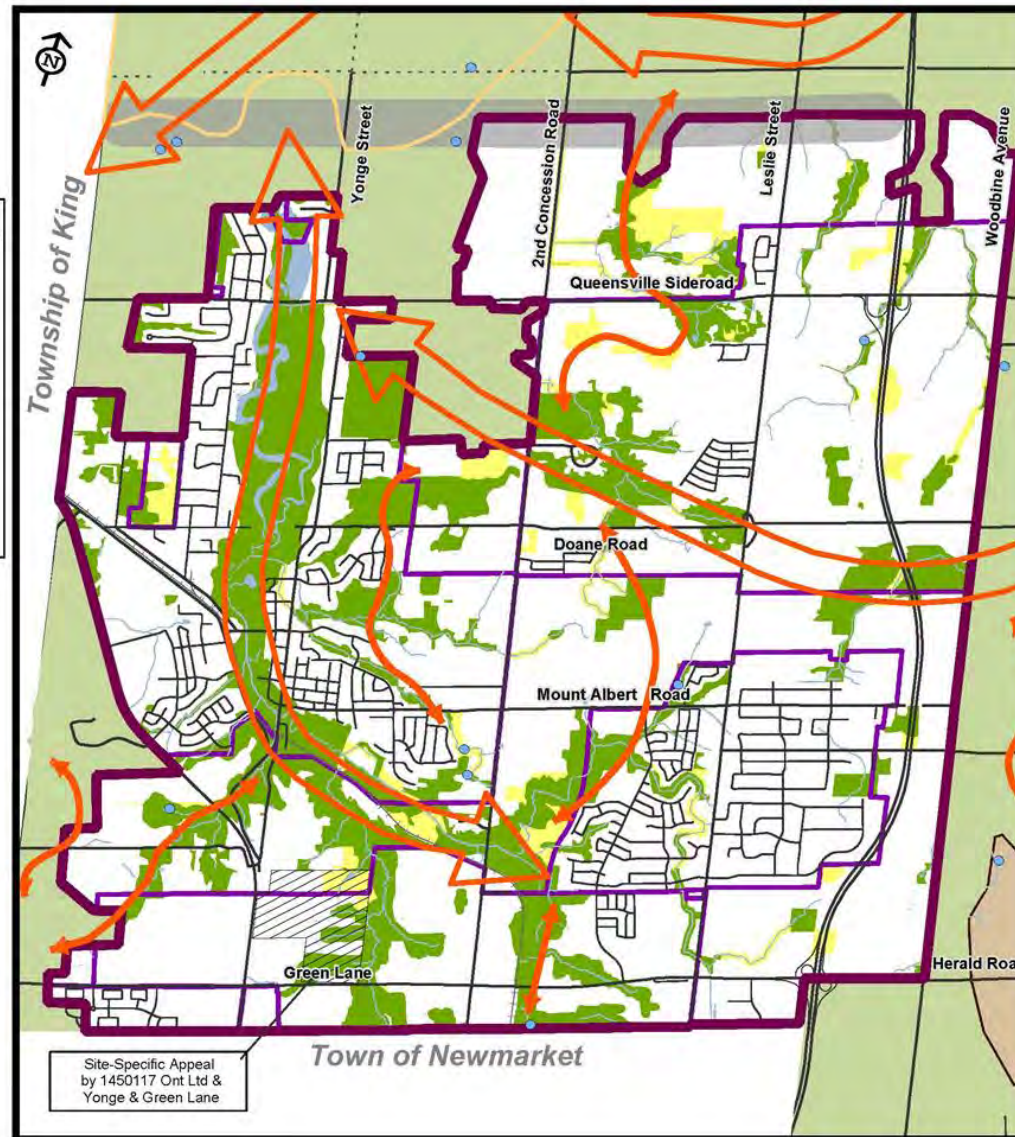
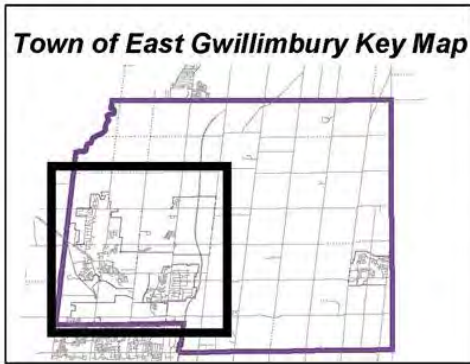
**Town's Natural Heritage System**

-  Core Areas
-  Supporting Areas
-  Restoration Area
-  Big Woods Policy Area
-  Proximity Linkages
-  Opportunities for Primary Environmental Corridors
-  Opportunities for Supporting Environmental Corridors
-  Provincial Freeway Route (approved)
-  Proposed Provincial Freeway
-  Road
-  Railway
-  Waterbody\*
-  Watercourses\*

Note: This Schedule forms part of the Official Plan and must be read and interpreted in conjunction with the text. Please refer to Section 5 for detailed policies related to this Schedule.  
Refinements and/or modifications may be made to this Schedule based on updated information or an approved Natural Heritage Evaluation.  
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**SCHEDULE "FF" – NATURAL HERITAGE SYSTEM IN THE URBAN PLANNING AREA  
 OFFICIAL PLAN AMENDMENT NO. 4-2018  
 TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN**




**Town of East Gwillimbury**

**Official Plan**  
 Schedule D-1  
**Natural Heritage System in the Urban Planning Area**

-  Provincial Greenbelt Plan Area \*
-  Oak Ridges Moraine (ORM) Conservation Plan Area \*

**Natural Heritage System**

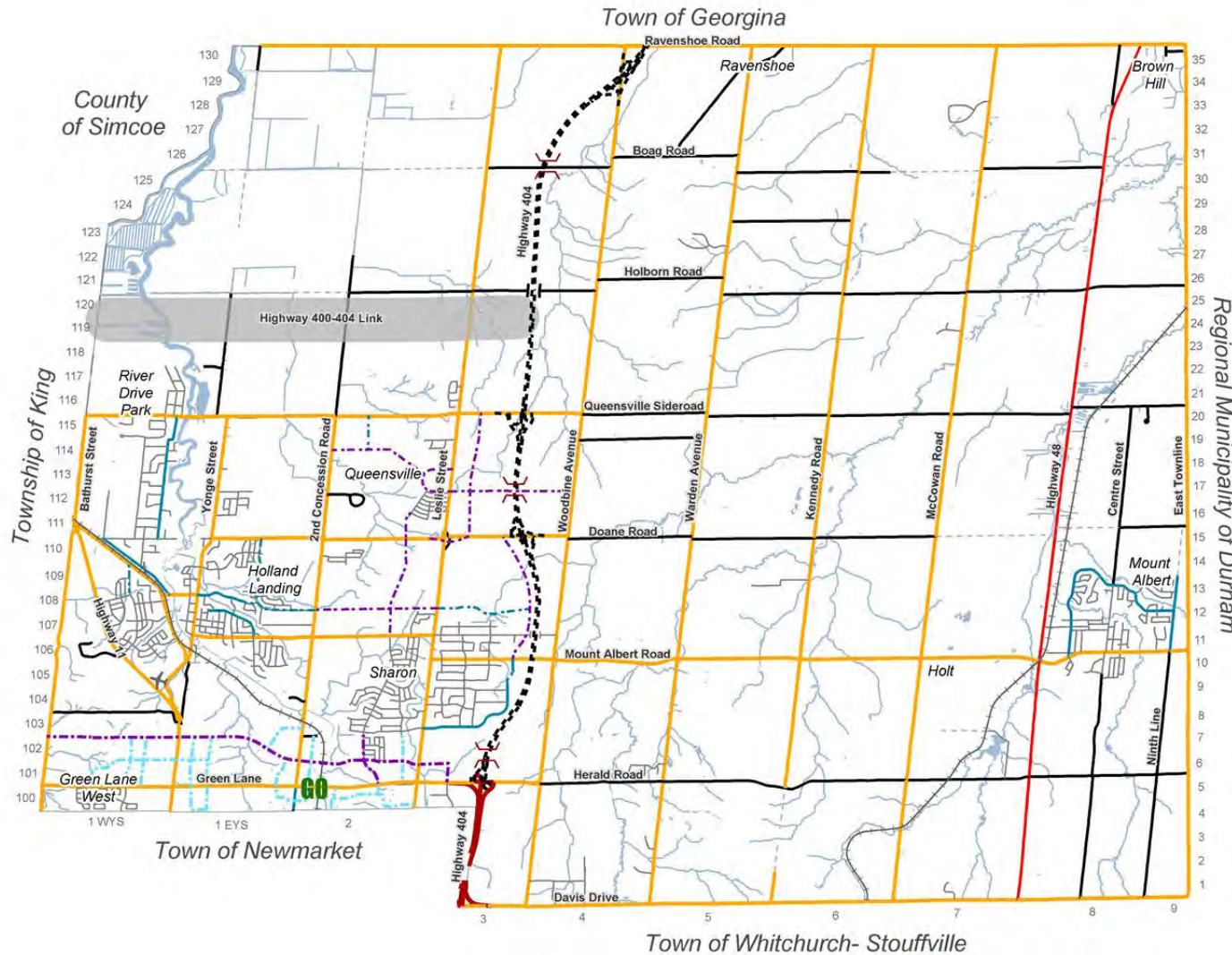
-  Core Areas
-  Supporting Areas
-  Restoration Area
-  Big Woods Policy Area
-  Proximity Linkages
-  Opportunities for Primary Environmental Corridors
-  Opportunities for Supporting Environmental Corridors
-  Hydro Corridor
-  Provincial Freeway
-  Road
-  Proposed Provincial Freeway
-  Railway
-  Waterbody\*
-  Watercourses\*

Note: This Schedule forms part of the Official Plan and must be read and interpreted in conjunction with the text. Please refer to Section 5 for detailed policies related to this Schedule.

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**SCHEDULE "GG" – TRANSPORTATION NETWORK  
OFFICIAL PLAN AMENDMENT NO. 4-2018  
TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN**



 **Official Plan  
Schedule E  
TRANSPORTATION  
NETWORK**

**Provincial Highways**

- Provincial Highway

**Controlled Access Highways**

- Existing
- Under Construction
- Proposed

**Regional Roads**

- Regional Arterial
- Proposed Regional Arterial\*\*

**Town Roads**

- Proposed Major Collector
- Proposed Minor Collector
- Major Collector
- Minor Collector
- Rural Road
- Local Road
- Unopened Road Allowance

**GO Station**

- GO Station

**Railway**

- Railway

**Waterbody\***

- Waterbody\*

**Watercourse \***

- Watercourse \*

**Proposed Mid-block Collector Road Crossings**

- Proposed Mid-block Collector Road Crossings

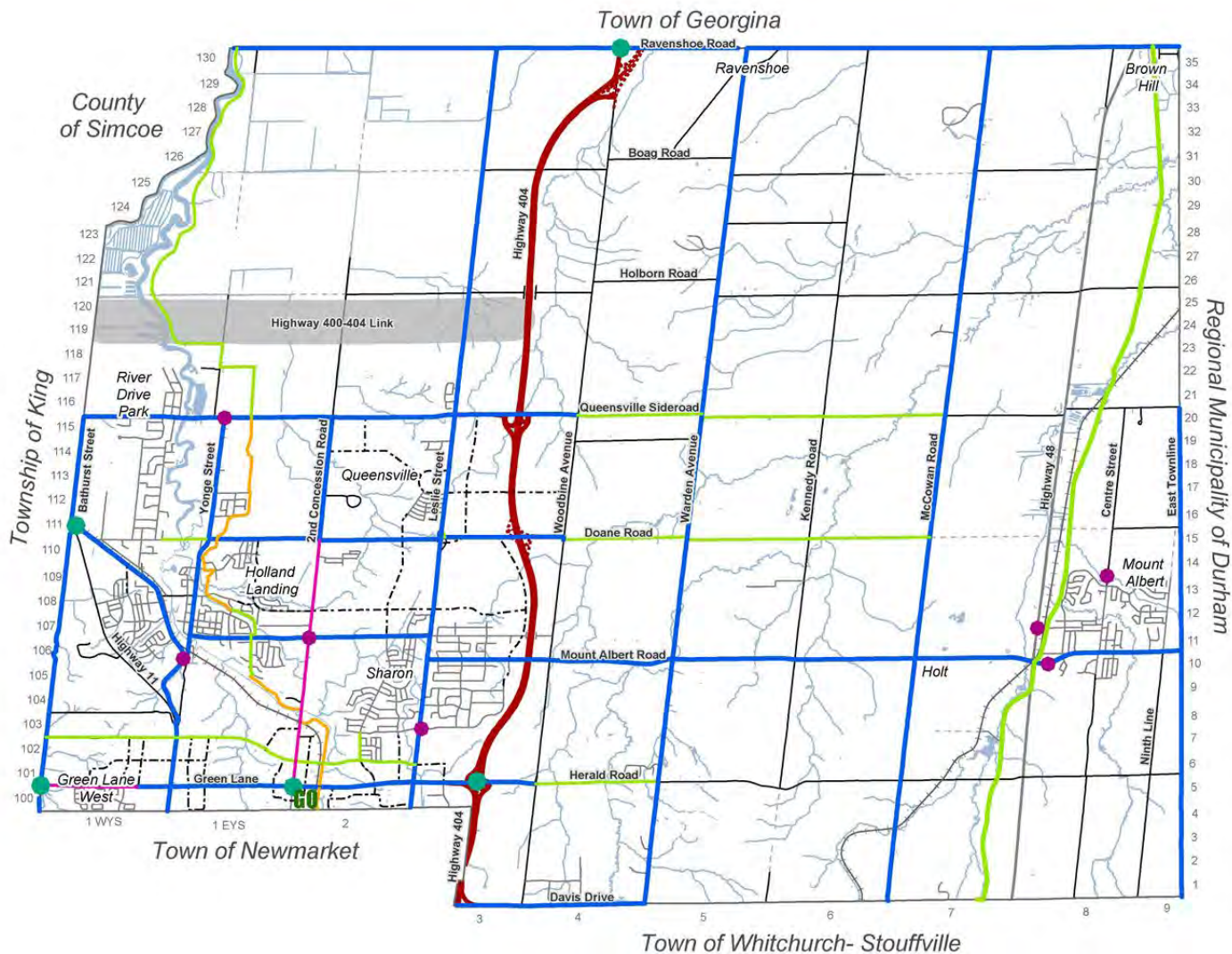
**Hare Field**

- Hare Field

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# SCHEDULE "HH" – CYCLING NETWORK OFFICIAL PLAN AMENDMENT NO. 4-2018 TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN





**Official Plan  
Schedule E-1  
CYCLING NETWORK**

**Existing and Proposed Cycling Network**

- Proposed Cycling Facilities on Regional Roads and Right of Ways\*
- Proposed Cycling Facilities on Non-Regional Facilities\*
- Existing Cycling Facilities on Regional Roads and Right of Ways\*
- Existing Cycling Facilities on Non-Regional Facilities\*

**Provincial Highways**

- Provincial Highway

**Controlled Access Highways**

- Existing
- - Proposed Approved Route
- Proposed

**Town and Regional Roads**

- - - Proposed Collector Road
- Road
- - - Unopened Road Allowance

**Other Features**

- Town Gateway
- Community Gateway
- GO GO Station
- Railway\*\*
- Waterbody\*\*
- Watercourse \*\*

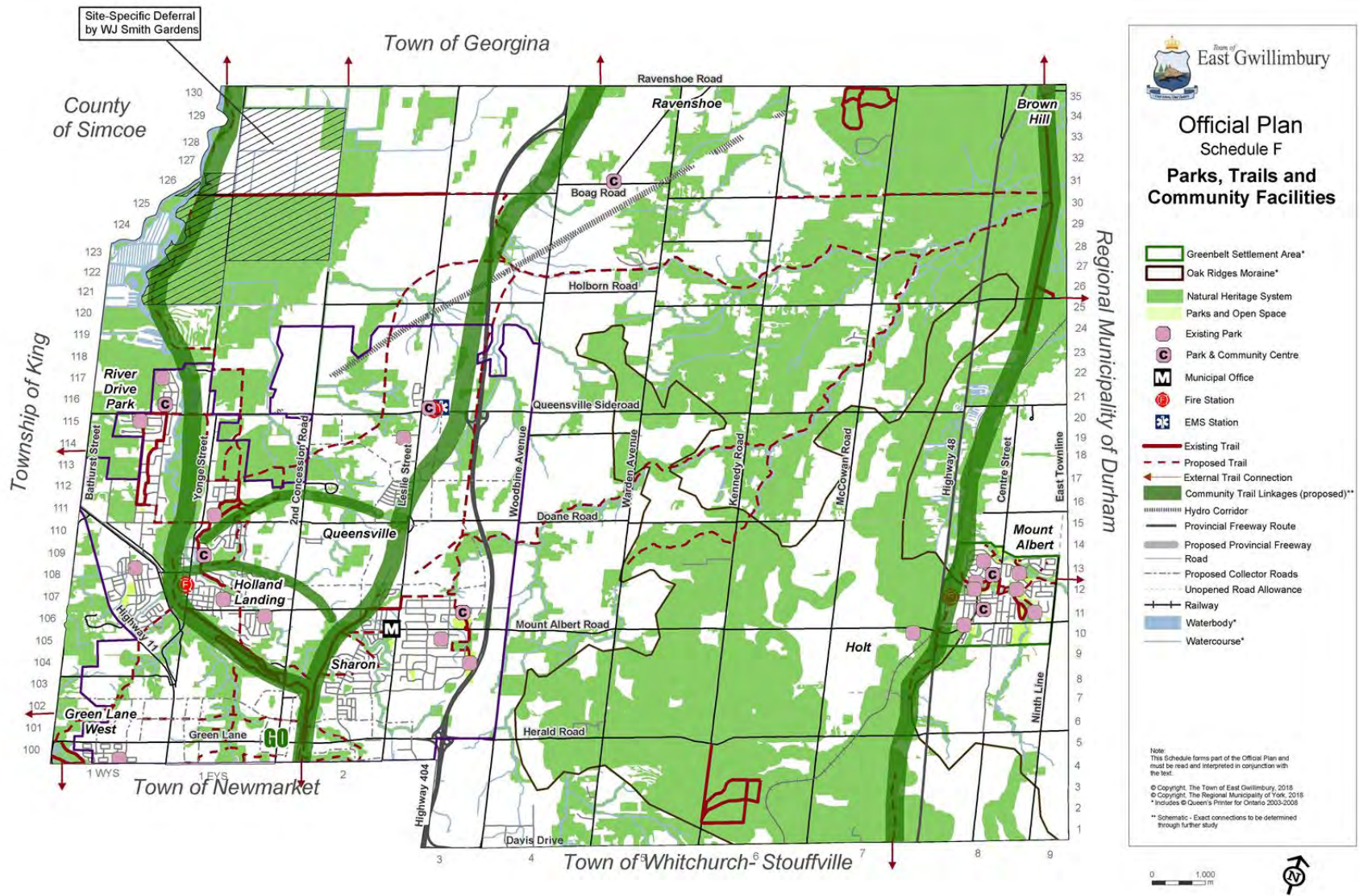
\*Facilities include, but are not limited to: multi-use trails, bike lanes, paved shoulders, signed routes, and other amenities to be determined through co-ordination between the Region of York and the Town.

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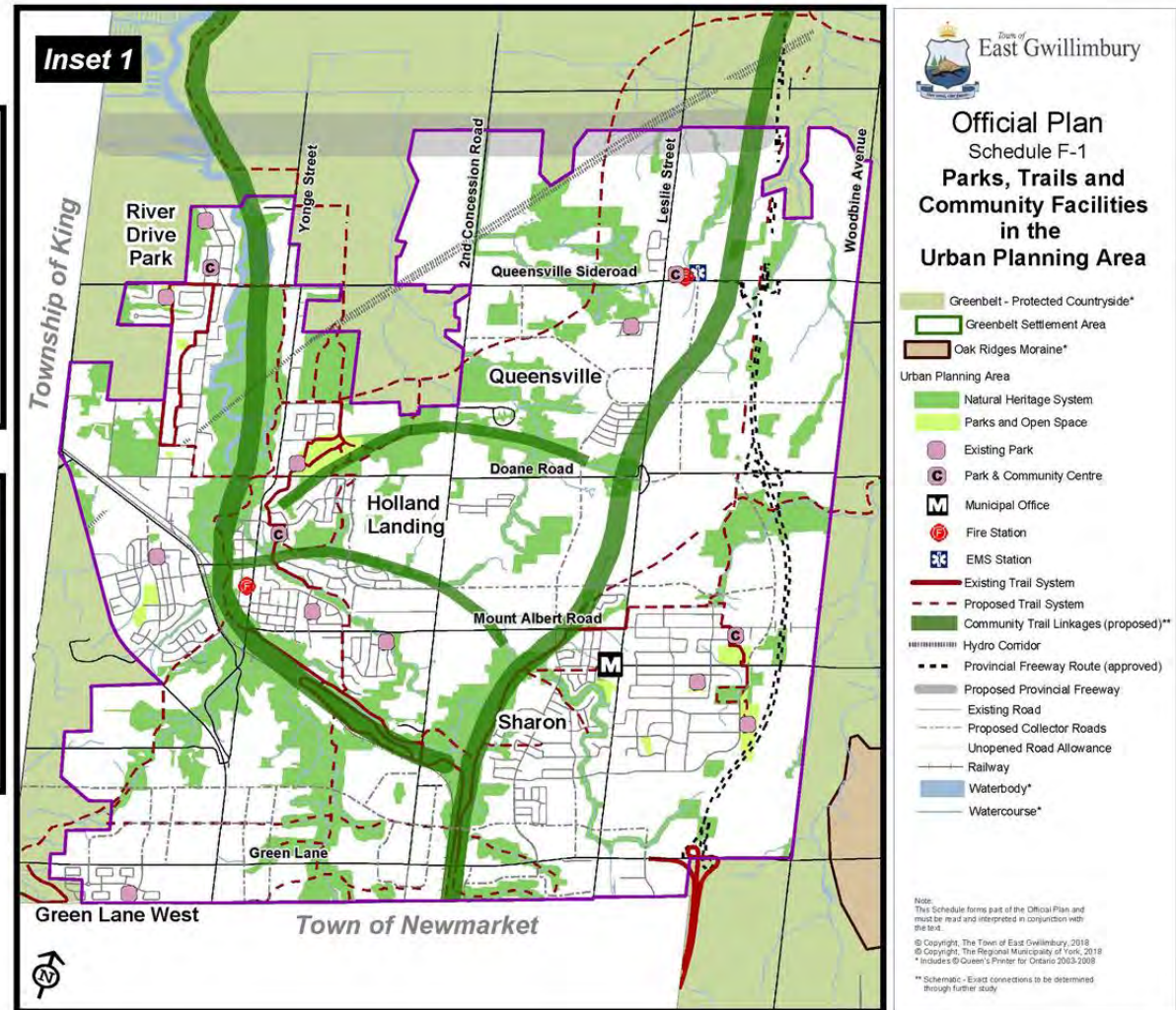
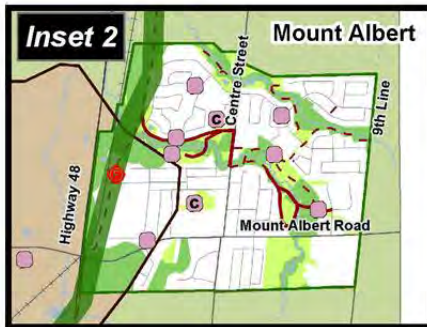
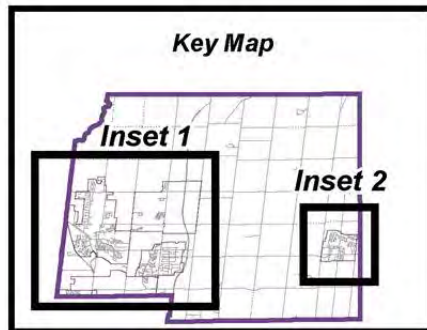


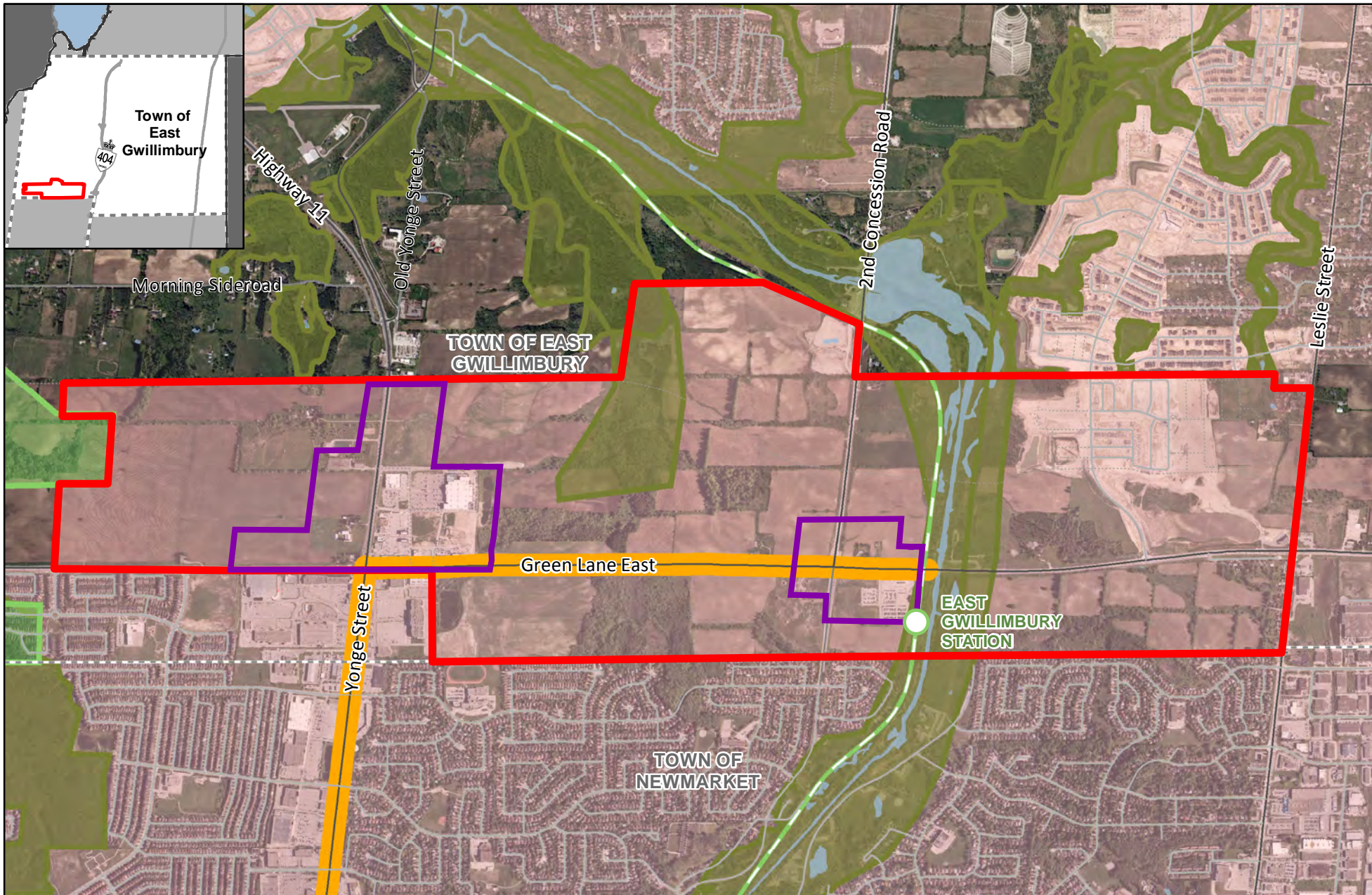
**SCHEDULE "II" – PARKS, TRAILS AND COMMUNITY FACILITIES**  
**OFFICIAL PLAN AMENDMENT NO. 4-2018**  
**TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN**





**SCHEDULE "JJ" – PARKS, TRAILS AND COMMUNITY FACILITIES IN THE URBAN PLANNING AREA  
OFFICIAL PLAN AMENDMENT NO. 4-2018  
TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN**



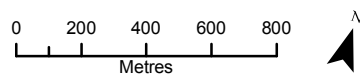


**York Region**

Produced by:  
The Regional Municipality of York  
Corporate Services,  
Planning and Economic Development  
July 2018

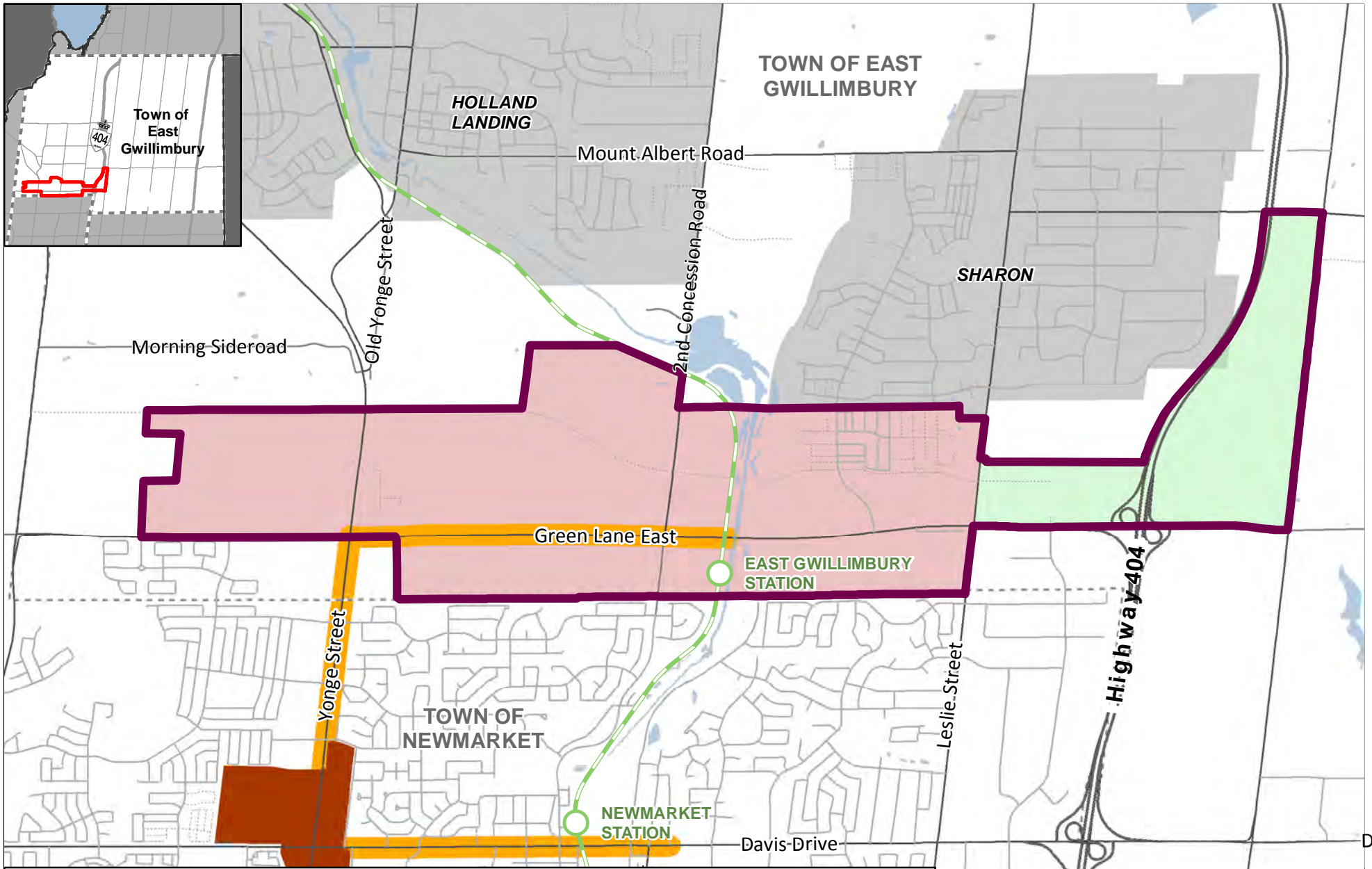
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### ROP-2010 Land Use Area Green Lane Secondary Plan Area Town of East Gwillimbury



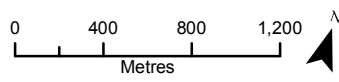
**Legend**

	GO Station		ROP-2010 Designations
	GO Railway		Regional Corridor
	Green Lane		Regional Greenlands System
	Secondary Plan Area		Urban Area
	Major Local Centre		Greenbelt Protected Countryside
	Municipal Boundary		



**ROPA 1 Lands**  
**Green Lane Secondary Plan and Highway 404**  
**Employment Corridor Secondary Plan Areas**  
**Town of East Gwillimbury**

- Legend**
- GO Station
  - GO Railway
  - Municipal Boundary
  - Regional Centre
  - Regional Corridor
  - Towns and Villages
  - ROPA 1
  - Green Lane Secondary Plan Area
  - Highway 404 Employment Corridor Secondary Plan Area



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 July 2018

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**Provincial Plan Policy – Conformity Analysis for Amendment No. 4 to the  
Town of East Gwillimbury Official Plan  
Green Lane Secondary Plan**

**Preamble**

Policies included in this Table only reflect the policies applicable to this secondary plan and do not include policies already addressed by the Town of East Gwillimbury Official Plan, 2010 and/ or the York Region Official Plan, 2010, or those that are not applicable.

Section/ Policy	Section Title/ Policy Outline	Regional Staff Comments on OPA Conformity
<b>Provincial Policy Statement, 2014</b>		
<b>1.0</b>	<b>Building Strong Healthy Communities</b>	
1.1	Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns	
1.1.1	<p>Policies of this section promote healthy, liveable and safe communities through:</p> <ul style="list-style-type: none"> <li>- Efficient development and land use patterns;</li> <li>- Accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other use, avoiding development and land use patterns which may cause environmental or public health and safety concerns;</li> <li>- Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;</li> <li>- Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;</li> <li>- Ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution</li> </ul>	<p>The secondary plan area is located within the Urban Area of the ROP and the Town OP. The secondary plan provides specific policies guiding future development in the secondary plan area. Policies in the Town OP and secondary plan promote healthy, livable and safe communities and the various land use designations and housing types included in the secondary plan address this policy. The background studies, including the MESP, support cost effective servicing and development patterns as well as address and support accessibility. Policies throughout all sections in the Town OP are applicable to the secondary plan area and relate to accessibility, built form, environmental protection, sustainability and energy efficient, along with a requirement for further refined studies as part of the Community Design Plan stage.</p>

**Provincial Plan Policy – Conformity Analysis for Amendment No. 4 to the  
Town of East Gwillimbury Official Plan  
Green Lane Secondary Plan**

	<p>systems, and public service facilities are or will be available to meet current and projected needs; and</p> <ul style="list-style-type: none"> <li>- Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.</li> </ul>	
1.1.3	<p>Policy direction in this section relates to land use patterns, densities and land use mix with the focus on efficient use of land and development patterns, protection of resources, promotion of green space, and effective use of infrastructure and public service facilities within Settlement Areas. Specific policy focus includes minimizing negative impact to air quality and climate change and promotion of energy efficiency, supporting active transportation and transit-supportive development, and opportunities for intensification and redevelopment, as well as implementation/ phasing.</p>	<p>Policies in the secondary plan support the establishment of efficient urban land uses outside of natural heritage features and natural hazards. Siting higher density and mixed uses in proximity to the two Major Local Centres, and along Regional and local corridors provides for efficient land use patterns. Policies throughout all sections in the Town OP and policies included in the secondary plan address air quality, climate change, infrastructure, public service facilities, energy efficiency and sustainability, and transit-oriented/ transit supportive development, and phasing.</p>
1.4	Housing	
	<p>Policies in this section direct municipalities to provide for an appropriate mix of housing types and densities for current and future residents. Specific policy focus includes establishing minimum targets for affordable housing, facilitating all forms of housing for residents of all ages and abilities, residential intensification housing forms such as second units, and directing new housing and density to areas with appropriate levels of infrastructure and public service facilities, supporting the use of active transportation and transit.</p>	<p>A mix of housing types is planned within the land use designations of the secondary plan. While a number of policies in the Town OP address this section, policies of the secondary plan such as policy 2.3.10, 3.2.3.2.1 (i) q) further address affordable housing by broadening the range of residential unit types within the Town (i.e. building design and permitted use of secondary suites, units with basic amenities to keep cost low, rental unit construction with a range of unit sizes and unit types) and a focus on demonstrating that the affordable housing target can be achieved within the secondary plan area. The secondary plan directs the majority of higher density housing options to the Major Local Centres, and Regional and local corridors where the majority of public service facilities and active transportation and transit options are proposed and/ or provided.</p>
1.5	Public Spaces, Recreation, Parks, Trails and Open Space	
	<p>This section promotes the creation of healthy, active communities through planning public streets, spaces and facilities in a safe manner for pedestrians that fosters social</p>	<p>Eleven parks, a community centre, open spaces areas and large environmental protection areas containing an extensive proposed trail system are shown on Schedule JJ. The road network promotes the</p>

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	interaction and facilitates active transportation and community connectivity. It also directs the provision of public recreation opportunities.	creation of a grid pattern. Both result in promoting connectivity within the Plan and the Town, and encourages active transportation and healthy community living.
1.6	<b>Infrastructure and Public Service Facilities</b>	
	Policies of this section direct planning of infrastructure and public service facilities to be planned in a coordinated, efficient, cost effective manner with consideration to climate change impacts and promotion of green infrastructure. Planning for sewage and water services shall direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services. Promotion of water conservation and water use efficiency is also specified. Specific polices related to stormwater management, transportation systems, waste management, and energy supply are also outlined in this section.	Infrastructure needs, timing and phasing are outlined in the Green Lane MESP. In the secondary plan area, limited non-residential development can be serviced by the YDSS; however, allocation for residential development is reliant on the completion of the UYSS. Climate change, green infrastructure, water conservation and efficiency are addressed in the Town OP, the Town’s Thinking Green Standards, and their Town-wide Community Energy Plan. The secondary plan adds policies in Section 2.4 regarding stormwater management practices, including the use of Low Impact Development (LID) techniques. The secondary plan incorporates transportation systems that facilitate the movement of people and goods through the inclusion of pedestrian oriented streets, Pedestrian Oriented Retail Priority Areas, provision of a grid collector street network, a new east/ west collector road and connected trail system. The location of the higher densities and mixed use at the Major Local Centres and along the Regional and local corridors, and in proximity to the existing Go Station and future Viva/ YRT rapid transit corridor, assist in minimizing the length and number of vehicle trips and support the future use of transit and active transportation. Policies applicable to the GLSPA ensure that transportation and land use considerations are integrated at all stages of the planning process. The Town OP, Thinking Green Standards and Town-wide Community Energy Plan include waste management and energy supply matters applicable to the secondary plan.
1.8	<b>Energy Conservation, Air Quality and Climate Change</b>	
	Policy direction of this section focuses on supporting energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns. This is achieved specifically through the promotion of compact form and a	Polices of this section are appropriately addressed within the secondary plan, Town OP policies and the Town-wide Community Energy Plan, the Town’s Thinking Green Standards. Particularly, the land use mix and their location supports a compact built form in established nodes and corridors serviced by existing and future transit. Active transportation

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	structure of nodes and corridors, the use of active transportation and transit, focus of land use in areas serviced by existing and future transit, improving the mix of employment and residential uses to shorten commute times and decrease transportation congestion, promotes the design and orientation energy efficiency and conservation, maximizes opportunities for renewable/ alternative energy systems, and vegetation within settlement areas.	and transit use is a focus of this secondary plan.
<b>2.0</b>	<b>Wise Use and Management of Resources</b>	
2.1	Natural Heritage	
	The protection of natural features is described in this section.	Background work for the secondary plan included extensive natural heritage analysis and mapping. The secondary plan refines the natural heritage system and designates these features appropriately as Environmental Protection Area. A Restoration Area designation is included which may be used for compensation for buffers and features in other areas of the secondary plan. The Town OP policies in section 2.1, 4.1 and 5.0 applicable to the secondary plan, address this section.
2.2	Water	
	This section focuses on the protection, improvement and restoration of the quality and quantity of water and includes guidance related to groundwater and surface water features, the hydrologic function of natural heritage features, and the protection of municipal drinking water supplies.	The MESP analyzed the groundwater, source water and associated natural features. Policies within Chapter 2 and Chapter 7 of the ROP and sections 2.0, 4.0, 5.0 and 7.0 in the Town OP applicable to the secondary plan, address this section of the PPS related to Source Water Protection, Groundwater Recharge Management and Aquifer Vulnerability.
2.6	Cultural Heritage and Archaeology	
	The protection of Cultural Heritage and Archaeology resources are described in this section.	Cultural Heritage and archaeology resources within the secondary plan area were studied as part of the secondary plan background and MESP work. Policies in section 6.0 in the Town OP which are applicable to the secondary plan address this section of the PPS.
<b>3.0</b>	<b>Protecting Public Health and Safety</b>	
3.1	Natural Hazards	
	Policies of this section direct development away from natural hazard areas where there is an unacceptable risk to public health	The MESP considered natural hazard areas within the secondary plan. Policies within section 5.8 in the Town OP apply this section of the PPS.

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	or safety or of property damage.	The secondary plan includes an Open Space Special Study Area with specific polices acknowledging that the extent of the floodplain area in future may be reduced as a result of future infrastructure and improvements, subject to a floodplain study and provides restrictions for development in this area.
<b>Growth Plan for the Greater Golden Horseshoe 2017</b>		
<b>2.2</b>	<b>Policies for Where and How to Grow</b>	
2.2.1	Managing Growth	
	Policies of this section outlines where growth should be directed and generally direct the majority of the growth to Settlement Areas, away from hazardous lands. Policy guidance supporting the achievement of complete communities through the provision of a diverse mix of land uses, improvement of quality of life and social equity for all ages, abilities and incomes, provision of a diverse range of housing options, including affordable housing, improved access to transportation options, public service facilities, public open spaces, park trails and other recreational facilities, healthy local food options (including through urban agriculture) is provided. A focus on development of high quality built form through urban design guidelines, mitigation/ adaptation to climate change impacts, building resilience, reducing greenhouse gas emissions, contribute towards the achievement of low-carbon communities, integrate green infrastructure and low impact development.	The policies of the secondary plan and the Town OP, along with requirements in the Town-wide Community Energy Plan and Thinking Green Standards address the policies of this section. Specifically, these documents enable and support the creation of a new community within a Settlement Area where development with policy guidance directs development away from hazardous lands and protects natural features. A mix of land uses and a wide range of housing options are provided in the secondary plan. Active transportation and transit supportive development with access to public facilities and open spaces are a focus within this secondary plan area. A focus on high quality and sustainable, energy efficient built form is supported within this secondary plan area.
2.2.4	Transit Corridors and Station Areas	
	This section provides policy direction for priority transit corridors identified by this Plan, Major Transit Stations Areas (MTSA), and higher order transit corridors with respect to the delineation and density targets for MTSA on priority transit corridors, land use mix, transit and active transportation supportive design and built form.	The East Gwillimbury GO Station is located along an existing higher order transit corridor and would be considered a Major Transit Station Area (MTSA); however, it is not on a priority transit corridor. The secondary plan identifies the area surrounding the GO Station as a Major Local Centre and includes specific polices with respect to land use mix, densities, built form and connectivity. This MTSA will be further analyzed as part of the work associated with the Regional Municipal Comprehensive Review currently underway.



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2.2.7	Designated Greenfield Areas (DGA)	
	Policies of this section require new development taking place with a DGA to be planned, designated, zoned and designed in a manner that supports the achievement of complete communities, active transportation, and encourages the integration and sustained viability of transit services. This section also establishes minimum density targets within a DGA.	The overall density target for the secondary plan is 72.4 persons and jobs per hectare and conforms to the Growth Plan. The ROP established an overall density target of 70 persons and jobs per hectare for New Community Areas, which includes the secondary plan area. The secondary plan’s density target also conforms to the ROP.
<b>3.2</b>	<b>Policies for Infrastructure to Support Growth</b>	
3.2.2	Transportation - General	
	This section requires that transportation systems be planned to provide connectivity amongst transportation modes, promotion of active transportation and transit use, supporting the use of zero- and low-emission vehicles, multimodal access to land uses, promotion of a complete streets approach, and implementation of transportation demand management (TDM).	Policies within Chapter 5 and Chapter 7 of the ROP and section 7.2 in the Town OP applicable to the secondary plan address this section of the Growth Plan. The secondary plans supports a fine grid street network, introduces the east-west collector road, provides for higher densities around the existing GO station, Major Local Centres and along the Regional Corridor, and provides for pedestrian oriented streets and a connected trail system. The MESP included TDM which will be further evaluated in more detail through subsequent planning processes within the secondary plan area.
3.2.5	Infrastructure Corridors	
	Policy direction for infrastructure corridors, including planned corridors are provided for this is section.	The existing GO rail line (Barrie Line) and the east-west collector (EA approved) are located within the secondary plan. Policies in the secondary plan direct development along these corridors in support of this policy direction.
3.2.6	Water and Wastewater Systems	
	This section pertains to water and wastewater systems focuses on optimization and efficiency in the existing system supported by strategies for energy and water conservation and demand management.	The MESP considered water and wastewater systems within the secondary plan. Policies within section 7.3 in the Town OP applicable to the secondary plan address this section of the Growth Plan. The Town’s Thinking Green Standards also supports the policy direction of this section.
3.2.7	Stormwater Management	
	Applicable policies of this section require that a stormwater management plan be prepared for large scale development at address specific standards.	Policies within section 7.4 in the Town OP applicable to the secondary plan address this section of the Growth Plan. The secondary plan also adds policies to section 2.4 regarding stormwater management

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		practices, including the use of Low Impact Development (LID) techniques.
3.2.8	Public Service Facilities	
	This section provides direction on planning for public service facilities. Priority should be given to adapting existing public service spaces, be located near strategic growth area and in settlement areas and easily accessible by active transportation and transit.	The proposed public service facilities within the secondary plan are strategically located to be easily accessible and evenly throughout the plan area. Policies and schedules of secondary plan and the Town OP provide appropriate direction addressing this section of the Growth Plan.
<b>4.2</b>	<b>Policies for Protecting What is Valuable</b>	
4.2.1	Water Resource Systems	
	Similar to the PPS 2014, this section provides policies regarding the planning, identification, protection, enhancement and restoration of these water resource systems.	The Green Lane MESP and policies within sections 2.1, 4.1 and 5.0 in the Town OP applicable to the secondary plan address this section of the Growth Plan.
4.2.2	Natural Heritage System	
	Policies for the planning, identification and protection of the Natural Heritage System are outlined in this section.	The secondary plan identifies and refines the natural heritage system within the plan area and designates it appropriately as Environmental Protection Area. Policies of the secondary plan and within the Town OP adhere to the policies of this section.
4.2.5	Public Open Space	
	Policy direction of this section encourages the development of a publicly accessible parkland, open space and trails system, particularly within the settlement area that may include opportunities for urban agriculture.	An extensive trail and open space system is identified and proposed for in the secondary plan schedules. Secondary plan policy 4.8.15 provides for the establishment of community gardens within the Natural Heritage System subject to certain approval. Policies in sections 4.0 and 5.0 in the Town OP also address this section of the Growth Plan.
4.2.7	Cultural Heritage Resources	
	This section speaks to identification and protection of cultural heritage resources.	Cultural Heritage and archaeology resources within the secondary plan area were studied as part of the background and MESP work. Policies in section 6.0 in the Town OP applicable to the secondary plan address this section of the Growth Plan.
4.2.9	A Culture of Conservation	
	This section provides policy direction regarding policy development in their Official Plans for water conservation, energy conservation, air quality improvement and protection,	Secondary plan policies added to Section 2.4, 4.5 and 7.2.5 in the Town OP, along with existing policies within the Town OP, the Town-wide Community Energy Plan and their Thinking Green Standards apply and

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	integrated waste management, and soil reuse/ excess soil strategies.	address the policy direction of this section.
4.2.10	Climate Change	
	This section provides direction on the development of OP policies that identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals/ strategies/ plans.	Policies added in section 2.4 by the secondary plan, sections 2.0, 5.0 and 7.0 in the Town OP, the Town-wide Community Energy Plan and their Thinking Green Standards apply and address this section.
<b>Lake Simcoe Protection Plan, 2009</b>		
4.7-DP & 4.8-DP	Stormwater Management	
	Requires policies in an Official plan regarding the preparation of stormwater management plans in settlement areas, particularly in support of “Major Development”.	The ROP and the Town OP have been updated since the approval of the LSPP and have incorporated these policies into their respective plans. Policies within section 7.4 in the Town OP and policies added to section 2.4 by the secondary plan address these policies.
5.6-DP	Water Conservation and Efficiency	
	This policy requires the preparation of a recreation water use plan in support of any proposal for a “major recreational use” (i.e. serviced playing fields).	The ROP and the Town OP have been updated since the approval of the LSPP and have incorporated these policies into their respective plans. Policies within section 4.9 the Town OP applicable to the secondary plan address this policy.
6.8 – 6.10-DP	Policies Applying to Both Lake Simcoe and Streams	
	These policies address development in relation to prohibiting development that would impede the flow of water and harmfully alter fish habitat, address watercourse alteration and the coordination and integration with ongoing planned stewardship and remediation efforts.	The ROP and the Town OP have been updated since the approval of the LSPP and have incorporated these policies into their respective plans. Policies within sections 4.0, 5.0 and 7.0 in the Town OP applicable to the secondary plan address these policies.
6.32 – 6.34-DP	Settlement Areas	
	These policies provide direction when development and/or site alteration is proposed in a Settlement Area in proximity to watercourses, wetlands, treatment of vegetation protections zones, and quality and quantity urban run-off into receiving streams.	The ROP and the Town OP have been updated since the approval of the LSPP and have incorporated these policies into their respective plans. Policies within sections 4.0, 5.0 and 7.0 in the Town OP applicable to the secondary plan address these policies.

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6.36-DP, 6.38-DP, 6.40-DP	Recharge Areas	
	This section guides the identification of recharge areas, incorporation of Recharge Area policies in Official Plans, and the requirements for an Environmental Impact Study for “Major Development” within a Recharge Area outside of the Oak Ridges Moraine.	The ROP and the Town OP have been updated since the approval of the LSPP and have incorporated these policies into their respective plans. Policies within section 7.5 and Schedule K in the Town OP applicable to the secondary plan address these policies.

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**Preamble**

Policies included in this Table only reflect the policies applicable to this secondary plan and do not include policies already addressed by the Town of East Gwillimbury Official Plan, 2010 and/ or the York Region Official Plan, 2010, or those that are not applicable.

Note: “NCG” denotes related ROP policy outlined in York Region’s New Community Guidelines

<b>Chapter/ Policy</b>	<b>Section Title/ Policy</b>	<b>Regional Staff Comments on OPA Conformity</b>
<b>York Region Official Plan, 2010</b>		
<b>Ch. 2</b>	<b>Sustainable Natural Environment</b>	
2.1	Regional Greenlands System: A Sustainable Natural Environment Legacy	
2.1.5	That in the Urban Area and Towns and Villages, the Regional Greenlands System shall be identified more specifically in local official plans and secondary plans, and integrated into community design. These plans shall contain policies and detail initiatives that encourage remedial works and enhancement opportunities within the Regional Greenlands System.	Extensive natural heritage work was undertaken for this secondary plan. The secondary plan identifies a more refined natural heritage system, identifies Natural Restoration Areas and provides additional policies in sections 4.8 and 5.4. Policies of Section 5 – Protecting the Environment in the Town OP address this policy.
2.1.11 (NCG)	To require a Greenlands System Plan as a component of secondary plans that is consistent with policy 5.6.14 of this Plan.	The secondary plan updates the Natural Heritage System Plans in the Town OP by refining the system within the secondary plan area. Also see response to policy 5.6.14.
2.1.13 (NCG)	That the planning, design and construction of infrastructure projects within the Regional Greenlands System shall enhance the Regional Greenlands System, including providing passive recreational amenities and environmental restoration where appropriate.	This policy has been addressed through the MESP work undertaken for this secondary plan, by policies in section 5.4 in the Town OP, and by the secondary plan which identifies Restoration Area designations on Schedules “BB”, “EE” and “FF” with supporting policy 5.4.1.2 added to section 5.4. Passive recreational amenities, such as trails, are updated on Schedules “II” and “JJ”.
2.1.14 (NCG)	To undertake land securement, with partners, focused primarily within the Regional Greenlands System. Land securement can include conservation easements, donations, or land purchases, and education and stewardship promotion.	Town OP policies in Section 5.4.5 address this policy.
2.1.17	That land securement initiatives assist in implementing the	Town OP policies in Section 5.4.5 address this policy.

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(NCG)	Regional Greenlands System trails network.	
2.1.18 (NCG)	To work with local municipalities, conservation authorities and trail organizations on initiatives that contribute to, or complement, the creation of a Regional Greenlands System trails network.	Town OP policy 2.2.9 addresses this policy which promotes eco-tourism with the development of trail systems and other recreational opportunities through partnerships, including York Region and the Oak Ridges Moraine Trail Association (ORMTA), and by section 7.2.2 – Community Trail Linkages and Active Transportation. The updated trail system is reflected on Schedules “II” and “JJ” of the secondary plan.
2.2	<b>Natural Features: Components of the Greenlands System</b>	
2.2.3	That key natural heritage features and key hydrologic features in 2.2.1 shall be precisely delineated on a site-by-site basis using procedures established by the Province, where applicable. Such delineation shall occur through the approval of Planning Act applications supported by appropriate technical studies such as master environmental servicing plans, environmental impact studies, natural heritage or hydrological evaluations. Where such delineation refines boundaries shown on Maps within this Plan, refinements to these Maps can occur without an amendment to this Plan.	Background and MESP work done in support of the secondary plan, which has been reviewed by the Lake Simcoe Region Conservation Authority (LSRCA), address this policy. Town OP policies in section 5.0 and updated Schedules “BB”, “CC”, “DD” “EE”, “FF”, “II” and “JJ” of the secondary plan also address this policy.
2.2.9	To require local municipalities to identify key natural heritage features and key hydrologic features in local official plans and zoning by-laws; and to provide appropriate policies for their protection, including: requirements for environmental impact studies and vegetation protection zones, and the definition of permitted uses.	Town OP policies in Section 5.4 and updated Schedules “BB”, “CC”, “DD” “EE”, “FF”, “II” and “JJ” of the secondary plan address this policy.
2.3	<b>Water Systems</b>	
2.3.15	To amend mapping and policies to reflect new requirements, assessments and recommendations from the Assessment Reports, Source Protection Plans and Oak Ridges Moraine Conservation Plan by amendment to this Plan.	Natural heritage mapping has been updated and refined in the Schedules “BB”, “CC”, “DD” “EE”, “FF”, “II” and “JJ” as part of this secondary plan process.
2.3.17	To require the preparation of comprehensive master environmental servicing plans as part of secondary plans to protect, improve or restore water quality and quantity including	The MESP was required to assess Hydrogeology, fluvial geomorphology, stormwater management, hydraulics, water supply and distribution, and grading. York Region is currently reviewing an

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	hydrologic function of water systems. Such plans will incorporate best management practices with a goal that water balance and hydrologic functions will be maintained as much as possible. These plans will emphasize water conservation and may include water reuse and innovative technologies.	additional submission for the MESP and is working towards final approval of the MESP. Policy 3.4.3.4 of the secondary plan requires that approval of development be in accordance with the “approved” MESP.
2.3.29	To require local official plans and zoning by-laws to contain policies and/or mapping to: a. address floodplains, hazardous lands, hazardous sites and regulated lands; b. identify permitted uses and the requirement for setbacks or buffers; c. address land use within and adjacent to hazardous lands and hazardous sites; and, d. identify approved Special Policy Areas and include their associated site-specific policies related to development and redevelopment.	Floodplain work was undertaken and reviewed by the LSRCA as part of the MESP. Section 5.8 in the Town OP address hazard lands polices. The secondary plan includes site-specific policies 4.8.17 – 4.8.19, where further floodplain assessment may be required.
2.3.41	To require the preparation of comprehensive master environmental servicing plans, or appropriate technical studies, as a component of secondary plans and major development or re-development to minimize stormwater volume and contaminant loads, and maximize infiltration through an integrated treatment approach. This may include techniques such as rainwater harvesting, phosphorus reduction, constructed wetlands, bioretention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover.	An MESP, prepared to the satisfaction of York Region, must assess stormwater management. The Town OP addresses stormwater management in section 7.4. The secondary plan includes policies 2.4.16 and 2.4.17 regarding the use of Low Impact Development (LID) techniques.
<b>Ch. 3</b>	<b>Healthy Communities</b>	
3.1	Human Health and Well-Being	
3.1.3	To require high-quality urban design and pedestrian-friendly communities that provide safety, comfort and mobility so that residents can walk to meet their daily needs.	Policies in sections 2.3, 3.2, 3.3, 7.2, and 8.2 in the Town OP and policies 3.2.3.2.1 (i), 3.2.3.2.1.(ii) of the secondary plan address this requirement.
3.1.5 (NCG)	That public health and other human services be incorporated into the design and evaluation of new community areas and Regional Centres and Corridors.	Section 2.3 – Social Sustainability in the Town OP addresses this policy which supports the establishment of a complete community that meets the needs of all ages, abilities, backgrounds and capabilities, directs major human services to Major Local Centres and Regional Corridors, and supports the incorporating appropriate accessibility measures throughout the development application

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		process and in the preparation of Urban Design Guidelines. Policy 2.3.10 e) of the secondary plan includes design solutions within residential dwellings to support aging in place.
3.2	<b>Air Quality and Climate Change</b>	
3.2.3	To reduce vehicle emissions by ensuring that communities are designed to prioritize pedestrians and cyclists, reduce single occupancy automobile use, and support public transit and Transportation Demand Management initiatives.	Policy 7.2.1 of the Town OP, applicable to the secondary plan area, addresses this policy.
3.2.5 (NCG)	To require health, environmental and cumulative air quality impact studies that assess the impact on human health for development with significant known or potential air emission levels near sensitive uses such as schools, daycares and seniors' facilities.	Section 4.5 in the Town <del>OP</del> <u>OP conforms</u> to this policy.
3.2.6 (NCG)	That sensitive uses such as schools, daycares and seniors' facilities not be located near significant known air emissions sources such as controlled access provincial 400-series highways.	Sections 4.5 and 4.6 in the Town OP, and further refinements to policy 4.5.1 by the secondary plan address this policy.
3.3	<b>Provision of Human Services</b>	
3.3.3	To direct the location of major human service facilities to Regional Centres and Regional Corridors.	Policy 2.3.5 in the Town OP directs major human services to Major Local Centres and Regional Corridors.
3.3.5 (NCG)	To ensure that public buildings and facilities are designed to be accessible, and are located in proximity to pedestrian, cycling and transit systems.	Policies within Section 2.3 in the Town OP and policies 2.4.25, 3.2.3.2.1 (i), 3.2.3.2.1 (ii) and Schedules "BB", "HH", "II" and "JJ" of the secondary plan address this policy.
3.3.11 (NCG)	That communities be designed in a manner that facilitates inclusivity and accessibility for residents, workers and visitors.	Policies within Section 2.3 in the Town OP and policies 2.4.25, 3.2.3.2.1 (i), 3.2.3.2.1 (ii), and 7.2.4.1.10 of the secondary plan address this policy.
3.4	<b>Cultural Heritage</b>	
3.4.6 (NCG)	To require that cultural heritage resources within secondary plan study areas be identified, and any significant resources be conserved.	Cultural Heritage and archaeology resources were studied as part of the secondary plan background and MESP work. Policies within the Town OP policies found in Section 6 applicable to the secondary plan address this policy.
3.4.10 (NCG)	To recognize and celebrate the rich cultural heritage of the Region's ethnic and cultural groups.	Section 6 in the Town OP addresses this policy.
3.5	<b>Housing our Residents</b>	
3.5.4	To require that local municipal official plans and zoning by-laws	The housing mix proposed for the secondary plan area includes



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	permit a mix and range of housing types, lot sizes, unit sizes, functions, tenures and levels of affordability within each community. The mix and range of housing shall be consistent with Regional forecasts, and intensification and density requirements.	approximately 31% single and semi-detached units, 27% townhouses, 11% stacked townhouses and other ground related multiple units, and 31% apartments. The secondary plan adds policies (2.3.10, 3.2.3.2.1 (i) q) and 3.2.3.2.1 (ii) b) regarding affordable housing, secondary units, unit size, and encourages rental units. The density proposed exceeds York Region’s requirement of 70 persons and jobs per hectare for New Community Areas.
3.5.5	To require that all new secondary plans include a strategy to implement the affordable housing policies found in this Plan. The strategy shall include: a. specifications on how the affordable housing targets in this Plan will be met; b. policies to achieve a mix and range of housing types within each level of affordability; c. policies to ensure affordable larger sized family units; and, d. consideration of locations for social housing developments.	Town OP policies in section 2.3, 3.2, 3.4 and 4.4 address affordable housing and the secondary plan further supports this policy through the addition and/ or refinement of policies 2.3.10, 3.2.3.2.1(i) q) and 3.2.3.2.1 (ii) b).
3.5.6 (NCG)	That a minimum 25 per cent of new housing units across the Region be affordable, be distributed within each local municipality and should be coordinated across applicable local planning areas including secondary plan and block plan areas. A portion of these units should be accessible for people with disabilities. Affordable housing units should include a mix and range of types, lot sizes, unit sizes, functions and tenures to provide opportunity for all household types, including larger families, seniors, and residents with special needs.	Policy 4.4.1.0 in the Town OP addresses this policy.
3.5.7	That in addition to policy 3.5.6, a minimum 35 per cent of new housing units in Regional Centres and key development areas be affordable, offering a range of affordability for low and moderate income households.	Secondary plan policies 3.2.3.2.1(i) q) and 3.2.3.2.1 (ii) b) address this policy.
3.5.19 (NCG)	To encourage accessibility features in all new housing.	Section 2.3 in the Town OP and policy 2.3.10 of the secondary plan address this policy.
3.5.20	To encourage the construction of new rental units with a full mix and range of unit sizes, including family-sized and smaller units.	Secondary plan policy <del>2.3.10</del> addresses <u>2.3.10</u> addresses this policy.
<b>Ch. 4</b>	<b>Economic Vitality</b>	

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4.2	City Building	
4.2.2	To recognize Regional Centres and Corridors as the preferred location for major office uses and to develop incentives to attract major office uses to these locations.	Section 3.2 in the Town OP addresses this policy. The secondary plan establishes an Office Priority Area in the Major Local Centre of 2 <sup>nd</sup> Concession and Green Lane. Additionally, secondary plan policies in 3.2.3.2.1 (i), 3.2.3.2.1 (ii), and 4.3 support office use, particularly within the Major Local Centres.
4.2.4	To require a mixed-use pedestrian environment in Regional Centres and Corridors that promotes transit use and enhances these areas as destinations for business, entertainment and recreation.	Policies in the Town OP (section 3.2.3) and the secondary plan policies in sections 2.3, 2.4, 4.3 and 7.2 address this requirement.
4.2.5	That government, educational, institutional, major office, cultural, entertainment and other commercial uses be located and designed to support the Regional Centres and Corridors structure of this Plan.	Policies in sections 2.3, 3.2 and 4.0 in the Town OP, and by the policies added to those sections by the secondary plan address this policy.
4.2.6	To work with local municipalities to ensure that Regional Centres and Corridors include a significant amount of mixed-use, pedestrian-oriented, and street-related uses including retail.	Policies in the Town OP (section 3.2.3), and sections 3.2 and 4.3 of the secondary plan address this requirement.
4.2.7	To ensure the efficient movement of goods and services in Regional Centres and Corridors through effective planning, urban design and infrastructure planning.	A transportation analysis was undertaken as part of MESP. Policies within the ROP require the MESP to be prepared to the satisfaction of York Region. York Region is reviewing the most recent information <del>and working</del> towards Regional approval of the MESP.
4.4	Planning for Retail	
4.4.1 (NCG)	To require that retail be designed to be walkable, transit-supportive, and integrated into communities and pedestrian and cycling networks, with high-quality urban design.	Policies in section 3.2, 3.2., 4.3, 4.8 and 7.2 in the Town OP and by the secondary plan through the introduction of Pedestrian Oriented Retail Priority Areas, policies associated with the two Major Local Centres in section 3.2. Proposed trails/ cycling facilities, sidewalks on both sides of the road, transit/ active transportation policies and urban design guidelines in policy 7.2.4.1.10.
4.4.2	To work with local municipalities to improve urban design in new retail developments and to identify opportunities for the intensification and revitalization of existing retail.	Section 3.2, 3.3, 3.5 and 4.3 in the Town OP and secondary plan policies, including 3.2.3.2.1 b) and 3.2.3.2.1 (ii) e) supports a long term minimum density of 2.5 FSI in the Major Local Centres through intensification.
4.4.4	To direct a significant amount of mixed-uses, including street-related retail, to Regional Centres and Corridors.	Within the secondary plan area, the majority of the mixed use designations are proposed along Yonge Street and Green Lane as

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		shown on Schedule “BB”.
4.4.7	That major retail sites should be designed to support redevelopment or retrofitting.	Section 3.2, 3.3, 3.5 and 4.3 Town OP and secondary plan policies, including policies 3.2.3.2.1 b) and 3.2.3.2.1 (ii) e) supporting a long term minimum density of 2.5 FSI in the Major Local Centres through intensification.
4.5	<b>Financial Management</b>	
4.5.14	To require that an economic/fiscal impact analysis be completed for secondary plans, comprehensive plans and any other significant proposal, as determined by Council. This policy provides direction as to what this analysis should include.	Secondary plan policy 8.2.1.8 amends the Town OP by requiring a Fiscal Impact Analysis to be completed either as part of a secondary plan or Community Design Plan process.
4.5.17	To ensure the most efficient and effective use of infrastructure, and to design and implement the urban services to meet the capacity requirements of the Urban Area, and where it can be demonstrated that there are long term social, environmental or economic benefits, permit the oversizing of services where it is deemed prudent by Council and it is financially feasible.	The MESP reviewed servicing and phasing. The MESP was endorsed by Town Council April 17, 2018. York Region is in the process of conducting its review of the outstanding information as part of the MESP and is working towards final approval of the document.
<b>Ch. 5</b>	<b>An Urbanizing Region: Building Cities and Complete Communities</b>	
<b>5.1</b>	<b>Forecasting and Phasing Growth</b>	
5.1.6	To require local municipalities to develop a phasing plan for new community areas that is co-ordinated with the following Regional plans and policies: a. the new community areas criteria in Section 5.6 of this Plan; b. the fiscal policies in Section 4.5 of this Plan; c. the York Region 10-Year Capital Plan; d. the York Region Water and Wastewater Master Plan; and, e. the York Region Transportation Master Plan.	A Phasing Plan has been developed as part of the MESP.
5.1.7	To require that local official plans, master plans, capital plans and secondary plans be consistent with phasing plans prepared in accordance with policy 5.1.6.b through 5.1.6.e.	Policy 3.4.3.4 of the secondary plan requires that development in the plan <del>area be</del> <u>area be</u> in accordance with the Phasing Plan set out in the approved MESP.
5.1.8	To require, within each local municipality, that development of a phase for a new community area be substantially complete (i.e., generally 75 per cent of the residential land area which is available for development be built) before a subsequent phase may be	Policy 3.4.2.12 in the secondary plan addresses this requirement and was modified to reference residential development.

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	registered.	
5.1.9 (NCG)	To require local municipalities to prepare detailed sequencing plans within each secondary plan that provide for an orderly and efficient progression of development to the next sequence, and are supported by water, wastewater, and transportation infrastructure, and the provision of human services.	Phasing/ Sequencing Plans have been prepared throughout the secondary plan process. Town OP policies in Sections 3.4.1 and 3.4.2 address this requirement. Policy 3.4.3.4 requires new development in the secondary plan area be in accordance with the approved MESP.
5.2	Sustainable Cities, Sustainable Communities	
5.2.3 (NCG)	That communities be designed to ensure walkability through interconnected and accessible mobility systems. These systems will give priority to pedestrian movement and transit use, provide pedestrian and cycling facilities, and implement the York Region Pedestrian and Cycling Master Plan.	Section 3.3 in the Town OP and secondary plan policy 7.2.4.1.10 as follows address this policy: “A complete streets approach to collector and local roads is encouraged to support reduced travel times and alternative modes of travel. Community Design Plans shall identify active transportation and transit routes, which best connect origins and destinations within the Town and beyond. Community Design Plans shall also incorporate an integrated local street network, sidewalks on both sides of all roads, short blocks with ideal lengths set out in the urban design guidelines and reduced roads widths where active transportation connections and improved transit are provided to move people of all ages and abilities safely through the community. The requirements of the York Region Pedestrian & Cycling Master Plan and York Region Transit-Oriented Design Guidelines, as amended, should also be incorporated into new development applications.”
5.2.4 (NCG)	That development requiring Regional approval shall be supported by a transportation study that assesses impacts on the Region’s transportation system and surrounding land uses. Significant development shall prioritize walking, cycling and transit.	Policies outlined in Section 8.0 in the Town OP applicable to the secondary plan area address this policy.
5.2.7 (NCG)	That communities be designed to ensure accessibility to people of all ages, cultures and abilities.	This policy is addressed by Town OP policy 2.3.1 and secondary plan policy 7.2.4.1.10.
5.2.8 (NCG)	To employ the highest standard of urban design, which: a. provides pedestrian scale, safety, comfort, accessibility and connectivity; b. complements the character of existing areas and fosters each community’s unique sense of place; c. promotes sustainable and	Sections 3.2.3 and 3.3 in the Town OP, along with the Town’s Thinking Green Standards, address this policy in addition to the policies added/ refined in the secondary plan within sections 3.2, 3.3, 4.3 and 7.2.

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	attractive buildings that minimize energy use; d. promotes landscaping, public spaces and streetscapes; e. ensures compatibility with and transition to surrounding land uses; f. emphasizes walkability and accessibility through strategic building placement and orientation; g. follows the York Region Transit-Oriented Development Guidelines; and, h. creates well-defined, centrally-located urban public spaces.	
5.2.9 (NCG)	That retail, commercial, office, and institutional structures be carefully designed in a compact form and be pedestrian-oriented, transit-supportive, and multi-storey where appropriate.	Policies with sections 3.2 and 3.3 in the Town OP and the policies added/ refined by the secondary plan within these sections address this policy.
5.2.10 (NCG)	That secondary plans and zoning by-laws shall, in consultation with the Region and related agencies, incorporate parking management policies and standards.	Parking requirements are addressed throughout the Town OP. Reduced parking requirements and on-street parking are included in sections 7.2.1.3 and 3.3.3.19, respectively. Shared parking has been addressed as part in the Town’s recent Zoning By-law update and part in the Town’s Thinking Green Standards. Locations for car-pooling/care sharing are identified in the Thinking Green Development Standards. Building Design is addressed through the secondary plan through the pedestrian oriented retail priority area, pedestrian oriented streetscapes and urban design policies.
5.2.20 (NCG)	To work with local municipalities and the development community to achieve energy efficiency levels that exceed the Ontario Building Code for residential buildings, and the Model National Energy Code for non-residential buildings.	Policy 2.4.11 in the Town OP encourages the following energy efficiency standards for all new buildings requiring approvals under the Planning Act: i) Grade-related (3 storeys or less) residential buildings achieve a minimum performance level that is equal to a rating of 83 or more when evaluated in accordance with Natural Resources Canada’s EnerGuide for New Houses: Administrative and Technical Procedures; ii) Mid and high-rise (4 storeys or greater) residential and non-residential buildings be designed to achieve 40% greater energy efficiency than the Model National Energy Code for Buildings, 1997; iii) Industrial buildings (not including industrial processes) be designed to achieve 25% greater energy efficiency than the Model National Energy Code for Buildings, 1997. Specific energy efficiency requirements are also outlined in the Town Thinking Green Standards and are required to be addressed at the Community Design Plan stage within the secondary plan area.

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5.2.21 (NCG)	To encourage the following energy efficiency and conservation targets for new buildings: a. Grade-related (3 storeys or less) residential buildings achieve a performance level that is equal to a rating of 83 or more when evaluated in accordance with Natural Resources Canada’s EnerGuide for New Houses: Administrative and Technical Procedures. b. Mid and high-rise residential (4 storeys and greater) and non-residential buildings be designed to achieve 40 per cent greater efficiency than the Model National Energy Code for Buildings, 1997; c. Industrial buildings (not including industrial processes) be designed to achieve 25 per cent greater energy efficiency than the Model National Energy Code for Buildings, 1997.	Town OP policy 2.4.11 outlined above addresses this policy. Secondary plan policy 2.4.15 encourages new buildings to include renewable energy sources and be designed to support net zero energy systems and partnerships and pilot projects supporting net zero development.
5.2.22 (NCG)	To work with local municipalities and the development community to achieve 10 per cent greater water conservation than the Ontario Building Code (as amended to O. Reg. 315/11, January 1, 2012) for all new buildings.	Policy 2.4.12 in the Town OP applicable to this secondary plan area, addresses this requirement.
5.2.24 (NCG)	To encourage new buildings be designed and certified to LEED® Silver, Gold or Platinum standards, and to provide complementary incentive programs to achieve the successful implementation of LEED® buildings across York Region.	Town OP policy 2.4.9 promotes and encourages the use of recognized and accredited third-party verified green building certification programs for all new development, including LEED®, Greenhouse®, and Energy Star®.
5.2.25 (NCG)	To regularly review and update sustainable building incentive programs within York Region together with local municipalities. These programs may include water and wastewater servicing allocation credits, density bonusing, expedited processing of development approvals or the use of local municipal community improvement plans and associated financial tools.	Town OP policy 2.4.19 addresses this policy which states that the Town will explore possible incentive programs designed to reward sustainable community design and development. Such incentives may include priority consideration for development approvals, funding support through available government programs, and other reasonable measures designed to offset additional development costs associated with the Town’s sustainable development requirements.
5.2.26 (NCG)	That development shall include a solar design strategy which identifies approaches that maximize solar gains and facilitate future solar installations (i.e. solar ready).	Town OP policy 2.4.13 requires development to be designed to maximize solar gains and be constructed in a manner that facilitates future solar installations (i.e. solar ready).
5.2.28 (NCG)	To encourage all new buildings to include on-site renewable or alternative energy systems which produce 25 per cent of building energy use. Where on-site renewable or alternative energy systems are not feasible, consideration of purchasing grid-source renewable	Town OP policy 2.4.16 requires the completion of a Sustainability Assessment Report prior to development approval, addressing the goals and recommendations of the Community Energy Plan. Such report shall consider, but not be limited to, the following: i) passive

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	energy is encouraged.	solar gain; ii) renewable forms of energy; iii) the net impact on the natural environment. This policy is also addressed by Town OP Section 7.7.2 Renewable Energy Systems and will be further addressed as part of the future Community Design Plans.
5.2.30 (NCG)	To encourage the use of environmentally preferable materials including low volatile organic compound products, adhesives and finishes, high-renewable and recycled content products and certified sustainably harvested lumber in all new development.	Town OP policy 2.4.6 and their Thinking Green Standards address this policy.
5.2.31 (NCG)	To restrict the use of potable water for outdoor watering.	Town OP policy 2.4.14 states that the Town shall restrict the use of potable water for outdoor watering.
5.2.32 (NCG)	To require the installation of rainwater harvesting systems on all new residential buildings for outdoor irrigation and outdoor water use.	Town OP policy 2.4.15 requires the installation of rainwater harvesting and recirculation/re-use systems for all new residential buildings for outdoor irrigation and outdoor water use.
5.2.33 (NCG)	To encourage the use of water conserving, drought resistant landscaping by: a. increasing topsoil depths and/or providing soil scarification; b. installing drought resistant sod; c. providing landscaping features that minimize the demand for water and synthetic chemicals by utilizing native and drought resistant species; and, d. installing permeable driveway surfaces.	The Town’s Thinking Green Development Standards addresses this policy.
5.2.34 (NCG)	To encourage local heat island effects mitigation in all development including: a. green and/or white roofs; b. locating trees or other plantings to provide shading for at least 50 per cent of sidewalks, patios, and driveways, and within 15 metres of buildings; and, c. installing light-coloured paving materials including white concrete, grey concrete, open pavers and any material with a solar reflectance index of at least 29.	The Town OP policies 2.4.6 v), 3.3.3.17, and Town’s Thinking Green Development Standards address this policy. Town OP policy 2.4.3 requires all development to address the minimum requirements of the Thinking Green Development Standards.
5.2.38 (NCG)	To work with local municipalities and the building and land development industry to provide each resident, worker, and employer with information on the sustainability features of their communities including water and energy conservation, and mobility options.	Town OP policy 2.4.3 requires all development to address the minimum requirements of the Thinking Green Development Standards.
5.4	<b>Regional Centres and Corridors</b>	
5.4.1	That the Regional Centres and Corridors, as shown on Map 1, serve	As shown on Schedule “BB”, the secondary plan directs higher

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	a critical role as the primary locations for the most intensive and greatest mix of development within the Region.	densities and the greatest mix of uses along the Regional Corridor within the plan area.
5.4.5	That development within Regional Centres and Corridors be of an urban form and design that is compact, mixed-use, oriented to the street, pedestrian- and cyclist-friendly, and transit supportive.	Policies in sections 2.3, 2.4, 3.0, 4.0 and 7.0 in the Town OP and the secondary plan provides for an urban form of development, designed to be compact, mixed use, oriented towards the street, that is pedestrian- and cyclist-friendly, and transit supportive within the plan area.
5.4.6	That comprehensive secondary plans for Regional Centres and key development areas along Regional Corridors be prepared by local municipalities and implemented in co-operation with the Region and related agencies. This policy outlines in detail the contents of the secondary plans required to address Regional requirements.	The secondary plan addresses this policy including the Region’s minimum density target, minimum requirement for new affordable housing units, public art, and supports a fine grid road network system. Urban design and natural heritage policies in the Town OP and the secondary plan address this policy. The secondary plan directs the majority of higher densities and mix of uses to the two Major Local Centres and along the Regional Corridor. Phasing policies are included in the secondary plan. The Town’s Thinking Green Standards also support this policy.
5.4.8	That secondary plans and zoning by-laws shall, in consultation with the Region and related agencies, incorporate parking management policies and standards.	See response to ROP policy 5.2.10 above.
5.4.9	That all new buildings shall front the major street. Reverse lotting on the street is not permitted and site design shall orient the main building entrance to face the public street and provide a pedestrian friendly urban form where appropriate as determined by the local municipality. Surface parking between the main building entrance and the major street is not permitted.	Town OP policy 3.2.3.3 c) relating to corridors addresses this policy. It states that buildings shall be located close to the street edge and address the street and public sidewalk wherever possible. Backlotting is not permitted. Innovative block patterns should ensure buildings face the street and provide attractive views, combined with high quality landscaping.
5.4.11	That Regional Centres and Corridors shall be considered as the primary locations for public facilities and services such as government offices, educational institutions and hospitals.	Policies in Section 2.3 in the Town OP directs major human services to Major Local Centres and Regional Corridors.
5.4.14	To require innovative approaches for the delivery of infrastructure that support city building in Regional Centres and Corridors, including: a. working with utility providers to ensure appropriate utility design and placement, including burying cables and structures, consistent	Town OP policy 7.8.3.3 addresses innovation and is amended by the secondary plan to include the Green Lane Secondary Plan area.



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	with Transit-Oriented Design guidelines for Regional Centres and Corridors; and, b. transit and surface and sub-surface subway infrastructure, including transformer stations, vent shafts, turning loops, transit stations and emergency exits.	
5.4.15	To require local municipalities to adopt official plan policies and related zoning by-law provisions to provide community benefits in Regional Centres and Corridors in exchange for additional height and density, consistent with the Increased Density provision of the <i>Planning Act</i> . Community benefits shall include consideration of transit station improvements, social housing, direct pedestrian connections to transit stations, Regional community and health facilities, Regional emergency medical services and police stations, additional facilities and services identified by local municipalities, and provisions for pedestrian and cycling facilities.	Town OP policy 8.15 addresses this requirement.
5.4.28	That Regional Corridors are planned to function as urban mainstreets that have a compact, mixed-use, well-designed, pedestrian-friendly and transit-oriented built form.	Policies in sections 2.3, 2.4, 3.2, 3.3, 3.5, 4.0 and 7.2 in the Town OP and further policies added to these sections by the secondary plan provides for an urban form of development designed to function as an urban mainstreet, be compact, mixed use, oriented towards the street, that is pedestrian and cyclist-friendly and is transit supportive within the plan area, where possible.
5.4.29	Regional Corridors shown on Map 1 shall be designated in local official plans and planned for in a comprehensive manner that identifies the role and function of each Corridor segment, consistent with the policies of the Plan.	The Yonge Street and Green Lane Corridors are identified on Schedules A and A-1 in the Town OP.
5.4.31	That the most intensive and widest range of uses within the Regional Corridors be directed to specific intensification areas, identified by local municipalities as key development areas. These areas shall include segments of the Regional Corridor where lands are within a reasonable and direct walking distance from select rapid transit stations as identified by local municipalities, major transit station areas immediately adjacent to transit stations and terminals, including GO Transit, and large and/or contiguous properties that are under-utilized, and are appropriate and	The intersections of Yonge Street & Green Lane and 2 <sup>nd</sup> Concession and Green Lane are considered Major Local Centres (KDAs) in the secondary plan. KDAs are implemented through the Major Local Centre policies in section 3.2.3.2.1 in the Town OP.

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	desirable locations for redevelopment or intensification.	
5.4.32	That secondary plans, consistent with criteria in policy 5.4.6, shall be prepared by local municipalities for the following key development areas: a. all planned subway stations outside of the Regional Centres; b. lands immediately adjacent to transit terminals, including GO Transit terminals and gateway hubs; and, c. other key development areas identified by local municipalities	Schedule “BB” of the secondary plan area includes two Major Local Centers and the East Gwillimbury GO station.
5.4.33 c.	That minimum densities for key development areas be established within secondary plans, consistent with: c. an appropriate floor space index per development block for lands at or adjacent to other rapid transit stations and/or other select areas, as determined by the local municipality, in consideration of community context and character.	Policy 3.2.3.3 i) a) in the Town OP establishes a Floor Space Index (FSI) between 1.0 – 1.5 for the Green Lane Regional Corridor.
5.4.34	To require a comprehensive approach to intensification along Regional Corridors. Local municipalities will establish key development areas and other forms of intensification along Regional Corridors. Key development areas, once established, will support an overall long term density target of 2.5 floor space index for developable areas.	The secondary plan includes policies 3.2.3.2.1 (i) b) and 3.2.3.2.1. (ii) e) addressing this requirement.
5.6	<b>Building Complete, Vibrant Communities</b>	
5.6.1 (NCG)	That local municipalities, in consultation with York Region, prepare comprehensive secondary plans for new community areas that meet or exceed the policies of this section of this Plan. The secondary plan preparation should include an innovative approach that involves a multidisciplinary team assembled by the local municipality in order to ensure an integrated and sustainable approach to the planning, design and approval of the secondary plan.	The secondary plan was initiated by the Town of East Gwillimbury who assembled a multidisciplinary team. The secondary plan area was studied and planned with a focus on integration and sustainability, and incorporates the ROP policies for New Community Areas.
5.6.2 (NCG)	That each new community area shall be planned in a comprehensive and co-ordinated manner.	The secondary plan process was undertaken in a comprehensive and co-ordinated manner. The secondary plan policies, including the modifications, reflect this approach.
5.6.3 (NCG)	That new community areas shall be designed to meet or exceed a minimum density of 20 residential units per hectare and a	The secondary plan exceeds the minimum density targets outlined in the ROP for New Community Areas as it is estimated to achieve

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	minimum density of 70 residents and jobs per hectare in the developable area.	approximately 20.7 residential units per hectare and 72.4 persons and jobs per hectare.
5.6.4 (NCG)	That new community areas shall contain a wide range and mix of housing types, sizes and affordability.	The housing mix for the secondary plan area proposes 31% single and semi-detached units, 27% townhouses, 11% stacked townhouses and other ground related multiple units, and 31% apartments. Policies within the Town’s OP address the minimum affordability requirement. The secondary plan requires that residential applications within the Major Local Centres need to demonstrate how it contributes to the 35% target for the provision of affordable housing in this area and policy 2.3.10 outlines additional policies regarding affordable housing.
5.6.5 (NCG)	That new community areas shall be designed to contain community core areas, which will be the focus of retail, personal services, human services, community services and provide connections to rapid transit. The community cores shall be within a reasonable walking distance from the majority of the population.	Two Major Local Centres are identified within the plan area. The secondary plan provides for a mix of uses and directs most of the population to these areas or within walking distance to these areas.
5.6.6 (NCG)	That within new community areas, live-work opportunities be provided through a combination of flexible zoning permissions and accommodations for combined residential and business or personal services, office uses, and home occupations.	Secondary Plan policy 4.4.3. iv) permits live/ work opportunities within the medium density designations.
5.6.7 (NCG)	That new community areas shall be designed to have high-quality urban design, attractive buildings, landscaping and public streetscapes, consistent with policy 5.2.8 of this Plan shall be designed to have high-quality urban design, attractive buildings, landscaping and public streetscapes, consistent with policy 5.2.8 of this Plan	Policies within sections 2.3, 3.2, 3.3 7.2 and 8.2 in the Town’s OP requires the preparation of urban design guidelines and outlines the detailed components that must be addressed. The secondary plan also includes detailed urban design guidelines policies for the Major Local Centres and a requirement for urban design guidelines to be addressed as part of the Community Design Plans within the secondary plan area.
5.6.8 (NCG)	That new community areas shall be planned to consider human services needs, including educational, social, health, arts, culture, and recreational facilities.	Section 2.3 in the Town’s OP addresses Social Sustainability. The secondary plan adds policy 2.3.10 to further support the provision of housing options addressing affordability and for all ages and abilities. The secondary plan also addresses this policy by directing human needs to the core and corridors and includes public art policies (Policies 3.2.3.2.1.(i) r) and 3.2.3.2.1.(ii) q)).

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5.6.9 (NCG)	That new community areas shall be designed to maximize passive solar gains, and to ensure that all buildings are constructed in a manner that facilitates future solar installations in accordance with a solar design strategy.	Policies in the Town’s OP, including policy 2.4.13, requires the preparation of a sustainability assessment that includes assessing the maximization of passive solar gains. This policy will also be addressed through the preparation of Community Design Plans and through the requirements of the Town’s Thinking Green Standards.
5.6.10 (NCG)	That the local municipality shall develop a Community Energy Plan for each new community area to reduce community energy demands, optimize passive solar gains through design, maximize active transportation and transit, and make use of renewable, on-site generation and district energy options, including but not limited to, solar, wind, water, biomass, and geothermal energy.	The Town prepared a Town-wide Community Energy Plan in 2009, which included the secondary plan area. Policy 2.4.16 in the Town OP requires that applications prepare a Sustainability report that addresses the goals and recommendations of this Community Energy Plan. Policy 2.4.1 requires applications to meet the minimum requirements of the Town’s Thinking Green Standards, which include minimum standards for energy efficient building design, community design standards supporting active transportation, reduction of vehicles usage and maximizing transit use, water conservation, promotion of green building material usage, dark sky and waste reduction requirements, stormwater management requirements, and recommendations and standards for the installation for on-site renewable energy and energy recovery. Policy 2.4.13 requires that development be designed to maximize passive solar gains. Policy 7.7.1.1 requires the undertaking of a District Energy Feasibility study. Policy 8.2.2 requires the preparation of a Community Design Plan prior to development commencing within the secondary plan area that addresses sustainable community development and energy conservation, complete communities, environmental protection, district energy feasibility and energy efficiency. A modification to the secondary plan is proposed to provide clarity that community energy planning is a component needed to address these minimum requirements.
5.6.11 (NCG)	That comprehensive master environmental servicing plans shall be prepared and implemented. This policy provides direction requiring the MESP to examine all water systems in a comprehensive and integrated manner to increase efficiencies, maximize water conservation, minimize stormwater volume and contaminant loads, and maximize infiltration through an integrated treatment	A MESP has been prepared in support of this secondary plan. The MESP was endorsed by Town Council in April 2018 with additional analysis outstanding. York Region is currently reviewing additional information and is working towards Regional approval of the MESP. Secondary Plan policy 3.4.3.4 requires all development to be in accordance with the “approved” MESP.

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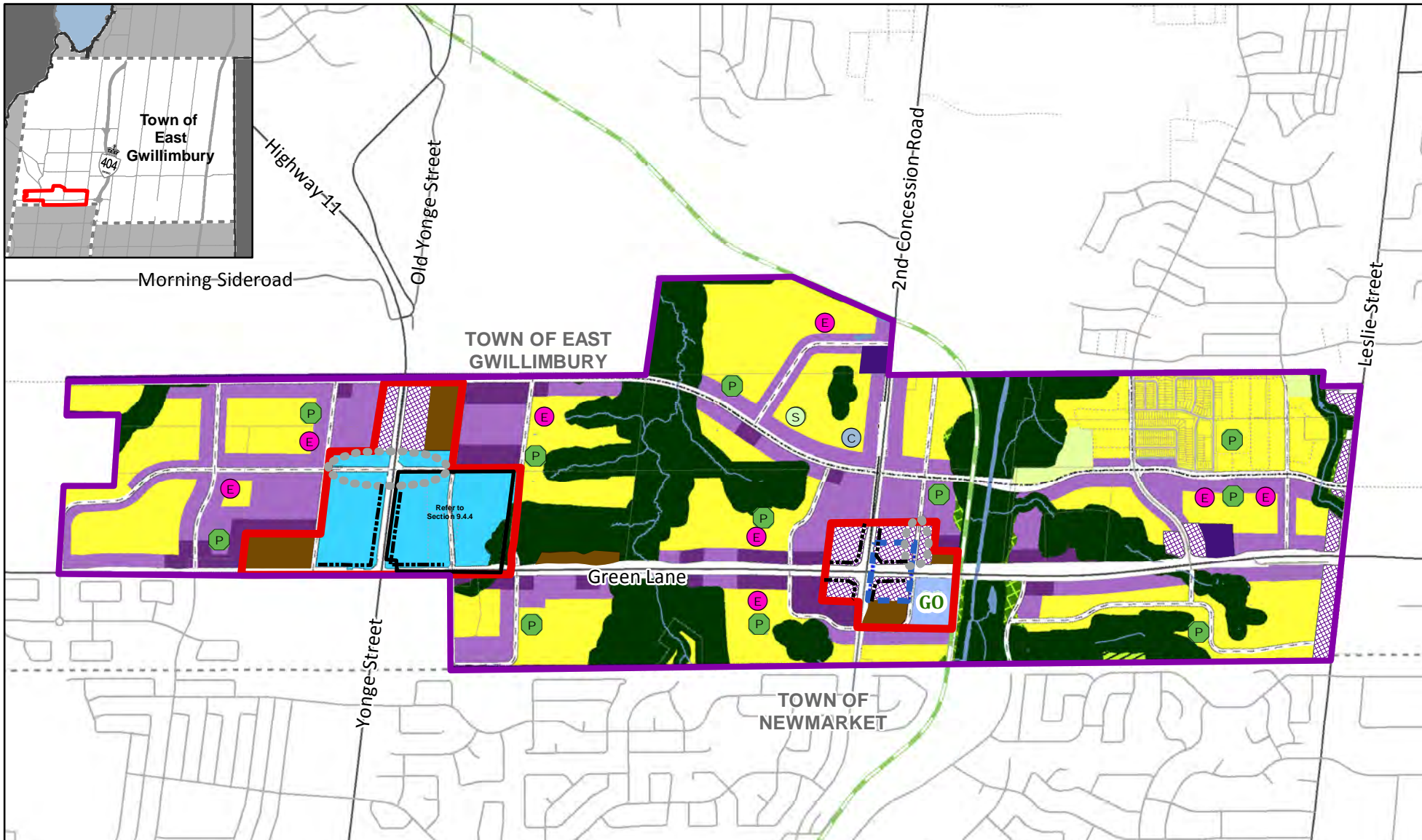
	approach. This may include techniques such as rainwater harvesting, runoff reduction of solids and materials at source, phosphorus reduction, constructed wetlands, bioretention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover.	
5.6.12 (NCG)	That mobility plans shall be completed. This policy provides detailed direction regarding the contents of these plans including interconnected and accessible mobility systems, a transit plan, distances to a transit stops, the street network, adherence to the York Region Transit-Oriented Development Guidelines, connection to planned rapid transit corridors/ terminals, parking standards and trip-reduction strategies.	The MESP for the secondary plan area has addressed this requirement at a high level. This component of the MESP is still being reviewed by York Region. The secondary plan also adds a policy (Policy 8.1.1 xxii) requiring a Mobility Plan as part of a complete development application. Policy 7.2.4.1.10 of the secondary plan also addresses this policy.
5.6.13 (NCG)	That new community areas shall be designed to implement the York Region Pedestrian and Cycling Master Plan.	Secondary Plan policy 7.2.4.1.10 addresses this requirement.
5.6.14 (NCG)	That a Greenlands System Plan shall be prepared that identifies how the Greenlands System will be managed in an urban environment. This policy further outlines the requirements for the preparation of this plan.	The secondary plan updates the Natural Heritage System mapping on Schedules “BB”, “CC”, “DD” “EE”, “FF”, “II” and “JJ”, and policies based on the background work and analysis done as part of the MESP. These updates are reflected in the secondary plan Land Use and Natural Heritage System Schedules. Policies in the Town’s OP in Section 5 also address this policy.
5.6.15 (NCG)	That new community areas be designed to include an integrated open space network that includes both active recreational facilities and meeting places, urban squares, parks, outdoor seating and information gathering spaces generally within 500m of all residents.	The secondary plan was prepared and evaluated based on this policy. The policies and schedules of the plan support as integrated open space network through the provision of a number of parks, recreational area, and trail integration. Future work at the Community Design Plan stage will also address this requirement.
5.6.16 (NCG)	That new community areas be designed to reduce urban heat island effects and consider integrating green and white roofs, greening to provide shade, and light-coloured surface materials in accordance with policy 5.2.34 of this Plan.	Town OP policy 3.3.3.17 refers to minimizing heat island effect in parking and loading areas. Further, the Town’s Thinking Green Standards set out requirements for Urban Heat Island Reduction.
<b>Ch. 7</b>	<b>Servicing Our Population</b>	
7.1	Reducing Demand for Services	
7.1.7 (NCG)	To require new development applications to demonstrate how the proposed development is transit-oriented. The York Region Transit-	Secondary Plan policy 7.2.4.1.10 addresses this policy.

**York Region Official Plan – Conformity Analysis for Amendment No. 4 to the  
Town of East Gwillimbury Official Plan  
Green Lane Secondary Plan**

	Oriented Development Guidelines provide guidance on how to address this policy.	
7.1.11	To require local municipalities to adopt land use and site design policies that promote sustainable modes of transportation, including walking, cycling, transit, and carpooling.	Policies in sections 2.4, 3.2, 3.3, 4.0 and 7.0 in the Town OP, the secondary plan refining these sections, and the Town’s Thinking Green Standards address this policy.
7.2	Moving People and Goods	
7.2.3 (NCG)	To apply the York Region Pedestrian and Cycling Master Plan’s Planning and Design Guidelines in the implementation of the Regional pedestrian and cycling network.	Secondary Plan policy 7.2.4.1.10 addresses this policy.
7.2.25 e. (NCG)	To achieve higher transit usage by supporting improvements in service, convenient access and good urban design, including creating a system of parking and drop-off facilities for commuters.	The existing GO station has parking and drop-off facilities. This policy can also be further addressed as part of future development applications by ensuring interconnections and supporting high densities and mix of uses surrounding the GO station.
7.2.47	That the planned street widths shown in Map 12 represent the maximum street widths required under this Plan and include the Region’s transportation and transit requirements for vehicle lanes, turning lanes, intersections, sidewalks, bicycle lanes, high-occupancy-vehicle lanes, public transit lanes and transit facilities (including shelters but not necessarily including those facilities referenced in policy 7.2.31 of this Plan), boulevards, landscaping and public streetscape enhancements. Notwithstanding the above, additional widths may be required for elements such as sight triangles, cuts, fills and extra turn lanes.	The MESP addressed this requirement.
7.2.53	To restrict vehicle access from developments adjacent to Regional streets to maximize the efficiency of the Regional street system through techniques such as suitable local street access, shared driveways and interconnected properties. Exceptions may be made to this policy in Regional Centres and Corridors, and mainstreets.	This requirement is being addressed as part of the MESP still being evaluated by York Region. The secondary plan also addresses this matter with the collector road pattern and through policy 7.2.4.1.11, which supports a finer grid network in the northwest quadrant area.
7.2.74 (NCG)	To discourage the location of land uses sensitive to noise and vibration and safety issues, in proximity to rail facilities, rail corridors and intermodal yards, to avoid issues of compatibility.	Town OP policy 7.2.5.2 with the revision to this policy in the secondary plan addresses this requirement.
7.3	Water and Wastewater Servicing	
7.3.2.	To ensure that the provision of appropriate water and wastewater	Town OP policy 3.4.2.10 addresses this policy.

**York Region Official Plan – Conformity Analysis for Amendment No. 4 to the  
Town of East Gwillimbury Official Plan  
Green Lane Secondary Plan**

	infrastructure and servicing capacity is co-ordinated with plans of subdivision, plans of condominium, site plan or any other development applications in order to ensure services are available prior to occupancy.	
7.3.3	To plan water and wastewater servicing to ensure co-ordinated land use approval, capital plans and Master Plans.	The MESP addresses this requirement.
7.3.4	That the provision of water and waste servicing within communities be co-ordinated with land use planning approvals to: a. achieve complete communities, b. achieve balanced communities with residential and employment opportunities; c. assist in the sequencing of growth within communities; d. achieve intensification targets; e. promote energy efficient green buildings; and f. capitalize on the intensification and more compact development opportunities as they arise.	This policy is supported by the work done through the MESP, policies in sections 3.4 and 7.0 in the Town OP and refinements in the secondary plan and by the Town’s Thinking Green Standards.
7.3.36	To require local municipalities to incorporate Wellhead Protection Area and Intake Protection Zone policies and mapping into local official plans and zoning by-laws, in consultation with the Region.	Section 7.6 in the Town OP addresses Wellhead Protection. York Region is planning for a new wellhead in the secondary plan area. A modification has been proposed regarding the future location of the new well house and potable water treatment facility.
7.4	<b>Waste Management</b>	
7.4.2 a – c. (NCG)	To surpass waste management regulatory requirements by: a. achieving at least 80 per cent diversion from landfill by 2010; b. achieving over 90 per cent diversion from landfill by 2016; and, c. eliminating the disposal of unprocessed waste in landfill by 2020.	Town OP policy 7.9.6 addresses this policy.
7.4.9 (NCG)	To require that all new multi-unit residential buildings incorporate three-stream waste collection capabilities.	Town OP policy 7.9.3 addresses this policy.
7.4.14	To encourage the diversion of construction and demolition waste to meet or exceed the Region’s diversion targets of policy 7.4.2.	Town OP policy 7.9.6 addresses this policy.
7.5	<b>Energy and Utilities</b>	
7.5.6	To require underground installation of utilities, where feasible, in new community areas and Regional Centres and Corridors, and to encourage buried utilities in the balance of the Region.	The secondary plan adds the Green Land Secondary Plan Area to existing Town OP policy 7.8.3.3 to address this requirement.

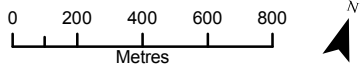


**Adopted Schedule B-5: Green Lane Corridor Land Use Plan**  
**Green Lane Secondary Plan Area**  
 Town of East Gwillimbury



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 Corporate Services,  
 Planning and Economic Development  
 July 2018

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**Schedule B-5 - Land Use Designations**

- |                              |                                                     |                            |
|------------------------------|-----------------------------------------------------|----------------------------|
| Green Lane Secondary Plan    | Major Local Centre                                  | Municipal Boundary         |
| Residential Mixed Use        | Special Provision Area                              | GO Station                 |
| Commercial Mixed Use         | Office Priority Area                                | GO Railway                 |
| Low Density Residential      | Pedestrian Oriented Retail Area                     | Proposed Elementary School |
| Medium Density Residential 1 | Environmental Protection Area (Refer to Schedule D) | Proposed Secondary School  |
| Medium Density Residential 2 | Restoration Area                                    | Proposed Park              |
| High Density Residential     | Floodplain                                          | Proposed Community Centre  |
| Neighbourhood Commercial     | Pedestrian Oriented Streets                         |                            |
| Institutional                |                                                     |                            |
| Parks and Open Space         |                                                     |                            |

\*Note: This Schedule forms part of the Official Plan and must be read and interpreted in conjunction with the text.  
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**Northwest Quadrant  
Yonge Street and Green Lane  
Town of East Gwillimbury**

- Legend**
- Green Lane Secondary Plan Area
  - Northwest Quadrant



**York Region**  
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Corporate Services,  
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July 2018

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# Town of East Gwillimbury 's Response to Written Comments Received

Source:

Town of East Gwillimbury

Development Services Report P2018-35

Green Land Secondary Plan [OPA.11.01], April 4, 2018

#	Name	Comments	Response
1	Submitted by E. and J. Duchesne  February 4, 2018	<ul style="list-style-type: none"> <li>- Concern relating to west end of the proposed plan between Yonge Street and Lady Gwillim Ave., no provision for by-pass route for Green Lane, west of Yonge Street.</li> <li>- Option 2 is more practical, 3 exits south onto Green Lane makes more sense than two.</li> <li>- Option 2 has the proposed schools further apart which will reduce congestion.</li> <li>- Proposed high school on Woodspring is too close to an elementary school.</li> <li>- Don't see a need for "Neighbourhood Commercial" in Option 1 as there are already a lot of stores within 1-1.5 km.</li> </ul>	<ul style="list-style-type: none"> <li>- Proposed roads in the draft amendment are based on roads found in Option 2 in the area west of Yonge Street.</li> <li>- In the draft amendment, proposed school locations north of Green Lane are farther apart (Similar to Concept #2).</li> <li>- In the draft amendment, no neighbourhood commercial area being proposed north of Green Lane, west of Yonge Street.</li> </ul>
2	Submitted by N. Nause  February 7, 2018	<ul style="list-style-type: none"> <li>- Oppose extending Bayview Parkway from Newmarket to Green Lane.</li> <li>- In agreement with Council which prefer road connections from Option 2.</li> <li>- Road connection from Green Lane to Bayview Parkway at the exiting utility corridor/creek crossing is subject to flooding – construction of the road in the existing floor plain is not recommended.</li> <li>- Option 1 and 2 misrepresents "Bayview Parkway" as if it is in existence.</li> <li>- Consider what would happen if you connect Davis Drive to Green Lane through a park with 30 km speed limit. There are already options for getting to Green Lane for this end of town.</li> </ul>	<ul style="list-style-type: none"> <li>- It is recognized that the Bayview Parkway Connection would be subject to coordination between East Gwillimbury and Newmarket, as well as approval from the LSRCA. The potential connection is shown in the GLSP to maintain the possibility of a future connection at this location.</li> </ul>

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Green Land Secondary Plan [OPA.11.01], April 4, 2018

<p><b>3</b></p>	<p>Submitted by C. Brutto on behalf of Northmarket Holdings,</p> <p>January 11, 2018 February 16, 2018 March 13, 2018</p>	<ul style="list-style-type: none"> <li>- Main concern is with respect to the interface of client's property with Victory Baptist Church.</li> <li>- If the church remains, we would be left with a small sliver of commercial land which would preclude the development of approximately one acre of land in the southeast portion of our client's property.</li> <li>- Client's land should be designated for Medium Density Residential along the proposed east-west road consistent with the area to the north.</li> <li>- Mixed use commercial/residential land use along Yonge Street frontage can be extended southerly to encompass client's entire Yonge Street frontage. These revisions would allow the client to develop its lands without the need of the church relocating. If the church does relocate then the Town can designate the church lands as it sees fit.</li> <li>- Attempt at policy provision in the body of OPA (4.16.3.10) does not alleviate the concern as there is no guarantee that the church will relocate.</li> <li>- Suggest that the Town consider only designating the church property for commercial use while recognizing its current use as denoted by the PW (Place of Worship).</li> <li>- Seek to have "Pedestrian Oriented Retail Area" designation removed from client's property. Proposing a continuation of Medium Density Residential along the proposed east west road and Residential Mixed Use along our Clients Yonge Street Frontage. The designation of the Victory Baptist Church would remain as "Pedestrian Oriented Retail Area."</li> </ul>	<ul style="list-style-type: none"> <li>- Policy 4.16.3.10 has been modified to address the scenario that the church may not relocate.</li> <li>- The Pedestrian Oriented Retail Area is a key structural element in the plan along the east-west collector road. We do not support the medium density residential along the East West Collector except in a format with retail on the ground floor.</li> </ul>
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Development Services Report P2018-35

Green Land Secondary Plan [OPA.11.01], April 4, 2018

<p><b>4</b></p>	<p>Submitted by H. Friedman (HBR Planning Centre) on behalf of 1150 Green Lane East</p> <p>February 16, 2018</p>	<ul style="list-style-type: none"> <li>- 1150 Green Lane East should be designated as “Medium Density Residential 2” similar to the abutting lands to the west (Currently designated as Medium Density Residential 1).</li> <li>- Clients land is likely to be redeveloped in conjunction with adjacent lands to the west as part of land assembly.</li> </ul>	<ul style="list-style-type: none"> <li>- The designation of this property has been revised to be Medium Density Residential 2.</li> </ul>
<p><b>5</b></p>	<p>Submitted by J. Elliot</p> <p>February 16, 2018</p>	<ul style="list-style-type: none"> <li>- Opposition comments on the proposed Official Plan Amendment on the GLSP</li> <li>- With the estimated population, will our infrastructure and transportation be sustainable?</li> <li>- It is likely that the GO Station will not have enough parking.</li> <li>- Will residents actually be working in East Gwillimbury?</li> <li>- Is there still a possibility that this entire plan may not get approved if the zoning amendment is not approved?</li> <li>- Will the developments affect the wetlands, watercourse systems, or agriculture since it is located in protected areas according to the LSRCA?</li> </ul>	<ul style="list-style-type: none"> <li>- The MESP produced in tandem with the GLSP can provide details of the transportation and infrastructure that support growth.</li> <li>- Underground and structured parking in and around the GO Station is proposed to support this use.</li> <li>- While residents of East Gwillimbury may choose to work in any municipality, by providing employment opportunities locally, overall travel times may be reduced.</li> <li>- The zoning will have to be updated to conform to the approved Secondary Plan.</li> <li>- As part of the MESP process, natural heritage features such as wetlands, watercourses etc., and appropriate buffers were determined by specialists and designations in the Secondary Plan and policies protect these features from development.</li> </ul>

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Green Land Secondary Plan [OPA.11.01], April 4, 2018

	J. Elliot cont.	<ul style="list-style-type: none"> <li>- The LSRCA has requested further analysis on the watercourses, when will this analysis occur?</li> <li>- There seems to be little focus on rural community and agricultural development and more focus on employment, culture, commercial and community development.</li> </ul>	<ul style="list-style-type: none"> <li>- Further natural heritage evaluation may occur in the next stage (e.g. draft plan), as required.</li> <li>- The GLSP provides the planning of a new community. Existing policies in the Official Plan address the rural and agricultural areas that will be maintained outside the GLSP.</li> </ul>
6	Submitted by G. Luk (York Region District School Board)  February 20, 2018	<ul style="list-style-type: none"> <li>- The current elementary school site northwest of Yonge Street should be shifted south to ensure it is more central to the catchment area.</li> <li>- Its current location is at the northern edge of the planning area and all the students will likely come from the south, which will result in reduced walkability.</li> </ul>	<ul style="list-style-type: none"> <li>- The land use plan has been revised to shift this school further south.</li> </ul>
7	Submitted by R. Howe (Goodmans) for Sundial Homes (Green Lane) Ltd.  February 20, 2018	<ul style="list-style-type: none"> <li>- Sundial generally supportive of the manner in which its lands are proposed in the land use plan of the proposed GLSP, as the distribution and configuration of the land uses proposed is generally consistent with the land use plan proposed by the Northwest Yonge &amp; Green Lane OPA</li> <li>- Considering logical servicing, boundaries, and location of existing development, the lands west of Yonge Street should be a separate area for the purposes of the preparation of a CDP and landowner agreement for cost sharing of community services and the GLSP should include policies that provide for the lands west of Yonge St to be treated as a separate area for this purpose</li> </ul>	<ul style="list-style-type: none"> <li>- Comments noted.</li> <li>- A policy has been added that clarifies that Community Design Plans are smaller than Secondary Plan Areas.</li> </ul>

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Green Land Secondary Plan [OPA.11.01], April 4, 2018

<p><b>8</b></p>	<p>Cassius Development Inc., Farm Cove Homes, Fetlar Holdings Inc., Ladyfield Construction Limited and Squared Circle Inc. c/o DG Group - Submitted by Keith MacKinnon (KLM Planning Partners Inc.)</p> <p>February 20, 2018</p>	<ul style="list-style-type: none"> <li>- Very prescriptive language for an OPA.</li> <li>- Section 2.1 has an additional “to” after “Plan” that should be removed.</li> <li>- Section 3.2.2 requires residential, commercial and office uses. We suggest that “encouraged” be used as opposed to “required.”</li> <li>- Section 2.4a) (Policy 2.4.1.5) speaks to “net zero water and energy systems” There is no definition of what a net zero water system is. Will this be defined as we have not seen this terminology used anywhere else?</li> <li>- Proposed Section 2.4.17 “anticipate” should be “anticipated.”</li> <li>- Proposed Section 2.4.25 states “Development shall emphasize multi-modal transportation with, road layout, connectivity and road design and building placement allowing for and promoting multiple transportation options.” Is this policy really necessary when multi-modal transportation options are not created by the developer, but the municipality or Region?</li> <li>- Section 3.2.3.2.1.(i).c) Requires mixed use buildings. We suggest that these types of building be dual zoned so that residential uses could be accommodated on the main floor while being roughed in for commercial uses should a future tenant wish to open a commercial unit. This provides some flexibility for the quantum of mixed use provided for in the OPA</li> </ul>	<ul style="list-style-type: none"> <li>- Comment noted.</li> <li>- The wording has been updated.</li> <li>- It is assumed that this comment refers to section 2.2.9. The policy is maintained as is, in order to ensure appropriate development of the Major Local Centres.</li> <li>- This policy has been revised to remove reference to net zero water.</li> <li>- The wording has been updated.</li> <li>- The policy has been reworded to change the focus on development to a broader range of aspects allowing for multiple transportation options.</li> <li>- The policy has been clarified that a single use building may be permitted in combination with a mixed use building.</li> </ul>
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Green Land Secondary Plan [OPA.11.01], April 4, 2018

	<p>DG Group cont.</p>	<ul style="list-style-type: none"> <li>- Section 3.2.3.2.1.(i).f) Do not permit at grade residential in the Pedestrian Oriented Retail Priority Area. Firstly, the proposed land use schedules B-5 only identifies it as a “Pedestrian Oriented Retail Area” and not “Pedestrian Oriented Retail Priority Area.” Flexibility should be provided that allows for at grade residential that is dual zoned.</li> <li>- Section 3.2.3.2.1.(i).j) References “Pedestrian Oriented Retail Priority Area” in the policy but the word “priority” is not on the schedule.</li> <li>- Section 3.2.3.2.1.(ii).q) Requires a minimum 35% of units developed in the Green Lane and Yonge secondary Street Major Local Center be affordable. Why is it 35% across the entire secondary plan? How does the municipality intend to regulate the affordable housing policy both before and after the first side of the unit? Recommend more consultation with the participating owners in the GLSP on this policy and how it will be implemented.</li> <li>- Section 3.2.3.2.1.(ii).c) same comment as above</li> <li>- Section 3.2.3.2.1.(ii).e) Requires underground parking in order to meet the target density of 2.5 FSI. Structured parking should also be permitted.</li> <li>- Section 3.2.3.2.1.(ii).i) uses the word “Priority” whereas that’s not reflected on land use schedule.</li> <li>- Section 3.2.3.2.1.(ii).l) requires a minimum building height of 6 storeys at the intersection. Recommend that a minimum building height of 4 storeys be required up to a maximum of 20 storeys.</li> </ul>	<ul style="list-style-type: none"> <li>- The Schedule has been updated to reflect the appropriate terminology. Permission for at grade residential, other than lobbies, would not support the retail function of the Priority Area.</li> <li>- The wording has been updated.</li> <li>- This requirement is based on existing policy of 3.2.3.2.1. ii) c) of the East Gwillimbury Official Plan and the York Regional Official Plan for key development areas. The 35% does not apply to the entire municipality, only to the Major Local Centres.</li> <li>- The wording has been updated.</li> <li>- This policy has been revised to also permit structured parking.</li> <li>- The wording has been updated.</li> <li>- The minimum of 6 storeys is maintained as this height contributes to the density and ensures appropriate transition.</li> </ul>
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Development Services Report P2018-35

Green Land Secondary Plan [OPA.11.01], April 4, 2018

	<p>DG Group cont.</p>	<ul style="list-style-type: none"> <li>- Section 3.2.3.2.1.(ii).p).b) uses the word “Priority” as noted in the comments earlier.</li> <li>- Section 3.4.3.5.iii) Requires a minimum of 50% residential and 50% office uses and a minimum of 250 residential units. Where have these numbers been derived from?</li> <li>- Section 4.2.5.6 requires a minimum of 10,000 square metres of office development to be built on the site prior to other land uses being permitted. Request that this restriction be removed.</li> <li>- Section 4.3.5.7 requires a minimum of 1,000 residential units in the Residential Mixed Use designation in the Major Local Center. Would like to see background work undertaken to derive this minimum threshold.</li> <li>- Section 4.4.1.5 seeks to apply to adjacent municipalities. Given there is no jurisdiction to enforce this policy, we question why it is even necessary to include it.</li> <li>- Section 7.2.4.1.10 seeks to identify active transportation and transit routes on draft plans of subdivision along with sidewalks on both sides of the road. This should be coordinated through a master transportation plan as opposed through draft plans subdivision. There is a need for dual sidewalks on arterial and collect roads or roads that lead to school/park but not on local street.</li> <li>- Section 8.1.1. and 8.1.6 seeks to have confirmation of water and wastewater servicing within 3 years of application. Think this should be removed.</li> </ul>	<ul style="list-style-type: none"> <li>- The wording has been updated.</li> <li>- These numbers were developed to ensure a mix of land uses but also to provide flexibility to the landowners.</li> <li>- Office development is to be an integral component of the Major Local Centre. This minimum only requires two 3 storey office buildings or equivalent floor area to be built.</li> <li>- 1,000 units represents only approximately half of the GFA required in order to achieve the required minimum FSI.</li> <li>- The policy does not apply to development in adjacent municipalities but rather to address transition where development abuts development in other municipalities.</li> <li>- This policy has been revised to refer to Community Design Plans as opposed to draft plans.</li> <li>- This policy is maintained as the desired tool to ensure development approvals do not precede available servicing capacity.</li> </ul>
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Development Services Report P2018-35

Green Land Secondary Plan [OPA.11.01], April 4, 2018

<p><b>9</b></p>	<p>Submitted by Denise Baker (WeirFoulds) for Green Lane Landowners Group</p> <p>February 21, 2018</p>	<ul style="list-style-type: none"> <li>- Client is generally in support of the OPA. Have some concerns with a few policies.</li> <li>- Concern regarding map B-5 and how Green Lane Center are defined within the Secondary Plan and map B-5.</li> <li>- Concern with how the Town intends to implement policy 2.3.10 on both a secondary plan and site specific basis.</li> <li>- Policy 3.2.3.2.1 (i) c) requires mixed use buildings and there needs to be more flexibility to permit stand-alone residential buildings.</li> <li>- Concern for policies 3.2.3.2.1 (i) and 3.2.3.2.1 (ii) (b) and how they are proposed to be implemented.</li> <li>- Need to understand the interplay between the proposed FSI identified in the draft Secondary Plan and the proposed minimum and maximum heights also identified in the proposed Secondary Plan.</li> </ul>	<ul style="list-style-type: none"> <li>- Comment noted.</li> <li>- Terminology is generally consistent with the existing Official Plan. Section 3.2.3.2.1 i) and ii) have been updated to clarify that the Major Local Centres are schematically identified on Schedule A-1 and more precisely identified on Schedule B-5.</li> <li>- This policy reflects the need for a minimum of 35% of new housing units in key development areas to be affordable, as set out in Regional Official Plan policy 3.5.6.</li> <li>- Under the wording of the proposed policy, stand-alone, residential buildings are permitted where planned in conjunction with retail/commercial on the same site.</li> <li>- Requirements for 35% affordable housing reflects Regional Official Plan requirements and existing policies in the OP.</li> <li>- The FSI is a target for final build out of the centre as a whole while the minimum and maximum density apply on a site-specific basis.</li> </ul>
<p><b>10</b></p>	<p>Submitted by Jude Tersigni (South Sharon Developments Inc.)</p> <p>February 21, 2018</p>	<ul style="list-style-type: none"> <li>- The Neighbourhood Park between the two elementary school sites along the East-West Collector Road should be relocated to the southeast corner of the East-West Collector Road and Murrell Boulevard.</li> </ul>	<ul style="list-style-type: none"> <li>- Park is maintained in its current location as it's unknown at this time if the suggested location would be suitable from a functionality/programming perspective. That said, park is shown with a symbol on the land use plan and policy 4.8.2 allows the location to shift as part of detailed Community Design Plans/site specific development applications.</li> </ul>

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Green Land Secondary Plan [OPA.11.01], April 4, 2018

	<p>South Sharon cont.</p>	<ul style="list-style-type: none"> <li>- Seeking commercial mixed use designation, with an allowance for two storey buildings, on the north east corner of Green Lane and Murrell Blvd instead of Residential Mixed Use designation that is proposed.</li> <li>- The allowance of a food store and pharmacy, with floor areas not to exceed 2500 sq.m. is acceptable.</li> <li>- The proposed north-south minor collector road to the east of Murrell Blvd and intersecting with Green Lane is problematic. Its need is questioned, it has grading challenges and it adds to development inefficiencies.</li> <li>- Request confirmation that back-to-back townhouse housing forms are permitted within the Low and Medium Density Residential land use designation.</li> </ul>	<ul style="list-style-type: none"> <li>- It is not recommended to change the designation to Commercial Mixed Use. Have clarified Section 4.3.5.9 in response to comments.</li> <li>- Comment noted.</li> <li>- The land use plan is maintained as proposed, recognizing flexibility in the final road network permitted without a need for an Official Plan Amendment through existing policy 7.2.4.1.6.</li> <li>- Townhouses are permitted in the low density and medium density residential designations. Back to backs would be permitted as a form of townhouses so long as the required densities that apply to each designation are met.</li> </ul>
<p><b>11</b></p>	<p>Submitted by Susan Rosenthal (Davies Howe) for Yonge Green Lane GP Inc.</p> <p>February 21, 2018</p>	<ul style="list-style-type: none"> <li>- There is no need for the Town-initiated Green Secondary Plan to include the lands which are subject to the NW Yonge and Green Lane Official Plan Amendment submitted by Rice Group which conforms with applicable Provincial, Regional, and Town policy and represents good planning and is in the public interest.</li> </ul>	<ul style="list-style-type: none"> <li>- The Secondary Plan should be done comprehensively for the entire corridor. Therefore, these lands continue to be a part of the Town's comprehensive Secondary Plan process.</li> </ul>

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Development Services Report P2018-35

Green Land Secondary Plan [OPA.11.01], April 4, 2018

<p><b>12</b></p>	<p>Submitted by Sara Brockman (York Region)</p> <p>February 21, 2018</p>	<ul style="list-style-type: none"> <li>- Appendix C of the Draft Preferred Land Use Option Report provides a response matrix for comments received from agencies during Phase 3. Not all of YR's comments addressed in matrix. Clarification required as to how these comments addressed.</li> <li>- A Response/Policy Matrix outlining how the Draft OPA addressed all the applicable YROP-2010 policies; including the new community area policies, and the new community guideline checklist would be helpful in facilitating review.</li> <li>- YROP-2010 policy 5.6.10 speaks to a Community Energy Plan (CEP) for the New Community Area. Recommend a policy be included in the OPA committing to completing a CEP prior the CDP process</li> <li>- Unclear how climate adaption will be incorporated into community design, additional detail helpful</li> <li>- More information needed to understand timing and details of the proposed phasing (MESP and OPA).</li> <li>- Request policies 3.2.3.2.1.(i) Yonge St &amp; Green Lane Centre be amended to address YROP policy 5.4.34 supporting an overall long term density target of 2.5 FSI for the KDAs identified in the Regional Corridor, while acknowledging FSI of 1.5 as per the EG OP.</li> <li>- Clarified that ROP policy is 35% affordable housing for the regional centers and key development areas and 25% affordable housing for the area outside of it. Affordable housing in the Regional Centre and Corridors do not count towards FSI requirements for the new areas.</li> </ul>	<ul style="list-style-type: none"> <li>- See response to comments addressed under separate cover.</li> <li>- This was provided under separate cover by the Town of East Gwillimbury staff.</li> <li>- Section 7.7.1 requires district energy feasibility studies as part of the community design plan process for key areas. This approach is better suited at that stage vs the secondary plan stage because at the later stage will have a better understanding of more defined concept plans). Existing OP policy 2.4.16 (renumbered to 2.4.21) notes requirements to address passive solar gain and the Town's CEP through development applications.</li> <li>- To be addressed in MESP.</li> <li>- Section 3.2.3.2.1 (i) has been updated.</li> <li>- Comment noted.</li> <li>- Section 2.3.10 already addresses two and three bedroom units in high density units.</li> </ul>
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# Town of East Gwillimbury 's Response to Written Comments Received

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Town of East Gwillimbury

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Green Land Secondary Plan [OPA.11.01], April 4, 2018

	<p>York Region cont.</p>	<ul style="list-style-type: none"> <li>- Consider adding apartments to the list of housing types where large size units are being encouraged</li> <li>- Consider adding laneway “granny flats”/secondary units as another potential approach for encouraging the provision of affordable housing as well as to policy 2.3.10 as an e).</li> <li>- Recommended the GLSP study principles be incorporated into policies and reflected in OPA.</li> <li>- Policy 3.2.3.2.1 (Page 4, #7) policy needs to be amended to say...”KDAs outlined in” .... remove “identified in”</li> <li>- Add policy to OPA addressing YROP-2010 policy 3.2.6 not locating sensitive uses such as schools, daycare, senior’s facilities not near significant known air emission sources.</li> <li>- Add policy to OPA addressing YROP-2010 policy 3.4.6. Recommend, “Any potential area as identified in the archaeological study prepared as part of the GLSP MESP requiring further study be undertaken prior to development and the significant resource preserved.”</li> <li>- Policy 7.5.6 of the YROP-2010 requires underground installation of utilities. Recommend a policy reflecting this requirement be added to the draft OPA or policy 7.8.3.3 of the EG OP be reworded accordingly.</li> </ul>	<ul style="list-style-type: none"> <li>- Section 2.3.10 b) has been updated to reflect that secondary suites can include accessory laneway buildings.</li> <li>- GLSP Study principles added to the preamble of the OPA</li> <li>- This policy has been revised.</li> <li>- Section 4.5.1 has been updated.</li> <li>- Section 6.7 of the Town’s OP outlines policies re archaeological resources and Section 8.1 includes Archaeological Resources Report in list of potential required studies.</li> <li>- The OP has been updated such that policy 7.8.3.3 applies to the GLSP with regards to underground lines.</li> </ul>
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<p><b>13</b></p>	<p>Submitted by Edward Weisz (Huntingwood Holdings inc.)  February 21, 2018</p>	<ul style="list-style-type: none"> <li>- There would be no opportunity to share or recover infrastructure cost for the traffic/transit/water/sanitary sewer that is to be developed along Rogers Road.</li> <li>- The ultimate connection for the interior collector may never be built due to the fractured ownership situation and low economic benefit. However, if the collector road was L-shaped, within the proposed community center, it could be functional from planning and engineering perspective.</li> <li>- Flood Plain area should be utilized to the maximum ability, possibly for SWM purposes, entailing the agglomeration of as many SWM ponds as possible within the feasible drainage area.</li> <li>- Huntingwood lands development should occur in the first phase.</li> </ul>	<ul style="list-style-type: none"> <li>- Rogers Road is no longer the main road connection point to 2<sup>nd</sup> Concession. Rather, the connection will occur further north in the future, outside of the GLSP. Cost-sharing of services would be borne by the landowners whose development benefit from them.</li> <li>- Section 5.8.6 of the East Gwillimbury Official Plan addresses SWM in floodplains.</li> <li>- Comment noted.</li> </ul>
<p><b>14</b></p>	<p>Submitted by M. Palynchuk (Bell Canada)  February 21, 2018</p>	<ul style="list-style-type: none"> <li>- Bell is generally supportive of the policies in Section 3.3 (Urban and Public Realm Design) and that of the Draft Secondary Plan.</li> <li>- Bell has developed an Urban Design Manual (UDM), which speaks to the location and configuration of utility infrastructure to balance ease of access with design.</li> <li>- Request Bell be engaged by Town during development of Urban Design Guidelines.</li> </ul>	<ul style="list-style-type: none"> <li>- Comment noted.</li> </ul>

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<p><b>15</b></p>	<p>Submitted by J. Spence</p> <p>February 21, 2018</p>	<ul style="list-style-type: none"> <li>- Will the low density housing immediately next to the Newmarket town line have their property line on the Town line? (i.e. Is there a land buffer along the Town line separating the new low density housing and the Newmarket properties?)</li> <li>- What is the time line for the development of the low density housing in the southeast quadrants of the plan?</li> </ul>	<ul style="list-style-type: none"> <li>- While exact location of the lot boundaries would be determined during the draft plan phase, there are locations along the boundary where a new lot may abut an existing lot that is in the Town of Newmarket. Policies 4.4.1.5, as proposed to be amended, would ensure appropriate transitions to existing development in Newmarket, but there is no required land buffer.</li> <li>- Likely, post 2026, and subject to the phasing plan in the MESP.</li> </ul>
<p><b>16</b></p>	<p>Submitted by 408 Traviss Drive</p> <p>February 22, 2018</p>	<ul style="list-style-type: none"> <li>- Dissatisfied with proposed collector road running south from Green Lane connecting directly to Bayview Parkway.</li> <li>- Bayview will not support the increased volume that its connectivity to Green Lane will bring.</li> <li>- Can Leslie Street not accommodate this traffic?</li> <li>- Consideration should be given to widening Harry Walker in order to move increased traffic volume travelling north/south.</li> </ul>	<ul style="list-style-type: none"> <li>- It is recognized that the Bayview Parkway connection would be subject to coordination between East Gwillimbury and Newmarket, as well as approval from the LSRCA. The potential connection is shown in the GLSP to maintain the possibility of a future connection at this location.</li> </ul>
<p><b>17</b></p>	<p>Submitted by J. Bolichowski on behalf of Masonryworx</p> <p>February 22, 2018</p>	<ul style="list-style-type: none"> <li>- External cladding is not addressed in the urban design policies. High quality built form should be used to create a better Urban Center.</li> <li>- Masonry Worx encourages adding the following language to the Secondary Plan policies, specifically sections 3.2.3.2.1 i (p) and ii(q), under "Urban Design Guidelines," as a bullet under "the guidelines will provide for the following" in both areas.</li> </ul>	<ul style="list-style-type: none"> <li>- Comments noted, but such matters are best addressed in urban design guidelines.</li> </ul>

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	Masonryworx cont.	<i>“Policies addressing matters of exterior design, requirements for high quality built form, community character, specific preferred exterior building materials, and standards for consistent use of materials on all facings, in order to establish a consistent and high quality architectural and character vision for the Urban Centre.”</i>	
18	Submitted by M. Mikolajczak (MTO) February 22, 2018	<ul style="list-style-type: none"> <li>- The Secondary Plan/Official Plan submitted to MTO on February 14, 2018 is outside the ministry permit control area.</li> </ul>	<ul style="list-style-type: none"> <li>- Comment noted.</li> </ul>
19	Survey response by P. Mueller February 22, 2018	<ul style="list-style-type: none"> <li>- Supportive of the high rise at the major local intersections and north on Yonge Street.</li> <li>- Yonge and Green Lane intersection does not need two left turn lanes.</li> <li>- Location and quantity of green space is just right.</li> <li>- Encourage underground parking whenever possible.</li> </ul>	<ul style="list-style-type: none"> <li>- Comments noted</li> <li>- Transportation matters are addressed in the MESP. As Yonge Street and Green Lane are Regional roads, the matter of turn lanes is ultimately up to the Region of York.</li> <li>- Comment noted.</li> <li>- Comment noted - underground &amp; structured parking is encouraged, specifically within 2<sup>nd</sup> Conc Major Local Centre</li> </ul>
20	Submitted by C.Parker February 23, 2018	<ul style="list-style-type: none"> <li>- Excited about the Yonge/Green Lane vision.</li> <li>- No bike lanes on major roads. Bike lanes should be on smaller roads.</li> <li>- Don't think all the new retail establishments opening up is necessary and want minimal or no retail in the northwest corner of Yonge/Green Lane.</li> <li>- Like major centres with the proposed designs.</li> </ul>	<ul style="list-style-type: none"> <li>- Comments noted.</li> <li>- The provision of bike lanes on Regional Roads is the jurisdiction of York Region.</li> <li>- Mixed use planned at North West corner of Yonge Street and Green Lane is an important community element to have a complete and viable community.</li> <li>- Comment noted.</li> </ul>

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<p><b>21</b></p>	<p>Submitted by J. Finan</p> <p>February 26, 2018</p>	<ul style="list-style-type: none"> <li>- Mixed use building proposed on the north corner of Yonge/Green Lane is better than the gate structure erected on the South-west corner of this intersection.</li> <li>- FSI of 2 in both major local centres would be more appropriate.</li> <li>- Support street front facing and build to line concepts.</li> <li>- East Gwillimbury could use more than one proposed high school.</li>   <li>- Traffic at Yonge/Green Lane excessive. Perhaps less travel lanes may discourage drivers.</li>   <li>- Less retail at Yonge/Green Lane intersection. Too much commercial there already.</li> </ul>	<ul style="list-style-type: none"> <li>- Comment noted.</li>   <li>- The required FSIs for each Center are consistent with existing policy in the Region's and Town's Official Plan.</li> <li>- Comment noted.</li> <li>- The School Boards reviewed the population and unit numbers proposed for the GLSP and provided input on school needs, which is how the need for one high school was determined. There are other potential high school sites within EG outside of the GLSP boundary.</li> <li>- Multiple modes of transportation are encouraged in the Secondary Plan area to reduce dependence on personal vehicles.</li> <li>- Mixed use, which provides a combination of commercial, office and residential uses, is appropriate to create a complete and viable community.</li> </ul>
<p><b>22</b></p>	<p>Submitted by S. Ridout</p> <p>February 24, 2018</p>	<ul style="list-style-type: none"> <li>- No more commercial buildings at Yonge Street/Green Lane intersection. Single Storey retail needs to stop.</li> <li>- Encourage the large complexes to handle expected growth.</li> <li>- Some of the existing retail along Green Lane could have adopted an entrance from the street and not just the back.</li> </ul>	<ul style="list-style-type: none"> <li>- Density requirement carried through from the existing OP encourages a mix of uses at the intersections of Green Lane and Yonge and Green Lane and 2<sup>nd</sup> Conc. The policies encourage multi-storey, mixed use development vs single storey retail.</li> <li>- Pedestrian Oriented Streetscape policies applying along Green Lane and Yonge Street support this intent.</li> </ul>



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	S. Ridout cont.	<ul style="list-style-type: none"> <li>- Concerned with the quantity of automobiles at Yonge and Green Lane and 2nd Concession and Green Lane.</li> <li>- Maximize use of little land East Gwillimbury has.</li> </ul>	<ul style="list-style-type: none"> <li>- Multiple modes of transportation are encouraged in the Secondary Plan to provide alternatives to the personal vehicle. The land use plan also contemplates a ring road system around the two intersections.</li> <li>- The densities proposed in the GLSP encourage efficient land use.</li> </ul>
23	Submitted by R. Zawada  February 28, 2018	<ul style="list-style-type: none"> <li>- Excited about the area being developed. Want personality/vibe in development.</li> <li>- Likes the idea of a pedestrian only commercial area.</li> <li>- Would like to see no gargantuan condo/apartment building (best under 8 storey).</li> <li>- Would like to see squashed subdivisions kept at a minimum.</li> <li>- Make sure that green space is protected (i.e. in the updated trail off Old Yonge leading to Nokiidaa and onto Newmarket).</li> </ul>	<ul style="list-style-type: none"> <li>- Comments noted.</li> <li>- Higher heights are appropriate in certain locations, such as at the Major Local Centres.</li> <li>- Low density development is subject to a range in density permission of 20 to 30 units per hectare. A range of density within that is expected in the Secondary Plan Area.</li> <li>- The Natural Heritage areas in the Secondary Plan will be protected as shown on the land use schedule, including the Nokiidaa trail lands.</li> </ul>

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<p><b>24</b></p>	<p>Submitted by Alexandra Goldstein (Metrolinx)</p> <p>February 28, 2018</p>	<ul style="list-style-type: none"> <li>- Per schedule 'BB' – Green Lane Land Use Plan, the GO station falls outside of the Major Local Centre designation, however, per schedule 'CC' – Town Structure, it appears that the station falls within the Centre of the major Local Centre designation.</li> <li>- Per Schedule 'HH' – The Cycling Network Plan and Schedule 'JJ' – Parks Trails and community Facilities plan, in the Draft Amendment, both contemplate a proposed trail-path-network system in close proximity and/or adjacent to GO Transit's Barrie Rail Corridor. It should be noted, with the implementation of Electrification on this Corridor, preliminary plans indicate that sidewalks/multiuse cycling paths that are adjacent to the rail corridor may require some form of barrier protection. Although still preliminary, the solid face barrier is envisioned to be minimum height of 2 metres. The future design should take this into account with regards to the placement of sidewalks/multiuse/cycling paths.</li> <li>- It should be further noted that a 7-metre vegetation setback to be measured from the centerline of track, has been established in association with the planned electrification of the corridor. Proponents should take this into account when formulating their detailed landscape design.</li> </ul>	<ul style="list-style-type: none"> <li>- The maps have been refined to clarify that the GO station is included in the Major local Centre.</li> <li>- Comment noted. Specific location and design of trails/walkways will be addressed at later stages of development planning.</li> <li>- Comment noted</li> </ul>
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<p><b>25</b></p>	<p>Submitted by Richard Aubry (Redwood Properties)</p> <p>March 6, 2018</p>	<ul style="list-style-type: none"> <li>- Typo on section 4.3.5.8 "...maximum height of 12 storeys except in the area on the west side of Yonge Street, where the maximum height will be 25 storeys...". Believe that "west" should say "east" based on diagrams in report.</li> <li>- Section 9 on page 6 reads, "A minimum of 35% of the units developed in the Green Lane and 2<sup>nd</sup> Concession Major Local Centre will meet the definition of affordable. The 35% affordability criteria shall be applied on a per property basis, except where multiple properties are being considered for development concurrently." This is difficult if not impossible to implement. Applying it on a per property basis and not in a district or areas basis exacerbates this problem. The Regional Official Plan calls for 25% affordability, except 35% at Regional Centres.</li> <li>- We recommend reducing the requirement to 25% and removing the "per property basis" requirement.</li> <li>- Consider other attributes in determining affordability (Down payments, common element costs, property tax, etc.). Current ways of delivering affordability will only come from small units.</li> </ul>	<ul style="list-style-type: none"> <li>- The wording has been corrected.</li> <li>- The Regional Plan (policy 3.5.7) calls for 35% of new housing in Key Development Area be affordable. Both Major Local Centres are Key Development Areas. Under the existing policies of the East Gwillimbury Official Plan both Major Local Centres are subject to a 35% affordable housing target.</li> <li>- The 35% affordability requirements have been updated to remove the requirement related to "per property basis".</li> </ul>
<p><b>26</b></p>	<p>Submitted by K. Saini (Town of Newmarket)</p> <p>February 16, 2018</p>	<ul style="list-style-type: none"> <li>- Council of the Town of Newmarket supports the preferred Land Use option as it relates to the proposed land use designations adjacent to Newmarket lands.</li> <li>- Council of the Town of Newmarket continues to oppose a vehicular road connection from Newmarket's Bayview Parkway to East Gwillimbury's Green Lane.</li> </ul>	<ul style="list-style-type: none"> <li>- Comments noted.</li> <li>- It is recognized that the Bayview Parkway Connection would be subject to coordination between East Gwillimbury and Newmarket, as well as approval from the LSRCA. The potential connection is shown in the GLSP to maintain the possibility of a future connection at this location.</li> </ul>

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<p><b>27</b></p>	<p>Submitted by J. and J. Kilb</p> <p>February 26, 2018</p>	<ul style="list-style-type: none"> <li>- Concern regarding proposed Bayview Pkwy road extension from Green Lane to Davis Dr. - this is going to be dangerous for us.</li> <li>- Yonge St., 2<sup>nd</sup> Conc. &amp; Leslie St. already provide major access to Davis Dr. that don't impact community</li> </ul>	<ul style="list-style-type: none"> <li>- Recognized that Bayview Pkwy connection would be subject to coordination between EG and Newmarket, as well as approval from the LSRCA. The potential connection is shown in GLSP to maintain the possibility of a future connection at this location.</li> </ul>
<p><b>28</b></p>	<p>Submitted by S. Aurex</p> <p>March, 10 2018</p>	<ul style="list-style-type: none"> <li>- Like preferred Land Use Report and particularly fond of parks, open space, social aspects, multi-level buildings and walkability.</li> <li>- In retirement, factors such as stairs, gardening and driving will become a challenge; however easily rectified with multi-level building along major intersections and north of Yonge St.</li> <li>- Pedestrian oriented concepts are nice to alleviate some traffic off of Green Lane.</li> <li>- Pleased to see Town has factored affordability.</li> </ul>	<ul style="list-style-type: none"> <li>- Comment Noted</li> </ul>
<p><b>29</b></p>	<p>Submitted by J. Whyte</p> <p>March 13, 2018</p>	<ul style="list-style-type: none"> <li>- Hope some of new high rises will have some retirement residences. If this cannot be accommodated, hopefully some affordable condominiums or an apartment complex.</li> <li>- GLSP has been thought out correctly with mixed residential and less stores.</li> </ul>	<ul style="list-style-type: none"> <li>- Comment Noted</li> </ul>
<p><b>30</b></p>	<p>Submitted by L. Coburn</p> <p>March 15, 2018</p>	<ul style="list-style-type: none"> <li>- Transportation, mixed high building designs and education options are interesting.</li> <li>- Options outline where structures to be located and entrance street facing which is a significant improvement over the existing high commercial around Green Lane and Yonge, where almost all stores need a car to access.</li> <li>- The pedestrian walk areas are something different and pleasant to see.</li> </ul>	<ul style="list-style-type: none"> <li>- Comment Noted</li> </ul>

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Green Land Secondary Plan [OPA.11.01], April 4, 2018

31	Submitted by D. Rogers  February 2, 2018	<ul style="list-style-type: none"> <li>- Opposed to the proposed GLSP.</li> <li>- The Silvercity complex on the southeast corner of Yonge and Green Lane is subject to a number of development and use restrictions negotiated by the developer and abutting resident landowners and approved by the OMB.</li> <li>- Provide details on how the proposed plan may impact current restrictions or allow for development changes in the future.</li> </ul>	<ul style="list-style-type: none"> <li>- The Silvercity complex is outside of the Secondary Plan area.</li> </ul>
32	Submitted by J. Spence  February 8, 2018	<ul style="list-style-type: none"> <li>- The Draft Preferred Land Use Plan (2017/11/23), indicates trail and NP interfacing with the green space west of the property. The graphics for the trail on the map obliterates any detail of how those features might interface with our property on the north property line (Newmarket Town Line). Can you provide detail that might provide some clarity?</li> <li>- Given the drop-off in elevation along most North property line, is there any concern for water draining/runoff for housing on the north side of that line?</li> </ul>	<ul style="list-style-type: none"> <li>- Detailed natural heritage information is available in Schedule D and in the MESP.</li> <li>- Drainage would be addressed during the draft plan stage for any development north of the Town line.</li> </ul>
33	Submitted by Rogers  February 9, 2018	<ul style="list-style-type: none"> <li>- Appreciated the opportunity to review and comment on future development within the Town of East Gwillimbury.</li> <li>- Have reviewed the proposed area and do not have any comments/concerns at this time.</li> </ul>	<ul style="list-style-type: none"> <li>- Comment noted</li> </ul>

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34	Submitted by C. Matson and L.Howson  March 20, 2018	<ul style="list-style-type: none"> <li>- Community design plans (Section 8.2.2) - Add a policy to clarify that there will be a separate Community Design Plan for the lands west of Yonge Street.</li> <li>- Phasing policy (Section 3.4.2.12) - Clarify how the 75% phasing policy would be implemented in respect of non-residential lands.</li> <li>- Clarify that the land west of Yonge Street are a separate area for the purposes of the phasing policy (i.e., not tied to development east of Yonge Street).</li> <li>- Landowner/Cost Sharing Agreement (Section 8.13.1 and 18.13.5.1) - Add a policy to clarify that there will be a separate landowner/cost sharing agreement for the lands west of Yonge Street.</li> <li>- Servicing Allocation required for Complete Application (Section 8.1.1) - Lack of allocation can't prevent application.</li> <li>- Distribution of Community Land Uses - Clarify/adjust size location of community park on Sundial lands.</li> </ul>	<ul style="list-style-type: none"> <li>- A policy clarifying that Community Design Plans are smaller than Secondary Plans has been added.</li> <li>- This policy is based on a regional requirement and further discussion with Regional staff will be undertaken regarding implementation of this policy. This would occur during the community design plan stage.</li> <li>- Please refer to MESP for phasing details.</li> <li>- No revisions recommended. The Policy already indicates that more than one cost sharing agreement may be occur within a single Secondary Plan area.</li> <li>- Comment noted.</li> <li>- The park is shown as a symbol in the plan and the final size would be determined through the draft plan stage.</li> </ul>
35	Submitted by C. Rohmer March 26, 2018	<ul style="list-style-type: none"> <li>- 26 acre property should be part of the Major Local Centre with front 6-8 acres as Residential Mixed Use and back 18-20 acres as Medium Density Residential 2 for stacked townhouses</li> </ul>	<ul style="list-style-type: none"> <li>- No revisions recommended. Proposed land uses permit a range of mid to high density uses.</li> </ul>

August 13, 2018

Karen Whitney  
 Director of Community Planning & Development  
 Region of York  
 17250 Yonge Street  
 Newmarket, ON L3Y 6Z1

MGP File: 18-2674

Delivered Via Email: [karen.whitney@york.ca](mailto:karen.whitney@york.ca)

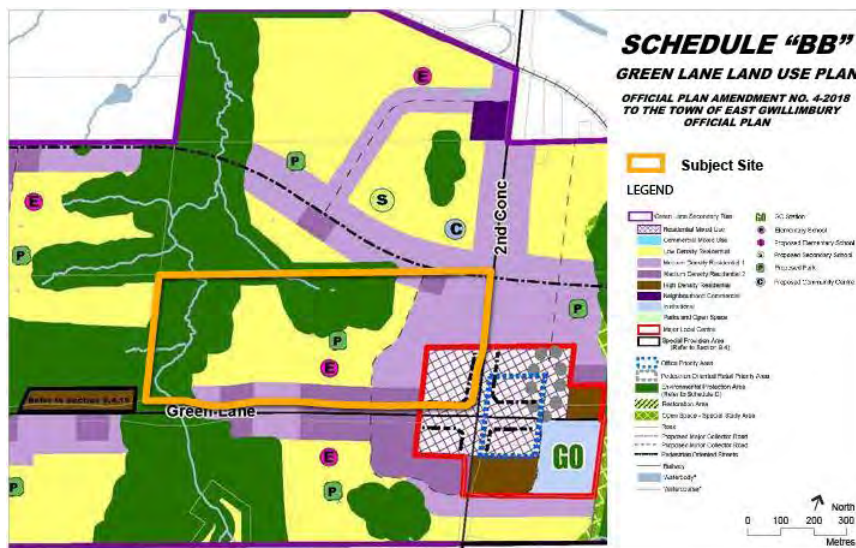
Dear Ms. Whitney,

**RE: Proposed York Region Modification to the Town adopted Green Lane Secondary Plan (OPA 4-2018)**  
**574 Green Lane East, Town of East Gwillimbury**  
**Welland Land Development Inc.**

We are planners for Welland Land Development Inc. ('Welland') with regard to the lands located at the northwest corner of Green Lane East and 2<sup>nd</sup> Concession Road, municipally known as 574 Green Lane East (the 'Property'), within the Town's adopted Green Lane Secondary Plan ('GLSP'), as shown on Figure 1 below.

We submitted comments on behalf of Dorsay Development (Bayview) Ltd. (the previous owner of the Property) regarding the draft GLSP dated April 21, 2017; a copy of the letter is attached hereto as Attachment 1. In February 2018, the Property was acquired by Welland. We have reviewed the Development Services Report (P2018-64) which is being considered by East Gwillimbury Committee of the Whole on August 14, 2018 at the Town and this letter provides our comments for consideration.

Figure 1 - Subject Property



### Deletion of the term Supermarkets and Grocery Stores

Town Planning staff propose to remove the specific references to supermarkets and grocery stores from Section 4.3.4.1.ii) and 4.3.6.2.iii) of the Official Plan, which is intended to help clarify and acknowledge that a supermarket or grocery store is permitted as a retail use, and retail is a permitted use within the Residential Mixed-Use designation. We have concern with this approach, as it creates ambiguity in policy interpretation. In particular, supermarkets and grocery stores are not proposed to be removed in other parts of the Official Plan, such as Policy 4.3.7.4 (Item #23 of the above report) as adopted in the GLSP by the Town. Furthermore, “retail use” is not defined in the Town’s Official Plan and therefore it could be interpreted that supermarket and grocery store are not explicitly permitted. Welland intends to develop a community scale stand-alone supermarket in conjunction with a mixed-use office building in the initial phase of development on the Property. It is our opinion the proposed policy change is inconsistent with other policies adopted by the Town, where supermarket and grocery stores are explicitly permitted on certain lands but the rest of the Town’s Official Plan (including the GLSP) has removed this reference completely.

### Proposed Site-Specific Policy

We have discussed our concerns with Planning Staff as well as the proposed development and site-specific policy. Our proposed site-specific policy would allow for a stand-alone supermarket on the Property in conjunction with other mixed uses such as office, retail and high-density residential buildings, at the full built-out of the Property within the Residential Mixed-use designation all in accordance with the GLSP. A stand-alone supermarket and office are appropriate uses in this location; centrally located within the GLSP, within walking distance of the GO Station, and at the central north-south arterial road (2<sup>nd</sup> Concession Road) in the Town’s Urban Area. The proposal will provide shopping opportunities, office jobs and related services for the new neighbourhood and the surrounding communities. The proposal meets the intent and objective of the GLSP as well as the Town’s Official Plan.

As such, a site-specific policy is proposed to be inserted as a new Policy 4.3.5.10 in Section 4.3.5, Residential Mixed Use, through this amendment process and to be implemented as a Regional modification prior to final approval. The proposed site-specific policy would read:

***The Residential Mixed-Use designation at the northwest of Green Lane and 2<sup>nd</sup> Concession shall be developed with a mix of uses on site. A stand-alone supermarket or grocery store is permitted at this location to a maximum floor area of 4,800 square metres when developed subsequent to, or concurrently with, a mixed-use office building with a minimum floor area of 2,700 square meters.***

We thank you for the opportunity to provide comments on the Town’s adopted GLSP and look forward to continued dialogue with staff prior to Regional Council’s approval. We welcome the opportunity to meet and discuss the proposed site-specific policy and development proposal.

We request to be notified of any future meetings, decisions and/or reports with regard to the GLSP. Should you have any questions pertaining to the above, please do not hesitate to contact the undersigned.



Yours truly,

**MALONE GIVEN PARSONS LTD.**



Jack Wong, MCIP, RPP  
Associate

cc. Regional Clerk, Region of York  
Town Clerk, Town of East Gwillimbury  
Ms. Virginia Hackson, Town of East Gwillimbury  
Mr. Thomas Webster, Town of East Gwillimbury  
Ms. Robin Prentice, Town of East Gwillimbury  
Ms. Katarzyna Sliwa, Dentons Canada LLP  
Welland Land Development Inc.

Atch: April 21, 2017 Dorsay Comment Letter

April 21, 2017

Nick Pileggi, General Manager of Development Services  
Town of East Gwillimbury  
Planning Department  
19000 Leslie Street  
Sharon, ON L0G 1V0

*MGP File: 14-2315*

Delivered Via Email: [npileggi@eastgwillimbury.ca](mailto:npileggi@eastgwillimbury.ca)

Dear Nick,

**RE: Comments on Proposed Green Lane Secondary Plan  
574 Green Lane East, Town of East Gwillimbury  
Dorsay Developments (Bayview) Ltd.**

I represent the above noted client with regard to their 39.4 hectare property at the northwest corner of Green Lane East and 2<sup>nd</sup> Concession Road within the proposed Green Lane Secondary Plan area. I have had an opportunity to review the revised Option 1 and Option 2 preliminary versions of the Green Lane Secondary Plan presented at the TAC meeting of April 10, 2017. This letter provides our comments for consideration by you and your consultant team prior to the preparation of a revised land use concept.

I generally concur with the comments submitted by the client on March 17, 2017 and believe that Option 2 serves as a good base to provide our planning comments with regard to the proposed secondary plan. Attached to these comments was a conceptual development plan which generally implement the intent and policies of the Official Plan. It is our opinion that the proposed Secondary Plan should designate the property to permit the development in a manner similar to that shown in this plan. As such, I provide a modified Option 2 to the Secondary Plan which proposes appropriate designations on the property and relocates community uses that are more appropriately located in other areas of the Secondary Plan.

The concept plan provides for the creation of a neighbourhood with an appropriate mix of housing that focuses higher densities in the Regional and Local Corridors, and commercial and office uses near to the Major Local Centre centred on the Go Station to the east and south of the property. This concept plan demonstrates that at a minimum the property will achieve the York Region Official Plan's overall target for new Community Areas of 20 units per gross hectare (the plan provides just over 21 units per hectare on the property, excluding the Natural Heritage System lands.). To support the vision of the Town's Official Plan, development is proposed within the Green Lane East Regional Corridor with a built form that will achieve a Floor Space Index ("FSI") of at least 1.0, and a built form that will achieve at least a FSI of 0.65 within the 2<sup>nd</sup> Concession Road Local Corridor. The proposed designations of these corridors as Mid Density 2 and Mid Density 1 respectively will accommodate new housing with an urban character that is pedestrian-oriented and supportive of transit use.

The Town's Official Plan vision for Corridors is a long-term vision. Corridors will develop and build out incrementally over time and the interim phases of development within Regional and Local Corridors should, where appropriate, contain smaller forms of development at densities that are at a lesser scale than the 2031 vision. This planning principle applies at the corner of Green Lane East and 2<sup>nd</sup> Concession Road, where the provision of stand-alone retail and office uses in the near term is appropriate and should be permitted. This portion of the property should be planned to provide for development of a mix of uses similar in scale and range of uses to that permitted in the nearby Major Local Centre designation center around the GO Station.

Urban Areas evolve over time, and it may be difficult to realize higher density forms of housing in the near-term horizon. It is good planning to permit an appropriate form of development (stand-alone retail and office uses) that will animate the corner in the near term, so long as the opportunity for ultimately achieving higher density forms of housing is not precluded in the future. The designation of the corner of the property with a Commercial Mixed Use designation is appropriate as this designation permits the stand-alone retail and the mixing of uses on the site (as opposed to requiring a mix of uses within a building) that can be developed in the near term, and also permits higher density mixed uses that could be achieved at a later date. The long term vision for Centres and Corridors is to accommodate a mix of uses, which may be achieved within the same building or through a diversity of uses within a site – both options should be preserved on the property and are permitted in the Commercial Mixed Use designation.

Moreover, stand-alone and major retail uses are appropriate in this location and should not solely be directed to the Green Lane and Yonge Street Corridor. Permitting these uses on the property will locate them centrally within the Secondary Plan, within walking distance of the GO Station, and at the central north-south arterial road in the Town's Urban Area (2<sup>nd</sup> Concession Road.) This will provide weekly shopping opportunities and office jobs and related services for the new neighbourhoods on this and the surrounding properties, within walking distance of higher-order transit, and thus easily accessible for residents from central and eastern Green Lane, west Sharon, Queensville and Holland Landing.

The delineation of the extent of the Commercial Mixed Use designation on the modified Option 2 is appropriate as it would provide a development block that is appropriately sized both for commercial mixed uses today, and higher density mixed use buildings in the future. To ensure this intent is preserved in the Secondary Plan, I suggest its policies require a detailed phasing plan to be required as part of a future development application(s) on this portion of the property to demonstrate how the development will achieve the long-term vision with appropriately sized development blocks that ensure that the ultimate build-out is not constrained by interim land uses and buildings.

With regard to community uses, the location of a Secondary School along the new east-west collector road as shown in Option 2 is the most appropriate as it maximizes the ease of access for the most amount of residents, and I suggest that either the community centre or community park be co-located with this use on the north side of this new collector road. The elementary school shown on the property is more appropriately located south of Green Lane East, so as to be co-located with the neighbourhood park in this area of the plan, similar to the co-location of elementary school and parks throughout the rest of the plan. Locating this school further away from the other two proposed to the north will also disperse these uses more evenly throughout the secondary plan and maximize the amount of children within walking distance of new schools.

With regard to roads, while the collector road shown on the property aligns with the collector road proposed to the south, it fails to properly frame and provide access to the higher intensity uses at the corner of the property, and will not provide sufficient transportation opportunity to access development on the west portion of the property. As such, we suggest that 20m minor collectors be shown as per the attached modified Option 2, and that a local road connection be preserved on Green Lane East to align with the collector intersection to the south.

I thank you for the opportunity to provide comment on the proposed Secondary Plan options and look forward to continued dialogue with you and the consultant team throughout this process. In this regard, we would be happy to meet and discuss our comments and request a meeting with you to do so. We request to be notified of any future notices or proposals with regard to the Secondary Plan or the Master Environmental Servicing Plan. Should you have any questions pertaining to the above, please do not hesitate to contact the undersigned.

Yours truly,

**MALONE GIVEN PARSONS LTD.**



Matthew James Cory, MCIP, RPP, PLE, PMP  
Principal

cc. Dorsay Developments (Bayview) Ltd. (Client)  
Ms. Robin Prentice, Town of East Gwillimbury  
Mr. Paul Lowes, SGL Planning  
Mr. Roy Mason, KLM Planning

Attach: March 17, 2017 Dorsay Comment Letter  
Modified Green Lane Secondary Plan Option 2

# DORSAY

DEVELOPMENT CORPORATION

March 17, 2017

The Town of East Gwillmbury  
Planning Department  
19000 Leslie Street  
Sharon, ON  
L0G 1V0

Attention: Mr. Nick Pileggi, General Manager of Development Services

Dear Sir:

**Re: Proposed Green Lane Secondary Plan**

We have had an opportunity to review the Option 1 and Option 2 preliminary versions of the Green Lane Secondary Plan presented at the TAC meeting of March 6, 2017. We offer our comments specifically in respect of the presented options as follows:

**Option 1**

**High School Site Location**

The designation of a High School site at the Green Lane and 2<sup>nd</sup> Concession quadrant is not an optimal location for this use. A secondary school site does not benefit from proximity to regional transit facilities such as a GO Transit station. Rather, a High School is ideally located to take advantage of Regional bus transit routes and stops. In addition, high school sites ideally benefit from proximity to retail and mixed uses, and should be located as central to surrounding population. Accordingly, it is our opinion that the most suitable location for a secondary school site within the Green Lane Secondary Plan area is in the vicinity of Yonge Street and Green Lane West.

As the plan for York Region Transit is to provide high-frequency bus service along both Yonge Street and Green Lane West, the Yonge Street/Green Lane West intersection generally meets the criteria for a highly accessible location within the context of the catchment area for the proposed secondary school, while taking advantage of proximal retail, and being central to the families Holland Landing, Green Lane West and Newmarket. Moreover, the physical nature of secondary school sites; large monolithic buildings, vast parking areas and peak traffic generation are characteristic of larger retail uses and are compatible with the other uses in this area of the Secondary Plan.

**Commercial Mixed Use Designation**

We are also of the view that the Option 1 Plan represents an over-allocation of commercial uses to the Yonge Street/Green Lane intersection as a Regional commercial centre at the expense of the proper distribution of retail uses throughout the Secondary Plan area. In this regard we believe that the Commercial Mixed-Use designation should be allocated with an eye to convenience and accessibility throughout the entire community.

Specifically, in the context of the Dorsay lands we believe that the northwest corner of the intersection of Green Lane West and 2<sup>nd</sup> Concession Road is the strongest candidate for this

# DORSAY

DEVELOPMENT CORPORATION

designation. This would serve the weekly shopping needs for residents that live in the central and eastern sections of the Secondary Plan area. Equally as important would be the convenience function offered to GO Transit users and the resultant efficiencies of traffic movements engendered as a result of this pattern of development.

## High Density Residential Designation

From our perspective the absence of High Density Residential designations at or around the intersection of Yonge Street and Green Lane West is puzzling. It sits at the intersection of two Regional Roads with planned Viva service for 2020. Additionally, it is within walking distance of a wide array of existing and planned retail and commercial services. Overwhelmingly the Yonge Street/Green Lane West intersection, along with the area immediately adjacent to the GO Transit station, represent the strongest candidates for high density residential use across the entire Secondary Plan area.

## Option 2

Our comments regarding the High School site location and Commercial Mixed-Use designation presented in respect of Option 1 also apply directly to Option 2. The High Density Residential designations are acceptable as shown on the Option 2 diagram.

We would like to request a meeting with the Secondary Plan team in order to further discuss our concerns.

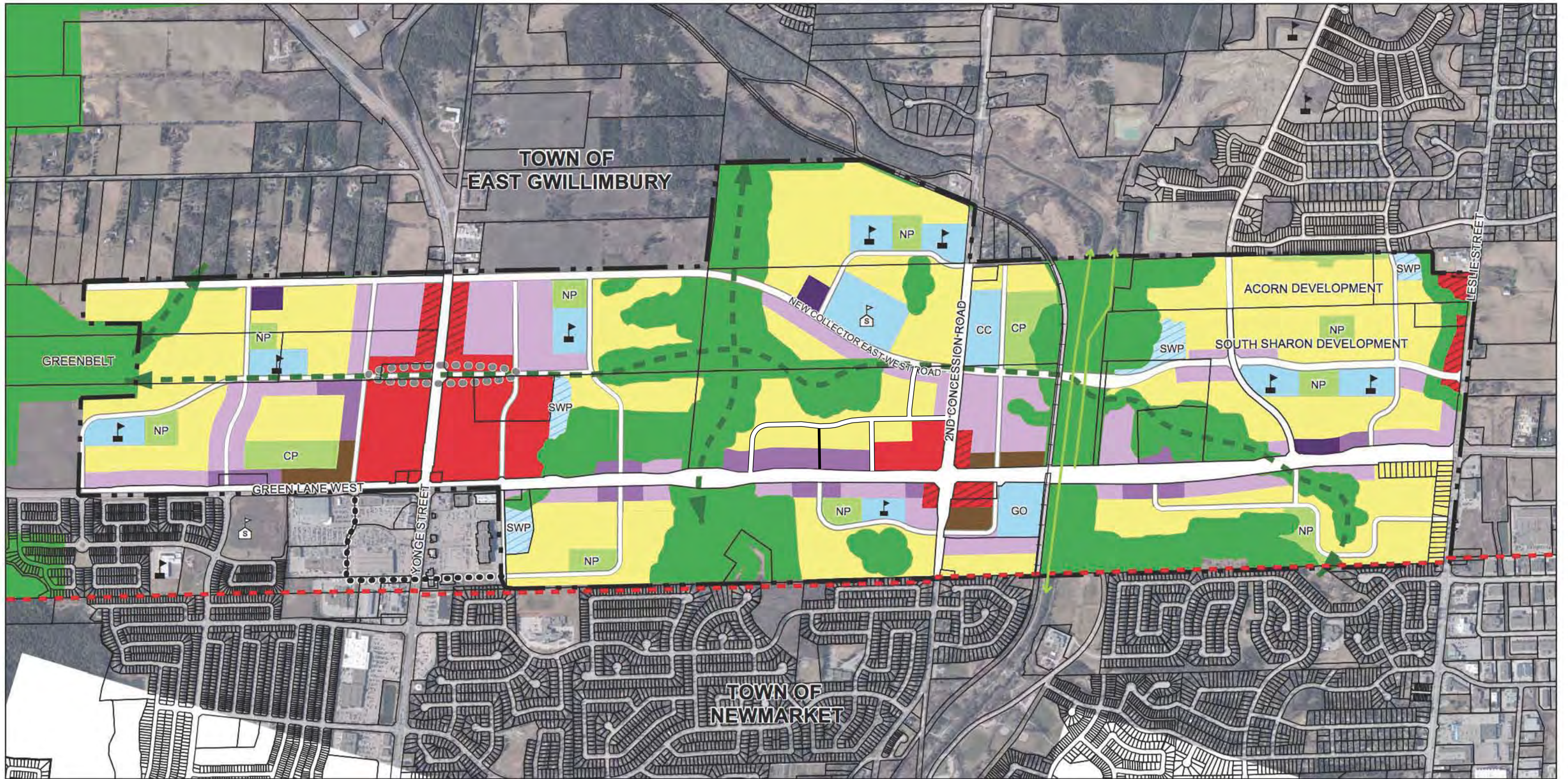
Yours truly,

**DORSAY DEVELOPMENT CORPORATION**



Mark Tutton  
Vice President, Land Development

c.c. Ms. Robin Prentice  
Mr. Paul Lowes  
Ms. Andrea Bourrie



**Legend**

- Municipal Boundary
- Green Lane Secondary Plan Area
- Collector & Arterial Roads
- Local Roads
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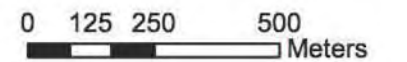
**Green Lane  
Secondary Plan**

Town of East Gwillimbury **Option 2**

Map Generated: 4/6/2017

**Preliminary Draft for Discussion Purposes**

1:15,000





140 Renfrew Drive, Suite 201  
Markham, Ontario L3R 6B3  
Tel: 905-513-0170  
Fax: 905-513-0177  
www.mgp.ca

September 4, 2018

Regional Clerk's Office  
Region of York  
17250 Yonge Street  
Newmarket, ON L3Y 6Z1

*MGP File: 18-2674*

Delivered Via Email: [regional.clerk@york.ca](mailto:regional.clerk@york.ca)

Dear Sir/Madam,

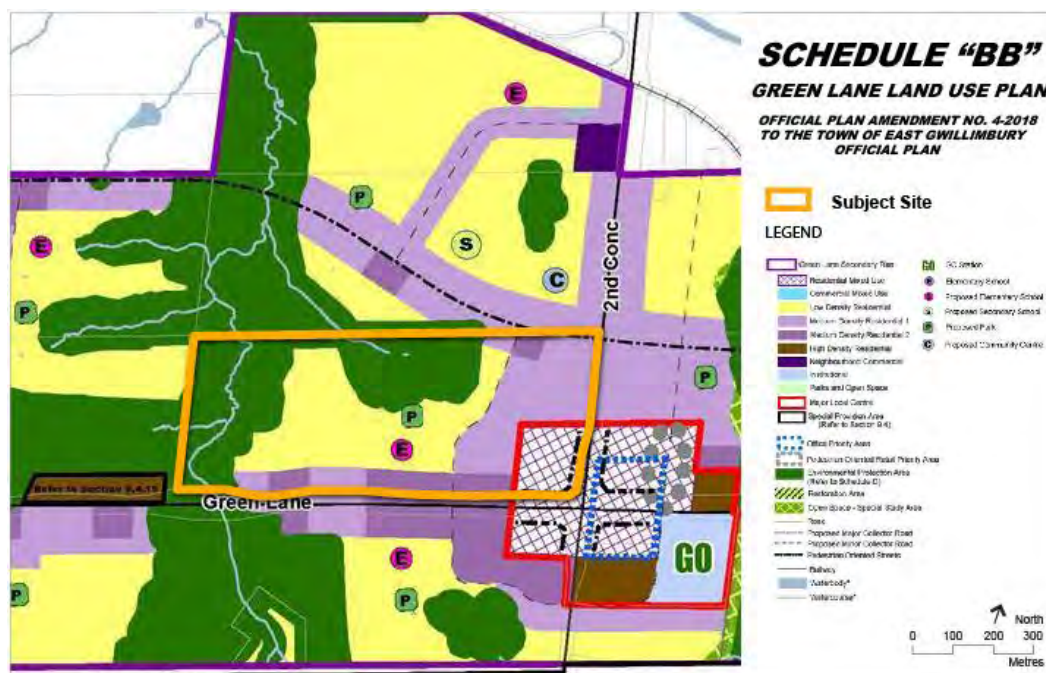
**RE: Green Lane Secondary Plan Amendment No. 4 to the Town of East Gwillimbury Official Plan (Item: H.2.1)  
Committee of the Whole – Planning and Economic Development, September 6, 2018  
Welland Land Development Inc.  
574 Green Lane East, Town of East Gwillimbury**

We are planners for Welland Land Development Inc. ('Welland') with regard to the lands located at the northwest corner of Green Lane East and 2<sup>nd</sup> Concession Road, municipally known as 574 Green Lane East (the 'Property'), within the Town's adopted Green Lane Secondary Plan ('GLSP'), as shown on Figure 1 below.

We submitted comments on behalf of Dorsay Development (Bayview) Ltd. (the previous owner of the Property) regarding the draft GLSP dated April 21, 2017; a copy of the letter is attached hereto as Attachment 1. In February 2018, the Property was acquired by Welland. We have reviewed the Planning and Economic Development Report dated September 6, 2018 (Item: H.2.1) which is being considered by Committee of the Whole on September 6, 2018 at the Region and this letter provides our comments for consideration.



Figure 1 - Subject Property



### Deletion of the term Supermarkets and Grocery Stores

Town Planning staff propose to remove the specific references to supermarkets and grocery stores from Section 4.3.4.1.ii) and 4.3.6.2.iii) of the Official Plan, which is intended to help clarify and acknowledge that a supermarket or grocery store is permitted as a retail use, and retail is a permitted use within the Residential Mixed-Use designation. We have concern with this approach, as it creates ambiguity in policy interpretation. In particular, supermarkets and grocery stores are not proposed to be removed in other parts of the Official Plan, such as Policy 4.3.7.4 as adopted in the GLSP by the Town. Furthermore, “retail use” is not defined in the Town’s Official Plan and therefore it could be interpreted that supermarket and grocery store are not explicitly permitted. Welland intends to develop a community scale stand-alone supermarket in conjunction with a mixed-use office building in the initial phase of development on the Property. It is our opinion the proposed policy change is inconsistent with other policies adopted by the Town, where supermarket and grocery stores are explicitly permitted on certain lands but the rest of the Town’s Official Plan (including the GLSP) has removed this reference completely.

### Proposed Site-Specific Policy

We have discussed our concerns with Planning Staff as well as the proposed development and site-specific policy. Our proposed site-specific policy would allow for a stand-alone supermarket on the Property in conjunction with other mixed uses such as office, retail and high-density residential buildings, at the full built-out of the Property within the Residential Mixed-use designation all in accordance with the GLSP. A stand-alone supermarket and office are appropriate uses in this location; centrally located within the GLSP, within walking distance of the GO Station, and at the central north-south arterial road (2<sup>nd</sup> Concession Road) in the Town’s Urban Area. The proposal will provide shopping opportunities, office jobs and related services for the new neighbourhood and the surrounding communities. The proposal meets the intent and objective of the GLSP as well as the Town’s Official Plan.

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We thank you for the opportunity to provide comments on the GLSP and look forward to continued dialogue with staff prior to Regional Council's approval. We welcome the opportunity to meet and discuss the proposed site-specific policy and development proposal.

We request to be notified of any future meetings, decisions and/or reports with regard to the GLSP. Should you have any questions pertaining to the above, please do not hesitate to contact the undersigned.

Yours truly,  
**MALONE GIVEN PARSONS LTD.**



Jack Wong, MCIP, RPP  
Associate

cc. Ms. Katarzyna Sliwa, Dentons Canada LLP  
Welland Land Development Inc.

Atch: April 21, 2017 Dorsay Comment Letter

April 21, 2017

Nick Pileggi, General Manager of Development Services  
Town of East Gwillimbury  
Planning Department  
19000 Leslie Street  
Sharon, ON L0G 1V0

*MGP File: 14-2315*

Delivered Via Email: [npileggi@eastgwillimbury.ca](mailto:npileggi@eastgwillimbury.ca)

Dear Nick,

**RE: Comments on Proposed Green Lane Secondary Plan  
574 Green Lane East, Town of East Gwillimbury  
Dorsay Developments (Bayview) Ltd.**

I represent the above noted client with regard to their 39.4 hectare property at the northwest corner of Green Lane East and 2<sup>nd</sup> Concession Road within the proposed Green Lane Secondary Plan area. I have had an opportunity to review the revised Option 1 and Option 2 preliminary versions of the Green Lane Secondary Plan presented at the TAC meeting of April 10, 2017. This letter provides our comments for consideration by you and your consultant team prior to the preparation of a revised land use concept.

I generally concur with the comments submitted by the client on March 17, 2017 and believe that Option 2 serves as a good base to provide our planning comments with regard to the proposed secondary plan. Attached to these comments was a conceptual development plan which generally implement the intent and policies of the Official Plan. It is our opinion that the proposed Secondary Plan should designate the property to permit the development in a manner similar to that shown in this plan. As such, I provide a modified Option 2 to the Secondary Plan which proposes appropriate designations on the property and relocates community uses that are more appropriately located in other areas of the Secondary Plan.

The concept plan provides for the creation of a neighbourhood with an appropriate mix of housing that focuses higher densities in the Regional and Local Corridors, and commercial and office uses near to the Major Local Centre centred on the Go Station to the east and south of the property. This concept plan demonstrates that at a minimum the property will achieve the York Region Official Plan's overall target for new Community Areas of 20 units per gross hectare (the plan provides just over 21 units per hectare on the property, excluding the Natural Heritage System lands.). To support the vision of the Town's Official Plan, development is proposed within the Green Lane East Regional Corridor with a built form that will achieve a Floor Space Index ("FSI") of at least 1.0, and a built form that will achieve at least a FSI of 0.65 within the 2<sup>nd</sup> Concession Road Local Corridor. The proposed designations of these corridors as Mid Density 2 and Mid Density 1 respectively will accommodate new housing with an urban character that is pedestrian-oriented and supportive of transit use.

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Moreover, stand-alone and major retail uses are appropriate in this location and should not solely be directed to the Green Lane and Yonge Street Corridor. Permitting these uses on the property will locate them centrally within the Secondary Plan, within walking distance of the GO Station, and at the central north-south arterial road in the Town's Urban Area (2<sup>nd</sup> Concession Road.) This will provide weekly shopping opportunities and office jobs and related services for the new neighbourhoods on this and the surrounding properties, within walking distance of higher-order transit, and thus easily accessible for residents from central and eastern Green Lane, west Sharon, Queensville and Holland Landing.

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With regard to community uses, the location of a Secondary School along the new east-west collector road as shown in Option 2 is the most appropriate as it maximizes the ease of access for the most amount of residents, and I suggest that either the community centre or community park be co-located with this use on the north side of this new collector road. The elementary school shown on the property is more appropriately located south of Green Lane East, so as to be co-located with the neighbourhood park in this area of the plan, similar to the co-location of elementary school and parks throughout the rest of the plan. Locating this school further away from the other two proposed to the north will also disperse these uses more evenly throughout the secondary plan and maximize the amount of children within walking distance of new schools.

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Yours truly,

**MALONE GIVEN PARSONS LTD.**



Matthew James Cory, MCIP, RPP, PLE, PMP  
Principal

cc. Dorsay Developments (Bayview) Ltd. (Client)  
Ms. Robin Prentice, Town of East Gwillimbury  
Mr. Paul Lowes, SGL Planning  
Mr. Roy Mason, KLM Planning

Attach: March 17, 2017 Dorsay Comment Letter  
Modified Green Lane Secondary Plan Option 2

# DORSAY

DEVELOPMENT CORPORATION

March 17, 2017

The Town of East Gwillmbury  
Planning Department  
19000 Leslie Street  
Sharon, ON  
L0G 1V0

Attention: Mr. Nick Pileggi, General Manager of Development Services

Dear Sir:

**Re: Proposed Green Lane Secondary Plan**

We have had an opportunity to review the Option 1 and Option 2 preliminary versions of the Green Lane Secondary Plan presented at the TAC meeting of March 6, 2017. We offer our comments specifically in respect of the presented options as follows:

**Option 1**

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# DORSAY

DEVELOPMENT CORPORATION

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## High Density Residential Designation

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## Option 2

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We would like to request a meeting with the Secondary Plan team in order to further discuss our concerns.

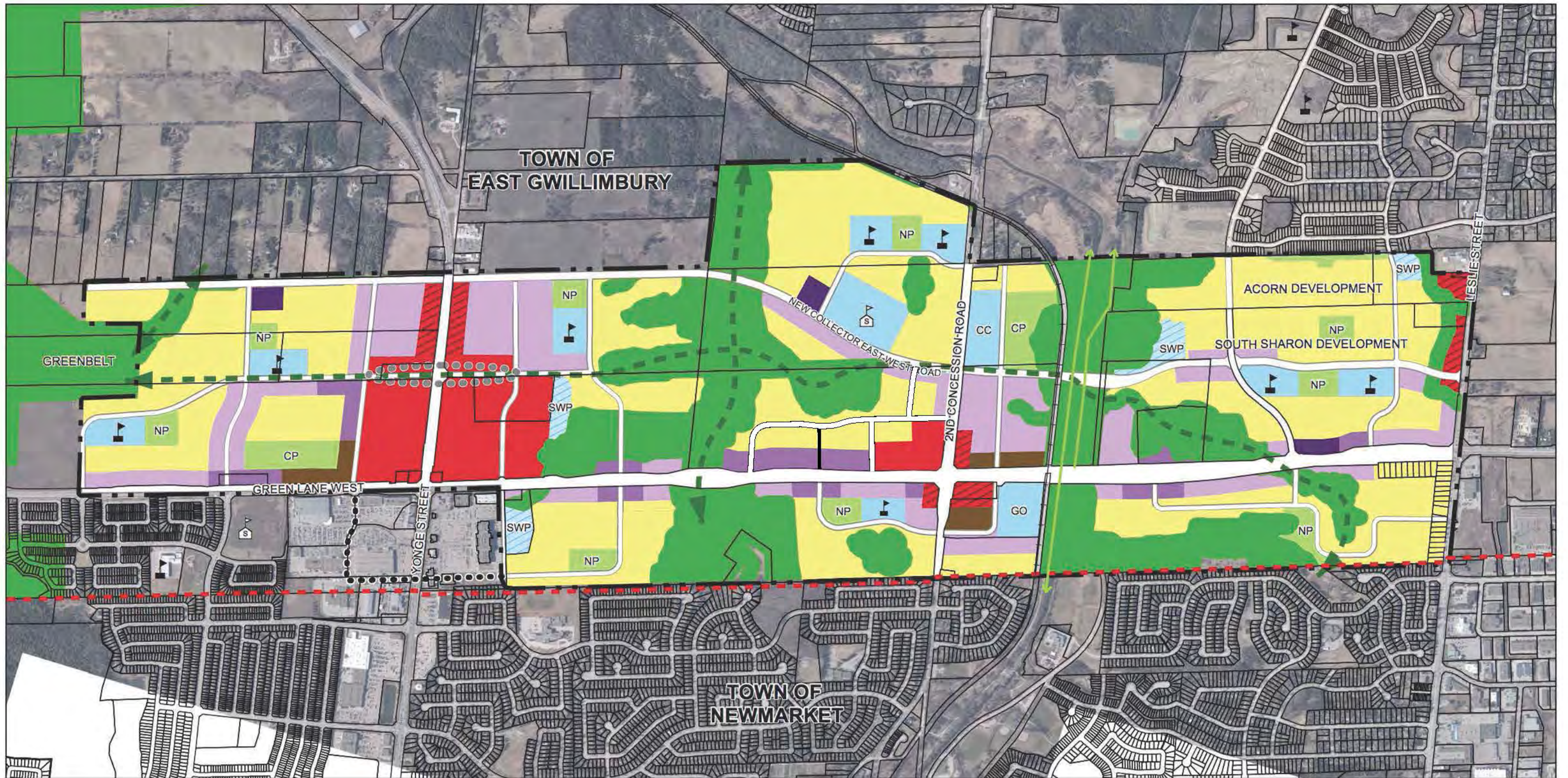
Yours truly,

**DORSAY DEVELOPMENT CORPORATION**



Mark Tutton  
Vice President, Land Development

c.c. Ms. Robin Prentice  
Mr. Paul Lowes  
Ms. Andrea Bourrie



**Legend**

- Municipal Boundary
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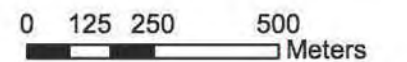
**Green Lane  
Secondary Plan**

Town of East Gwillimbury **Option 2**

Map Generated: 4/6/2017



**Preliminary Draft for Discussion Purposes** 1:15,000







**Susan Rosenthal**  
*susanr@davieshowe.com*  
Direct: 416.263.4518  
Main: 416.977.7088  
Fax: 416.977.8931  
File No. 931792

September 18, 2018

**By E-Mail Only to *regional.clerk@york.ca***

Regional Council  
Regional Municipality of York  
Administrative Centre  
17250 Yonge Street  
Newmarket, Ontario  
L3Y 6Z1

**Attention: Mr. Christopher Raynor, Clerk**

Dear Chairman Wayne Emmerson and Members of Regional Council:

**Re: September 20, 2018 Regional Council Meeting  
Item G.1 Report No. 12 of the Committee of the Whole  
Green Lane Secondary Plan Amendment No. 4  
Town of East Gwillimbury**

We are counsel to Yonge Green Lane GP Inc. ("Yonge GP").

In a Decision issued July 23, 2018, the Local Planning Appeal Tribunal ("LPAT") approved our client's Northwest Yonge and Green Lane Official Plan Amendment ("NWyGL OPA"), applying to the portion of the lands within the Town of East Gwillimbury's ("Town") Green Lane Secondary Plan Area on the west side of Yonge Street. This approval was granted by the LPAT following a settlement of our client's appeals with the Town and on consent of all Parties, including the Region.

At the request of the Parties, the LPAT withheld its Order approving the NWyGL OPA pending notification from the Town and Yonge GP after September 30, 2018. If the Region approves the Town's Green Lane Secondary Plan Amendment No. 4 ("OPA 4") with modifications consistent with the NWyGL OPA and no appeals are made, the Town and Yonge GP will advise the LPAT that an Order is not required and the file can be closed. If the Region does not make a decision on OPA 4 prior to September 30, 2018 or that decision is not consistent with the NWyGL OPA, or appeals are filed, the Town and Yonge GP will request that the LPAT issue its Order approving the NWyGL OPA.

Yonge GP and its consultants have reviewed the proposed modifications to OPA 4 (the "Modifications") set out in Attachment 1 of the September 6, 2018 Report of the

Commissioner of Corporate Services and Chief Planner (the “Staff Report”) for consistency with the NWYGL OPA. We have the following comments:

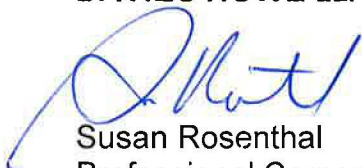
- *Basis s.2.3.7 Servicing* (p. 4) – This section indicates that water and wastewater infrastructure will be based on a spine servicing approach as set out in the Region and Town Master Plans. We understand that this is intended to apply to new infrastructure only and will not apply to any development within the OPA 4 area which is to proceed through connections to existing infrastructure.
- *Section 8.2 Development Approval Process, s. 48 and 49, policies 8.2.2 and 8.2.2.1* (p. 23) – In the Town’s Official Plan, s. 8.2.2 indicates that “The Community Design Plan provides a description of the proposed development scheme for a Secondary Plan Area”. This is not proposed to be modified by OPA 4 or the Modifications. It is our understanding that, notwithstanding this wording, the intent of the proposed Modification to s.8.2.2.1 (s.49) is to allow for Community Design Plans to be completed on a smaller scale than the OPA 4 Secondary Plan Area, consistent with the NWYGL OPA and our client’s settlement with the Town.

On the basis of the above clarifications, Yonge GP confirms that it anticipates that the Modifications are generally consistent with the NWYGL OPA.

However, we note that the Staff Report indicates that Regional staff have requested and are reviewing further analysis and information related to transportation, servicing and phasing in respect of the Master Environmental Servicing Plan (“MESP”) endorsed by Town Council on April 17, 2018. As certain of the policies relate to the contents of the MESP, our client needs to review any modifications to the MESP to ensure that the policies remain consistent. We therefore request that a copy of the additional analysis and information and any proposed revisions to the MESP be provided to us this week. As a landowner within the OPA 4 Area, it is critical that Yonge GP and its consultants be kept apprised of and consulted on all additional information and proposed changes to the MESP.

Please provide us with notice of any decision made Council respecting this matter.

Yours sincerely,  
**DAVIES HOWE LLP**



Susan Rosenthal  
Professional Corporation

SR:am

copy: Robin Prentice, Town Manager of Planning/Policy  
Maria Gatzios, Gatzios Planning and Development Consultants Inc.  
Client