

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)

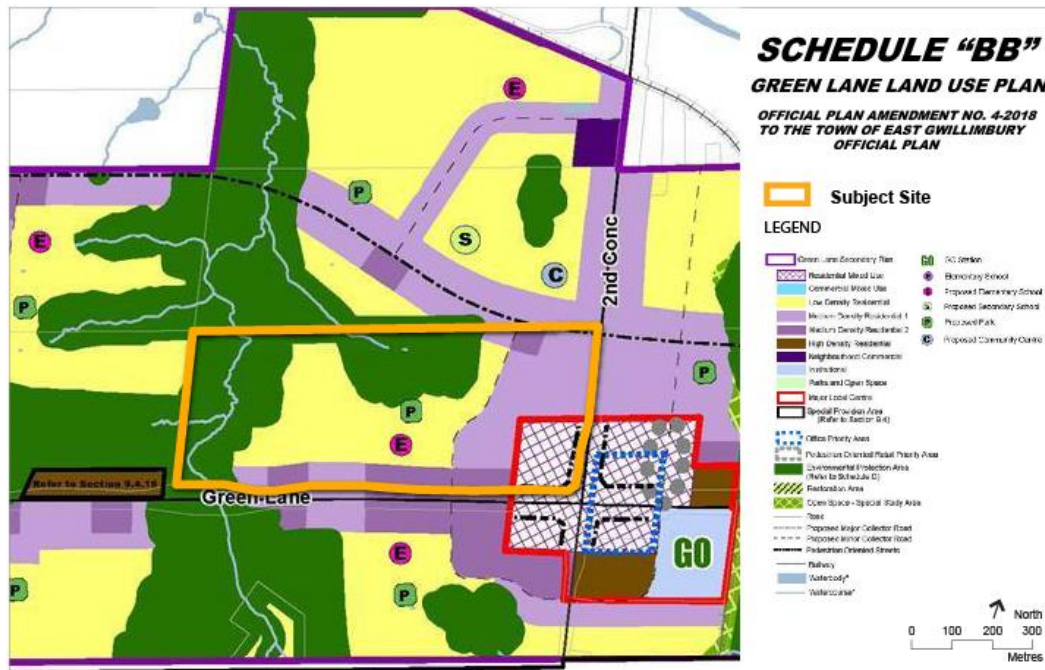
Dear Sir/Madam,

**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.

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 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.

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

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

# DORSAY

DEVELOPMENT CORPORATION

March 17, 2017

The Town of East Gwillimbury  
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

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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.

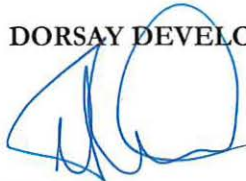
## Option 2

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,

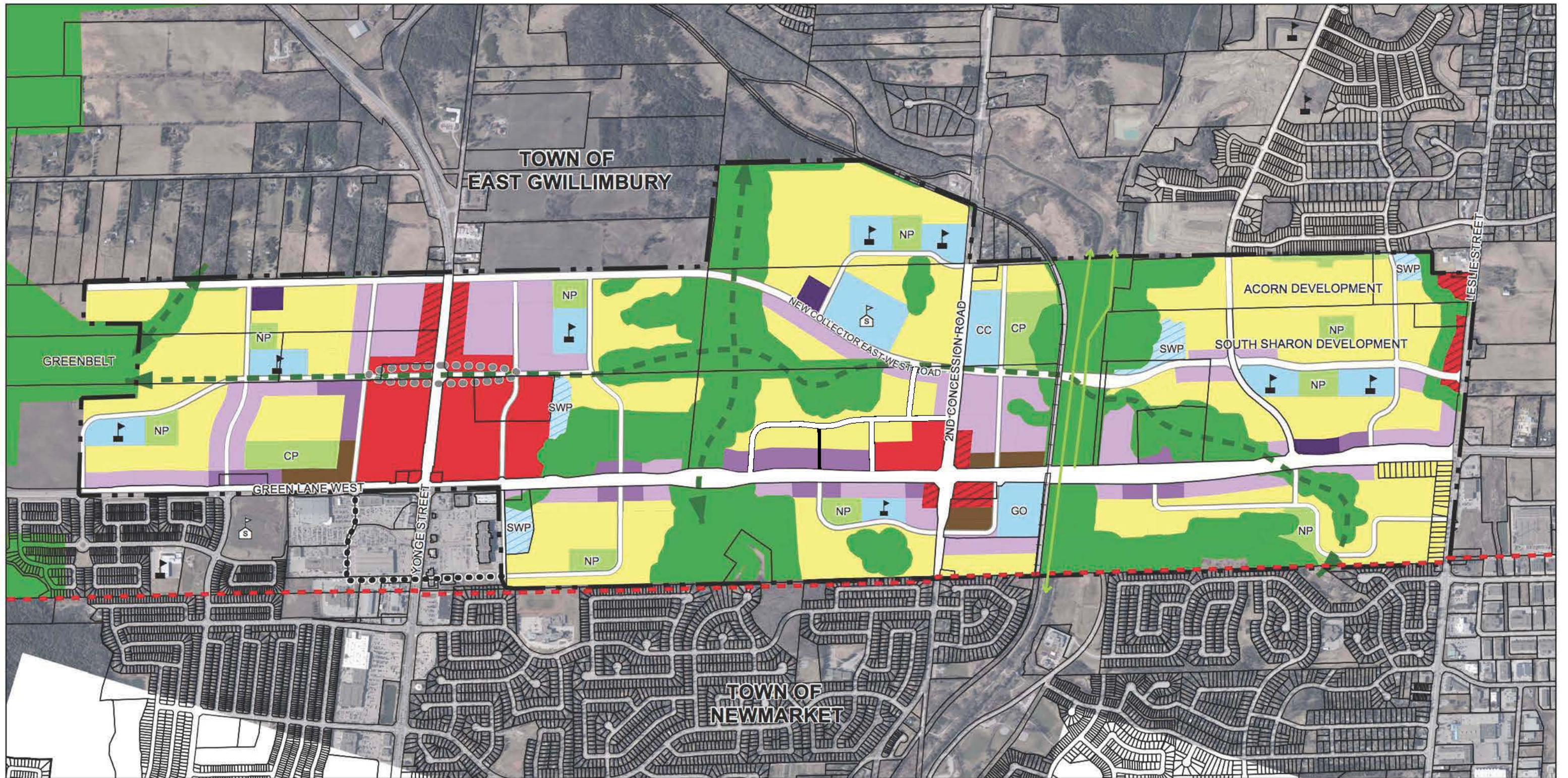
**DORSAY DEVELOPMENT CORPORATION**



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
- Existing Trails
- Proposed Road Alignment
- Pedestrian Oriented Retail
- Proposed Trails
- Railway
- Low Density
- Mid Density 1
- Mid Density 2
- High Density
- Commercial Mixed Use
- Residential Mixed Use
- Institutional
- CC Community Centre
- Neighbourhood Commercial
- Elementary School
- High School
- SWP Existing Stormwater Pond
- NHS
- NP Neighbourhood Park
- CP Community Park

**Green Lane  
Secondary Plan**

Town of East Gwillimbury **Option 2**

Map Generated: 4/6/2017



**Preliminary Draft for Discussion Purposes**

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