



VAUGHAN

700-8838 271

September 26, 2016

Mr. Denis Kelly, Regional Clerk
The Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1



Dear Mr. Kelly:

**RE: PROVINCIAL COORDINATED PLAN REVIEW
RESPONSE TO PROPOSED CHANGES
THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE
THE GREENBELT PLAN
THE OAK RIDGES MORaine CONSERVATION PLAN
CITY WIDE
FILE #16.30**

Attached for your information is **Item 19, Report No. 31**, of the Committee of the Whole regarding the above-noted matter which was adopted without amendment, by the Council of the City of Vaughan at its meeting of September 20, 2016.

I draw your attention to Clause 3) of the recommendation as follows:

“3) That this report be forwarded to the Regional Municipality of York and the Members of Provincial Parliament representing the City of Vaughan for information purposes.”

To assist us in responding to inquiries, please quote the item and report number.

Sincerely,

Jeffrey A. Abrams
City Clerk

Attachment:
Extract

JAA/as

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- a. That the Province clarify intended outcomes through both clearer policy in the final amendments and the preparation and issuance of Supplementary Direction, in the form of policy Guidance Documents at its first opportunity; and that such documents be prepared in consultation with municipalities and other authorities, as appropriate;
- b. That the clarifying policy Guidance Documents that will allow for municipalities, including Vaughan, to complete their respective Municipal Comprehensive Reviews be prioritized, including but not limited to those encompassing the following areas:
 - i. The methodology associated with the calculation of land needs and the municipal land budgets;
 - ii. Further clarification of Transition measures as may be required particularly for Vaughan's New Communities Areas;
 - iii. The mapping of the Natural Heritage and Agricultural Systems;
 - iv. The process requirements for Settlement Area expansions;
 - v. The approach to "Integrated Planning" involving the coordination of infrastructure planning, land use planning and infrastructure investment;
 - vi. The provision of a comprehensive overview of the full spectrum of legislation and regulation affecting municipalities applicable to matters of climate change/greenhouse gas mitigation, energy conservation and sustainability in order to articulate the Provincial vision in applying the legislation; and including the roles and obligations of municipalities across the legislative spectrum, how the legislation interlocks and the tools available to the municipalities in achieving the identified objectives;
 - vii. Agricultural Protection and Management;
 - viii. Watershed Planning and Asset Management; and
 - ix. Planning requirements for Priority Transit Corridors
- c. That the Ministry review and examine the new intensification target for Built Areas and the new target for densities for Designated Greenfield Areas, in consideration of the planned population for the GGH, projected market forces, infrastructure required to enable more compact forms of development and other contextual factors in consultation with municipal representatives, for the purposes of confirming the appropriate targets;
- d. That the Ministry adopt clear transition policies governing matters that are already approved or underway, such as the City's on-going Secondary Plans for the Urban Expansion Areas (Blocks 27 and 41), which have been approved for urban development through Upper Tier Municipal Comprehensive Reviews under the 2006 Growth Plan, to allow them to continue to be planned in a manner consistent with the in effect Upper Tier Official Plan at the time of approval of the amendments to the Growth Plan;
- e. That clarification be provided that the application of the density targets for Major Transit Station Areas shall only apply to the station area, as defined by the Upper Tier municipality in consultation with Lower Tier municipality, subject to a planning process that recognizes the need to protect stable residential neighbourhoods; and that such results be reflected in the Upper and Lower Tier Official Plans;

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- f. That Schedules 2 and 5 to the Growth Plan be amended to: Show the approved Yonge Street Subway extension from Finch Station to the Langstaff Gateway as a “Priority Transit Corridor”; along with a new “Transit Priority Corridor” on Jane Street from the Vaughan Metropolitan Centre subway station to the Mackenzie Vaughan Hospital, Vaughan Mills Mall, and Canada’s Wonderland.
 - g. That, if confirmed through the current review of the GTA West Corridor Study that the Environmental Assessment is to continue to Highway 400, then Schedule 6 to the Growth Plan be amended to show the extension of the GTA West Corridor westerly from Highway 427 to Highway 400 on an alignment consistent with the routing being considered by the Environmental Assessment or alternatively, to the terminal point of the corridor; and that other infrastructure be co-located within this alignment to minimize multiple crossings of the Greenbelt and property impacts;
 - h. That technical mapping corrections, including those related to site specific requests, be made prior to finalizing the plan amendments and schedules;
 - i. That in recognition of the enhanced emphasis on intensification and density, greater Provincial support be provided to ensure that the strategic infrastructure (e.g. transportation, water and sewerage) is in place to support the development anticipated by the 2006 Growth Plan and ultimately the 2016 Growth Plan so as to ensure a consistent supply of residential and employment lands;
 - j. That the Province provide upper tier and lower tier municipalities with the resources and guidance to better engage First Nations and Metis communities in a meaningful way; and
2. That the Province take a more active role in resolving matters appealed to the Ontario Municipal Board, particularly in relation to the intensification corridors, that are frustrating municipalities’ ability to conform to the 2006 Growth Plan;
 3. That this report be forwarded to the Regional Municipality of York and the Members of Provincial Parliament representing the City of Vaughan for information purposes; and
 4. That staff continue to review the plans and consult with other affected stakeholders and where warranted, prepare follow-up comments for Council’s consideration, in advance of the new submission deadline date of October 31, 2016.

Contribution to Sustainability

The updated Growth Plan for the Greater Golden Horseshoe, along with the Greenbelt and the Oak Ridges Moraine Conservation Plans, once approved, will guide the City’s long-term growth and development to 2041. This will affect the City’s forthcoming Growth Management Strategy Update/Municipal Comprehensive Review, as the resulting product (an updated Vaughan Official Plan 2010 and Master Plans) will need to conform to the new Growth Plan. The *Green Directions Vaughan*, Community Sustainability and Environmental Master Plan recognized the important role that the Growth Management Strategy plays in achieving the City’s sustainability objectives. Specific policies were included in *Green Directions* to provide for the completion of the Growth Management Strategy to 2031 and its subsequent renewal (now to 2041), as set out in the following policies.

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Objective 2.1: To achieve sustainable growth and development by completing Vaughan Tomorrow, the City's Consolidated Growth Management Strategy – 2031, and by ensuring that the strategy is subject to periodic review and renewal;

Action 2.1.1 In accordance with the requirements of the Strategic Plan, Vaughan Vision 2020, complete and implement Vaughan Tomorrow, the City's Consolidated Growth Management Strategy – 2031. Such a strategy will fulfill the requirements for an Integrated Community Sustainability Plan. The strategy will be prepared in accordance with the requirements of the Places to Grow plan and will be in conformity with the Region of York Official Plan. The Consolidated Growth Management Strategy will be composed of the following elements:

- *Green Directions Vaughan*, the City's first Community Sustainability and Environmental Master Plan;
- The new Official Plan;
- The Transportation Master Plan;
- The Drainage and Stormwater Master Plan;
- The Employment Sectors Strategy;
- The Fire and Rescue Services Master Plan;
- The Parks, Recreation, Facilities and Libraries Master Plan;
- The Long Range Financial Plan

Action 2.1.2 Review the City's Growth Management Strategy at five-year intervals concurrent with the statutory five-year review of the Official Plan and such review shall be coordinated with the periodic review of the Strategic Plan.

Action 2.1.3 At the time of initiating the review referred to in 2.1.2. develop a comprehensive framework for reviewing the strategy. This will include the evaluating and updating where necessary, of the plans cited in 2.1.1.

Council provided direction to proceed with the Growth Management Strategy/Municipal Comprehensive Review through a resolution on November 17, 2015.

Economic Impact

There are no economic implications resulting from this response to the proposed changes to the Growth Plan. However, it is possible that the City may incur additional costs in undertaking the City's Municipal Comprehensive Review and the Growth Management Plan update as a result of changes to the Growth Plan, the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan. The City is already incurring significant costs, including attendance at Ontario Municipal Board (OMB) hearings, to implement the Provincially endorsed VOP 2010 which was prepared in response to the 2006 Growth Plan and continues to be the subject of multiple areas specific and site specific appeals.

The November 17, 2015 report to Council identified the main components of the Growth Management Update and Municipal Comprehensive Review and their projected costs. The estimated costs, by study, were set out as follows.

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Review/Master Plan	Budget	Taxation	Engineering DCs	General DCs
Municipal Comprehensive Review/ Five Year Official Plan Review	\$1,623,110	\$162,310	-	\$1,460,800
Green Directions Vaughan	\$48,925	\$4,890	-	\$44,035
Transportation Master Plan	\$473,800	-	\$473,800	-
Active Together Master Plan	\$138,588	\$13,859	-	\$124,729
Water and Sewer Master Plan	\$296,400	-	\$296,400	-
Storm water/Drainage Master Plan	\$296,200	-	\$296,200	-
Development Charges Study	\$475,000	\$23,750	\$237,500	\$213,750
2018 Engineering DC Background Study Update	\$177,700	-	\$177,700	-
Employment Sectors Strategy Study	\$110,000	\$10,000	-	\$100,000
TOTAL	\$3,639,723	\$214,809	\$1,481,600	1,943,314

On December 15, 2016 Council approved the City's 2016 Capital Budget. The studies identified above were funded in the 2016 Budget, except for the work on the Employment Sectors/Economic Development Strategy, which will be considered in the 2017 Capital Budget process.

Once the amendments to the Provincial Plans are approved, the requirements for the Municipal Comprehensive Review will be amended to reflect the policies of the new Plans. The need for additional resources will be assessed and accommodated through additional budget allocations, responding to such considerations as the availability of in-house management capacity, changes in scope or timing and the need for consulting services.

Communications Plan

This report and Council minutes will be forwarded to the Ministry of Municipal Affairs, as specified in the May 10, 2016 posting on the Environmental Registry, the Region of York and the Members of Provincial Parliament that represent the City of Vaughan. The deadline for submissions was originally set for September 30, 2016. On August 10, 2016 the submission date was changed to October 31, 2016.

Purpose

The purpose of this report is to:

- Identify, review and provide recommended responses to the Ministry of Municipal Affairs on the proposed changes to the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan for the consideration of Council;
- Obtain direction from Council to forward the Council approved responses to the Ministry as the City's position on the proposed amendments to the Provincial Plans; and
- Request that the Ministry of Municipal Affairs take the City's responses into consideration when finalizing the amendments to the Provincial Plans.

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Background - Analysis and Options

Executive Summary

This report sets out the proposed amendments to the Provincial Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan for the purposes of preparing recommended responses for the consideration of Council. The report addresses the following matters as the basis for the recommendations provided above.

- The Origin of the Provincial Coordinated Plan Review;
- An Overview of the Proposed Amendments to the Growth Plan for the Greater Golden Horseshoe, The Greenbelt Plan and the Oak Ridges Moraine Conservation Plan;
- A Review of the Major Policy Changes and their Implications;
- The implications of the recommendations of the Provincial Coordinated Plan Review;
- The Need for Supplementary Direction in the form of Guidance Documents;
- Implications of the Proposed Changes to the Provincial Plans on the City's Current Planning Processes and Future Operations;
- The conclusions leading to the staff recommendations.

The Origin of the Provincial Coordinated Plan Review

The Provincial Plan Coordinated Review Commenced in February of 2015

Authority to prepare Provincial Plans is provided by the *Planning Act*. The Region of York and the City of Vaughan are subject to the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan. Together the plans are intended to provide direction on how to accommodate growth in a sustainable way that uses land more efficiently and protects resources, while distinguishing between urban and rural areas. They support compact development, an integrated transportation network, the creation of complete communities, the efficient use of infrastructure and continued prosperity and economic competitiveness. The VOP 2010 was prepared to comply with these plans.

Periodic review of these plans is mandated by their respective enabling legislation. It was the decision of the Province that the subject plans be reviewed comprehensively. On February 27, 2015 the Ministry of Municipal Affairs and Housing initiated the review. Notice of a 90-day public review period was posted on Environmental Registry with May 28, 2015 set as the deadline for the submission of comments.

The focus of the review was on how the plans can better achieve six goals:

- Protecting agricultural land, water and natural areas;
- Keeping people and goods moving, and building cost-effective infrastructure;
- Fostering healthy, livable and inclusive communities;
- Building communities that attract workers and create jobs;
- Addressing climate change and building resilient communities;
- Improving implementation and better aligning plans.

Further Public Consultation took place through the work of the Advisory Panel on the Coordinated Plan Review

In addition to the request for comments posted on the Environmental Registry, the Province appointed an Advisory Panel to inform the review. The role of the panel was to provide

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consensus based recommendations to the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry on ways to amend and improve the Plans. This work included 17 Town Hall meetings held across the Greater Golden Horseshoe and consideration of submissions and briefings from the public, stakeholders and municipalities.

On December 7, 2015 the Advisory Panel released its report entitled *Planning for Health, Prosperity and Growth in the GGH-2041*. The report contained a total of 87 recommendations. The panel concluded that there were signs of progress toward more effective growth management but that there were also signs that the existing policy framework needed to be strengthened.

The Panel's recommendations were organized around a number of themes including: Building Complete Communities; Supporting Agriculture; Protecting Natural and Cultural Heritage; Providing Infrastructure; Mainstreaming Climate Change; and Plan Implementation.

The City provided comments on the Coordinated Plan Review in response to the February 27, 2015 posting on the Environmental Registry

On May 19, 2016 Council approved a series of comments, recommendations and resolutions for consideration and action by the Province, when conducting the Coordinated Plan Review.

In summary Council approved:

- A request for the Region and Province to examine the details of three requests for amendments to the Oak Ridges Moraine Conservation Plan as part of the Plan Review process; and that the Province confirm the requirements for proceeding with such amendments and enshrine the requirements in legislation or regulation to allow for their consideration at the time of a Municipal Comprehensive Review;
- A set of comments and recommendations to be submitted to the Province as Vaughan's response to the Phase 1 public consultation process of the Coordinated Plan Review and that they be taken into consideration when preparing any resulting amendments to the plans, for further consideration in Phase 2;
- A request that the Province consider a number of Landowners' requests for Plan amendments as part of the Provincial Plan Review;
- A request that the Province provide for a minimum 180 day review and comment period for the Stage 2 consultation process;
- Notification of the Region and the Province that it supported a site specific redesignation of lands within the Oak Ridges Moraine Conservation Plan Area from "Countryside" to "Settlement";
- A request that the Region and Province establish a defined process to permit adjustments to the Greenbelt Plan boundaries through OPAs adopted by Local and Regional Councils; and that the Province and the Region consider expanding the uses permitted within the Greenbelt to include uses such as active public parks and public stormwater management facilities.

The City's comments on the Provincial Plan Review focused on desired outcomes not individual policies

The approach taken was to target outcomes and not individual policies, recognizing that the solutions may or may not be confined to one plan or an individual policy. With the City identifying a clearly articulated outcome, the Province could modify an individual plan or multiple plans or put in place a set of policies or procedures to address the issue. The objective of the comments was to encourage the Province to improve and update the Plans to create a cohesive set of documents that address the issues that are affecting the City of Vaughan in particular and the Greater Golden Horseshoe in general. The comments are summarized below.

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- The need to develop more consistency and cohesion between the Plans, including the Metrolinx Regional Transportation Plan, from an administrative and operational perspective, which could include the creation of an integrated Office for the Planning of the Greater Golden Horseshoe;
- The need for the Province to develop a process with transparent and detailed criteria for the review of Greenbelt Plan boundaries; and provide for a review of the southern boundary of the Oak Ridges Moraine Conservation Plan;
- Provincially led coordination and cooperation among infrastructure proponents, including private and public providers should be required to maximize efficiency of the planned corridors (GTA West Corridor) and minimize land consumption. This could be similar to the Parkway Belt West Plan but with a modified administrative structure;
- Where major infrastructure projects impact Greenbelt, Oak Ridges Moraine or Natural Heritage features, compensation measures should be required;
- The need to improve the ability to identify and protect strategic employment lands;
- Support should be provided to direct public facilities (such as schools, transit stations, hospitals, etc.) to co-locate in hubs, in a more compact urban form, especially in urban intensification areas;
- Mechanisms and tools established through changes to other acts, regulations, and processes, will need to occur to ensure that infrastructure funding will be available to support the objectives of the Plans;
- The need to preserve the “Whitebelt”, except where the preservation of natural heritage features merits consideration, for the expansion of the Greenbelt and maintaining an appropriate agricultural presence at the Urban Fringe;
- Protection and inclusion of Urban River Valleys to grow the Greenbelt (e.g. portions of the Humber and Don Rivers) particularly where these are owned or controlled by public bodies;
- Ensuring that Employment Density Targets do not prejudice certain strategic uses; and
- Ensuring the timely implementation of a monitoring program for the Provincial Plans.

Landowner requests for adjustments to the Provincial Plans were also identified and the nature of each request was described.

A number of landowners requested that adjustments be made to the Plans to provide for amendments that would either result in greater development rights on their properties or establish a process that would lead to such a policy change. At the time of writing (May 2015) thirteen requests were known to the City and the Region

It was recommended that the Province be requested to evaluate the landowners' proposed amendments in the context of the Coordinated Plan Review. The landowner requests were generally summarized as follows:

- Wishes to maintain status under the “Whitebelt” and for a modification to the Greenbelt Plan to permit modifications to the boundaries of the Plan outside of the 10 year review: Two Respondents.
- Intends to submit an application to amend the Greenbelt boundaries subject to any studies required by the municipalities or the Province: Two Respondents.
- Intends to submit an application to amend the Oak Ridges Moraine Conservation Plan boundary subject to any studies required by the municipalities or the Province: One Respondent.
- To further boundary adjustments in the Greenbelt Plan, the Plan be amended to permit a process where the boundary limits (or policies) could be adjusted by way of the 10 year review or in between. A generally identified suggestion was that it be by way of, or like, a municipal planning process: Five respondents.

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- Request for Council support for Oak Ridges Moraine Conservation Plan redesignation and policy amendments: One Respondent.
- Request for an amendment to the Oak Moraine Conservation Plan to permit site specific use exceptions, subject to criteria: One Respondent.

Since that original reporting, it is understood that additional submissions have been made directly to the Province from Vaughan landowners and other stakeholders. In addition, Staff have communicated the concerns of landowners, raised areas where technical adjustments should be considered and suggested potential additions of currently environmentally sensitive areas in public ownership as part of an expanded Greenbelt plan.

The Ministry of Municipal Affairs is implementing a process to further evaluate proposed site specific changes that were received through the Coordinated Plan Review

While two changes were proposed in Vaughan (recognition of the OMB decision for Block 47 and the addition of Urban River Valley Area to the lower reaches of the Humber and Don Rivers) specific processes have not been detailed in policy to address other potential or requested changes to the plans. However, the Province is evaluating proposed changes that originated with the Coordinated Plan Review. It will be conducting its work throughout the autumn of 2016. The proposal will be evaluated against the policies of the PPS, the pertinent Plan and the original methodology used to identify the boundary. Ultimately, it will report to Cabinet with recommendations as to whether any boundary changes are warranted. This is not expected before the first quarter of 2017.

Overview of the Proposed Amendments to the Growth Plan for the Greater Golden Horseshoe, The Greenbelt Plan and the Oak Ridges Moraine Conservation Plan: Process and Content

The Process was Based on a Number of Common Themes

On May 10, 2016 the Province released the drafts of the amended Growth Plan, Greenbelt Plan and Oak Ridges Moraine Conservation Plan for public comment

The amended plans were posted on the Environmental Registry with a deadline date of September 30, 2016 for providing comments to the Province, prior to finalization. On August 10, 2016 the commenting deadline was extended to October 31, 2016. The Province had signaled its intent to have the amended plans approved by the end of 2016.

Eight Policy Themes Underpin the Coordinated Plan Review

It was the intention of the Coordinated Plan Review that the Provincial Plans function collectively to manage growth, provide for complete communities, support economic development and protect the natural environment. To this end, eight overarching themes were introduced to provide guidance to ensure that all the plans are aligned around specific policy objectives. These include:

- Building Complete Communities;
- Supporting Agriculture;
- Protecting Natural Heritage and Water;
- Growing the Greenbelt;
- Addressing Climate Change;
- Integrating Infrastructure;
- Improving Plan Implementation;
- Measuring Performance, Promoting Awareness and Increasing Engagement.

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A number of Number of Common Amendments are proposed to the Provincial Plans

A number of key amendments have been identified. Given the desire to coordinate the broader planning regime some are common to all of the Plans. These include:

Amendments Common to All Plans

- The requirement for Provincial mapping of a Greater Golden Horseshoe Agricultural System to be protected over the long term;
- Alignment with the Provincial Policy Statement for consistency in approach and definitions;
- Requirement for climate change to be considered in the planning and managing of growth, agriculture and natural heritage protection;
- Encouragement of complete communities and community hubs in all settlement areas;
- Requirement for the integration of infrastructure planning with land use planning.

The Proposed Growth Plan for the Greater Golden Horseshoe

The Proposed Growth Plan (May, 2016 draft) is Structured Around Nine Sections

The Growth Plan consists of policy sections, non-policy contextual commentary, definitions, schedules and appendices, which are set out as follows:

- Section 1: Introduction;
- Section 2: Where and How to Grow;
- Section 3: Infrastructure to Support Growth;
- Section 4: Protecting What is Valuable;
- Section 5: Implementation and Interpretation;
- Section 6: Simcoe Sub Area;
- Section 7: Definitions;
- Section 8: Schedules;
- Section 9: Appendices.

A number of Key Amendments to the Growth Plan Have Been Proposed

The amended Growth Plan does not represent a complete rewriting of the current plans, but there are substantial changes that warrant identification and comment. These amendments are set out below.

- A requirement for a minimum of 60% intensification increased from 40% (percentage of annual residential growth directed to the built-up area, with "Prime Employment Areas excluded from the density calculation);
- A requirement that the Designated Greenfield Area density requirement of 50 residents and jobs per hectare be increased to 80 residents and jobs per hectare;
- Yonge Street between Highway 7 and Finch Avenue is no longer identified as a priority area for higher order rapid transit;
- The introduction of "Strategic Growth Areas" and a requirement to establish minimum density requirements therein;
- A requirement for minimum densities around transit stations or stops (subways 200; LRT/BRT 160; RER/GO 150 persons-jobs/ha);
- The planning and zoning for "Priority Transit Corridors" is prioritized;
- "Prime Employment Areas" are defined for protection through the Upper Tier Official Plan;

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- Settlement Area expansions will now be subject to the following:
 - Demonstration of life cycle financial viability of infrastructure and public facilities;
 - Completion of water master plans based on watershed planning;
 - Completion of stormwater master plans based on watershed planning;
 - Compliance with the Minimum Distance Separation formula.
- No conversion of Prime Employment Land to non-employment uses will be permitted, even at the time of a local or upper tier Municipal Comprehensive Review. Conversion from Prime Employment to other employment uses, and other employment uses to non-employment can be considered through an MCR;
- The Province will establish a common methodology for assessing land needs;
- The municipalities are to identify and protect the Natural Heritage System in accordance with provincial mapping and methodology;
- More direction is provided in regard to mandatory watershed planning;
- Green infrastructure and Low Impact Development is encouraged;
- Infrastructure and transit planning is to consider climate change and contribution toward greenhouse gas emission targets;
- There is a requirement for incorporating climate change policies into Official Plans;
- A stormwater management section has been added;
- Recognition that the planning horizon has been extended to 2041.

The Proposed Greenbelt Plan

The Proposed Greenbelt Plan (May, 2016 draft) is Structured Around Six Sections

The Greenbelt Plan consists of policies, descriptions and contextual commentary as well as definitions, schedules and appendices, as set out below.

- Section 1: Introduction;
- Section 2: The Greenbelt Plan;
- Section 3: Geographic Specific Policies in the Protected Countryside;
- Section 4: General Policies in the Protected Countryside;
- Section 5: Implementation;
- Section 6: Urban River Valley Policies;
- Definitions;
- Schedules and Appendices.

A number of Key Amendments to the Greenbelt Plan are Have Been Proposed

The proposed amendments to the Greenbelt Plan address the following areas.

- New policies are added to support and enhance agricultural viability;
- New requirements are added to provide for Agricultural Assessments;
- Settlement Areas outside the Greenbelt are not permitted to expand into it, but Towns and Villages are permitted moderate expansions, subject to criteria in the Growth Plan, through an MCR;
- Policies provide support for local food availability and urban and near urban agriculture;
- Growing the Greenbelt includes river valleys and the Greenbelt may be expanded in the future without support from affected municipalities;
- Greenbelt settlement areas are to include the goal of becoming 'net-0' or low carbon;
- An agricultural systems approach is taken, with flexibility to support agricultural, agricultural-related and on farm diversified uses to reflect an evolving agricultural and rural economy;

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- Technical adjustments to harmonize the boundary of the protected countryside of the Oak Ridges Moraine Conservation Plan as determined by the 245m elevation contour;
- Watershed scale planning is required;
- An exemption for agricultural buildings or structures from natural heritage or hydrological evaluations while ensuring that the impacts are minimized by way of criteria;
- Soil re-use strategies and best practices for managing excess soil or fill;
- A policy has been deleted permitting minor rounding out of Towns/Villages or Hamlets;
- New policies are included clarifying that only publicly owned lands are subject to the policies of the Urban River Valley Designation.

The Proposed Oak Ridges Moraine Conservation Plan

The Proposed Oak Ridges Moraine Conservation Plan (May, 2016 draft) is Structured Around Five Parts

The Oak Ridges Moraine Conservation Plan is not like the other Provincial Plans, being an Ontario Regulation (O.Reg 140/02). The Plan's format and structure follows that of a regulation and the wording is meant to be clear and unambiguous. The area subject to the Plan is shown on the Land Use Designation Map. The Plan consists of five parts, which form the regulatory portion. The Introduction and Implementation Sections are part of the Plan but not part of the Regulation.

Introduction Section;

Part I: General

Part II: Land Use Designations;

Part III: Protecting Ecological and Hydrological Integrity;

Part IV: Prescribed Provisions;

Implementation

A number of Key Amendments to the Oak Ridges Moraine Conservation Plan Have Been Proposed

Significant amendments to the Plan include:

- A new goal for net-zero communities;
- The preservation of cultural heritage resources are provided for within the Plan area;
- The Plan's agricultural policies are aligned with 2014 Provincial Policy Statement;
- The agricultural related uses are no longer required to be small scale, but must be compatible with the surrounding areas;
- Policies to address the need to ensure the sustainable use of water;
- Policies regarding Watershed Planning include additional criteria for evaluating impacts including the assimilative capacity of the watershed to deal with sewage disposal and to assess climate change impacts on water, wastewater and stormwater management systems;
- Developments are to strive to reduce greenhouse gas emissions;
- It provides that municipalities are to ensure that new and expanded infrastructure is supported by studies that include green infrastructure and assess actions to reduce greenhouse gas emissions and adapt to climate change;
- Clarification of the treatment of land once the 245 m contour is confirmed, i.e. if not contiguous with the Greenbelt Plan, lands outside of the contour would not be part either the Greenbelt Plan or the Moraine Plan;

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A Review of the Major Policy Changes and their Implications

There are a number of policy changes to the Growth Plan, Greenbelt Plan and the Oak Ridges Moraine Conservation Plan and it is important to highlight those of greater significance

In reviewing the amendments to the Provincial Plans a number of the policy changes were identified as representing a significant departure from the current Plans and being worthy of more detailed discussion. Some apply specifically to an individual plan and others affect more than one of the plans.

The Growth Plan – Land Budget and Density: An Increase to the Intensification Target Has Been Proposed

The new Growth Plan requires a minimum of 60% intensification within the built-up area, which is an increase from 40% (percentage of annual residential growth directed to the built-up area with “Prime Employment Areas excluded from the density calculation). The implications of this measure include:

- Dependent in part, on how the Province addresses the transition issue, the 60% intensification target would effectively preclude any major urban boundary expansion in Vaughan to 2041, except as may be provided by a further 10-year plan review in 2026, thereby accommodating the majority of the population growth within the existing built-up area in higher density housing forms;
- To provide services over a 25-year period to accommodate intensification at this scale may have major financial implications for the municipalities, especially where retrofitting of hard services and parks and recreation facilities are concerned;
- The delivery of major transit systems and other enabling civil infrastructure works would need to be advanced;
- The public and development industry would have to adapt to a situation where there is a decreasing supply of the traditional ground related housing forms, resulting in the need to establish new responses that would still meet the needs of the demographic (i.e. families) that previously sought low rise housing forms;
- The value of the existing inventory of ground related housing may increase possibly affecting the affordability of this type of housing stock;
- Adjustments to the approval process should be undertaken to minimize OMB appeals and expensive hearings;
- Recently, intensification Studies and Secondary Plans, some of which are still under OMB appeal, may need to be revisited to set the stage for higher density growth in these locations in order to implement the 2006 Growth Plan.

The Growth Plan – Land Budget and Density: An Increase to the Density in the Designated Greenfield Area Target Has Been Proposed

The Designated Greenfield Area density requirement of 50 residents and jobs per hectare is proposed to be increased to 80 residents and jobs per hectare.

- The increase in the designated Greenfield Area density requirement from 50 to 80 residents and jobs per hectare would require a shift away from singles, semis and townhouses to more intense forms of housing, such as stacked townhouses in the Greenfield Areas;
- The existing Designated Greenfield Areas (DGA) have been planned at the previous density provision of a minimum of 50 residents and jobs per hectare. To achieve the new density requirement of a minimum 80 residents and jobs per hectare, throughout the

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Upper Tier's DGA, either the previous approvals on unbuilt areas would have to be reopened and their density increased or the new Greenfield Areas (i.e. Vaughan's New Communities (Blocks 27 and 41) need to have their densities substantially increased, beyond the 70 residents and jobs per hectare in the Region's Official Plan;

- There are indications that the remaining Greenfield Areas would have to absorb enormously high densities, compared to adjacent areas on par with intensifications areas, to compensate for the new overall density which had not been accounted for in previous planning;
- These impacts would need to be better understood and the resulting community services, infrastructure, and housing forms required to implement the densities would have to be illustrated. They may be unprecedented at the periphery of the urban boundary; and
- Without transition provisions being applied, in progress Studies would have to be revisited resulting in additional time and resource requirements.

The Growth Plan – The cumulative impacts of the changes in the intensification and density targets will need to be better understood and the Plan adjusted accordingly

Given the potential impacts, there should be a concerted effort to develop a better understanding of the effects of these two policy changes. The density increases in the DGA will need to be addressed. Also, it is not entirely clear what the implications of the numbers are for the product. The outcome of applying the policy numbers should be confirmed, not only in terms of achieving the population targets, but also in terms of urban form, mix of housing types, market acceptability and community vision and character. These considerations should be addressed prior to finalization of the Growth Plan. As such it is recommended that this be further reviewed by the Ministry in consultation with the affected municipalities.

The Growth Plan – Clarity is Required on Transition Provisions

The Growth Plan proposes that any matter commenced, but where a decision remains to be made, prior to the effective date of the Growth Plan, 2016, if approved would be subject to the new policies. This would effectively capture the Blocks 27 and 41 New Community Secondary Plans, which are now under preparation, and make them subject to the new DGA density target. Blocks 27 and 41 are already subject to the density policies of the Regional Official Plan, in compliance with the 2006 Growth Plan. For the past two years the City has been conducting a planning exercise to develop the implementing Secondary Plans for these areas. This study is already applying the minimum density requirement for New Communities of 70 residents and jobs per hectare. Areas such as these should be allowed to proceed on their established track to adoption and approval, with the same or similar policies that have been long-established. Therefore, there should be a transition policy incorporated to allow for the continuation of such processes.

The Growth Plan - Prime Employment Areas are to be Identified and Protected

Prime Employment Areas are defined as areas that should be protected over the long-term for uses that are land extensive or have low employment densities and require these locations. The Growth Plan provides that these areas should be protected by prohibiting residential and other sensitive land uses, institutional uses, and retail, commercial and office uses that are not ancillary to the primary employment use; and by planning for freight-supportive land use patterns.

Prime Employment Areas are infrastructure dependent and can rarely be replicated elsewhere without substantial investment by the public and private sectors. These areas are typically defined by high quality transportation facilities and the types of uses they attract,

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such as manufacturing, warehousing and logistics. In Vaughan this would include the areas served by the 400-series highways and the CP Intermodal Yard. Vaughan is particularly well located and connected to serve the broader GTA and beyond in this capacity and this is reflected in the successful evolution of the West Vaughan Employment Area.

Such areas are so strategically significant that the Growth Plan (Policy 2.2.7.3) has exempted them from the minimum density requirements for the Designated Greenfield Areas. The City in consultation with the Region would implement these policies through the respective Municipal Comprehensive Reviews and implementing Official Plan Amendments. The protective policies set out in 2.2.5.5 provide an appropriate level of long-term protection for these areas. This would help to preserve these areas for the long-term. Therefore, this policy initiative should be supported.

The Growth Plan – Schedules 2 “Places to Grow Concept” and Schedule 5 “Moving People – Transit” do not show the Yonge Street Subway Extension from Finch to Highway 7 as a “Priority Transit Corridor” or the Jane Street Corridor between the Vaughan Metropolitan Centre Station and the Mackenzie Vaughan Hospital and significant Regional distinctions including Vaughan Mills Mall and Canada’s Wonderland.

In the 2006 version of the Growth Plan, the Yonge Street Corridor between Finch Avenue and Highway 7 was shown as “Proposed Higher Order Transit to 2031”. The comparable Schedule in the proposed 2016 Growth Plan identifies “Priority Transit Corridors” (Schedule 5, Moving People – Transit). The length of Yonge Street from Finch Avenue to Highway 7 is not designated as a Priority Transit Corridor, notwithstanding the planned densities emerging at the Richmond Hill/Langstaff Urban Growth Centre and along Yonge Street in Markham, Vaughan and the City of Toronto. The construction of the subway will be a key to optimizing the potential of this intensification corridor. It is noted that the Transit Project Assessment has been approved for this project and the Province recently provided funding to continue the design work. However, its full funding has not been confirmed. The Yonge Subway extension should be expedited to meet both existing and planned ridership. It will address a major service gap that exists between Finch Avenue and Highway 7, where no rapid service is available (the Finch Terminal) or planned for construction (Yonge St. Viva BRT Service north of Highway 7)

It is also noted that Jane Street between the VMC subway station and the Mackenzie Vaughan Hospital is not shown as a “Priority Transit Corridor”. The Province should consider such a designation due to the impending development of the hospital, the presence of Canada’s Wonderland and Vaughan Mills Mall and the further intensification of the Vaughan Mills mall area. Similar to the City’s comments on the Metrolinx Regional Transportation Plan Review, it is recommended that both areas be identified as Priority Transit Corridors.

The Growth Plan – Schedule 6 “Moving Goods” does not show the GTA West Corridor extending to Highway 400

Notwithstanding that the Study Area for the GTA West Corridor Individual Environmental Assessment includes the area between Highway 427 and Highway 400; Schedule 6 to the Growth Plan shows the corridor ending at Highway 427. The Province has initiated a review of the GTA West Corridor and it is expected that the appointed Review Panel will provide an update report at the end of this year. The status of the GTA West Corridor is uncertain. In the past the City has indicated its support for continuing the Environmental Assessment. Subject to confirmation resulting from the Review Process, Schedule 6 should be amended to show the full extent of the GTA Corridor, to the greatest level of detail possible, to its terminus along an alignment; or in the alternative policy language be incorporated to recognize that the corridor may extend to Highway 400 via another route or alignment. Policies or schedules

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should also be provided to encourage the co-location of other linear infrastructure to help concentrate impacts and avoid additional crossings of the Greenbelt. A more refined corridor will help manage the uncertainty created by a broadly drawn corridor that limits the City's ability to conduct detailed land budgeting and land use planning particularly for designated employment areas along Highway 400 where strong market interest exists.

The Growth Plan – Density Requirements for Major Transit Station Areas will need to be carefully applied in order to protect stable residential neighbourhoods

The Growth Plan provides that Major Transit Station Areas will be planned to achieve, by 2041 or earlier, minimum gross density targets of: 200 residents and jobs combined per hectare for those that are served by subways; 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or 150 residents and jobs combined per hectare for those that are served by express rail service on the GO Transit network. The definition of the "Major Transit Station Area" identifies the station area as generally being within 500 m of transit stations and "stops" for Bus Rapid Transit systems.

For the purpose of applying these densities, the Plan provides that Upper Tier municipalities, in consultation with Lower-Tier municipalities, will determine the size and shape of Major Transit Station Areas and delineate their boundaries in official plans. This has effectively been the process the City and the Region has followed in dealing with potential higher order transit stations, (e.g. Yonge – Steeles Corridor, the VMC, and Concord GO). In most instances, these targets can be met.

However, in some instances the application of these density policies could push the station area well into many stable residential neighbourhoods, especially in respect of stops along the Viva BRT line. This policy will have to be applied with discretion because it may be destabilizing to apply the density targets throughout such a broad area (i.e. a 500 m radius). Its application must not comprise the preservation of existing stable neighbourhoods and that the density requirements would only apply within the area defined as the Station Area, through a joint Upper and Lower Tier municipal planning process (e.g. MCR, Official Plan).

All Plans – The Entire Legislative/Regulatory Framework Related to Climate Change Needs to be articulated along with the role of Growth Plan, the Greenbelt Plan and the ORMCP

The Province has recently released a number of policy documents that speak to climate change and its associated issues. The revised Provincial Plans represent part of the overall program. New policies in the Growth Plan would require municipalities to develop official plan policies to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with the Ontario Climate Change Strategy, 2015 and Action Plan 2016-2020. Among other things, it encourages municipalities to establish interim and long-term greenhouse gas reduction targets that support provincial targets and reflect consideration of the goal of "net-zero communities" and to monitor and report on progress in meeting the targets.

Climate change is now required to be considered in all aspects of planning and managing the Agricultural System, Natural Heritage System and Water Resource System, with hydrologic and agricultural features and areas mitigating the impacts of climate change by: promoting species diversity so that natural areas are more resilient to climate change; addressing carbon sequestration by increasing above-ground biomass and improving soil condition; and improving ecological function to act as green infrastructure for stormwater management to attenuate flood conditions and promote natural stream flows.

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The City, through the required Municipal Energy Plan, is already reporting on energy consumption and greenhouse gas emissions. Net-zero communities is a relatively new concept in land use planning in Ontario. They are defined, in part, as communities, “that meet their energy demand through low-carbon or carbon-free forms of energy and offsetting, preferably locally, any releases of greenhouse gas emissions that cannot be eliminated.” Many questions can be raised about how this is going to be implemented.

From a municipal perspective, the Province’s overall program needs to be better understood. Numerous questions have been raised by Vaughan staff involved in implementing climate change measures. These include: How do the various pieces of legislation interact and what is the role of municipalities in program delivery? A critical question is what are the financial and regulatory tools that will be available to either compel or persuade participation and to ensure program compliance? Will there be a common reporting regime or will municipalities be required to send duplicate reports or different reporting to different ministries? What will the costs be to municipalities in terms of staffing, administration and reporting? Will any additional supports be provided?

Municipalities such as Vaughan will need to arrive at a more complete understanding of the Provincial program. This will need to be followed by sufficient guidance to allow the program to be initiated. This will require further consultation with Upper Tier and Local municipalities. A recommendation has been suggested that highlights the critical need for further guidance and support in this matter.

Conservation of cultural heritage resources and inclusion of First Nations and Métis communities in planning practices.

The Province has introduced new cultural heritage resource policies into the Greenbelt Plan that protect significant cultural heritage resources, built heritage resources, cultural heritage landscapes and archaeological resources. This is consistent with the policies of the Growth Plan. The potential impacts to the cultural heritage resources shall now be assessed during the planning review process. In addition, municipalities will need to consider the Greenbelt’s vision and goals in preparing archaeological management plans and municipal cultural plans in their decision-making. With the leadership of the Regional Municipality of York in this area, the City can work to implement the tasks in the archaeological management plan.

All Plans – Establishing and Implementing an Agricultural System Approach and the provision of greater diversity of non-traditional agricultural uses in agricultural areas.

The Province has now established a system based approach similar to the Natural Heritage System established in 2005, called the Agricultural System. The Province proposes to establish mapping of the agricultural system by 2018 in cooperation with municipalities and agencies. Municipalities are now also responsible for establishing strategies to protect and manage agricultural lands. City staff would require direction from the Province to assist with the implementation of the Agricultural System and associated policies which provide greater diversity in agricultural activities and practices to the broader farming community.

The assessment of impacts on agricultural lands is now required through an Agricultural Impact Assessment. Staff has requested that the Province provide guidance documents such as Agricultural Impact Assessment Terms of Reference, edge management or interface guidelines between agriculture uses and residential uses and, criteria to establish land use compatibility. Staff is requesting that guidance be provided in an accelerated manner to support the Municipal Comprehensive Review

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All Plans – Watershed planning is now mandated by the Province to direct growth management.

Municipalities are required to undertake mandatory watershed planning as a basis for identifying and protecting natural heritage and hydrologic features and areas and to inform decisions on growth, *development, settlement area* boundary expansions and planning for water, wastewater and stormwater *infrastructure*. The City is requesting guidance from the Province to implement this requirement and direct the update of subwatershed plans.

The Greenbelt Plan identifies a range of features and approaches to be delineated and/or clarified as part of watershed planning, including: key hydrologic areas (in particular, significant surface water contribution areas); more broadly the delineation of the Water Resource System; green infrastructure and LIDs; stormwater management planning approaches; long-range infrastructure planning; informing infrastructure vulnerability; informing a water or wastewater master plan; etc.

All Plans – Climate change actions have been incorporated throughout all aspects of the plan including the incorporation of green infrastructure and low impact development in the design of infrastructure projects.

The Province introduced the Ontario Climate Change Strategy, 2015 and Action Plan 2016-2020, which directs all levels of government to deal with the challenges of climate change. The Plans are now mandated to examine the impacts of climate change in the growth and planning of net-zero communities. The goal of net-zero communities is to meet their energy demand through low-carbon or carbon-free forms of energy and offset, preferably locally, any releases of greenhouse gas emissions that cannot be eliminated.

Climate change is now required to be considered in all aspects of planning and managing the Agricultural System, Natural Heritage System and Water Resource System. The City agrees with the protection of natural, hydrologic and agricultural features and areas can mitigate and reduce the impacts of climate change, such as by: promoting species diversity so that natural areas are more resilient to climate change impacts; addressing carbon sequestration by increasing above-ground biomass and improving soil condition; and improving ecological function to act as green infrastructure for stormwater management to attenuate flood conditions and promote natural stream flows.

The Province encourages the application of green infrastructure and low impact development to assist in the reduction of greenhouse gases, however, municipalities do not have the capacity and resources to manage and construct substantially more expensive infrastructure. The City would require guidance on how to manage and apply new innovative forms of infrastructure for City projects.

Supplementary Direction and Guidance Documents

Supplementary Direction in the form of Guidance Documents will be key to the successful implementation of the Provincial Plans

The Provincial Plans provide the high level policy guidance that will shape the planning of the GGH. To assist in the implementation of the plans, the Minister of Municipal Affairs/Province will be providing supplementary direction in the form of guidance documents, which will update existing information or establish more detailed guidance in new areas. This additional clarity will assist municipalities in the preparation of their plans. The documents may address matters such as: the Built Boundary; the methodology for land needs assessment; definition of the "Prime Employment Areas; planning for priority transit corridors; the mapping of the agricultural and

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natural heritage systems; and guidance on watershed planning. The results of the mapping exercises are not anticipated before 2018.

Staff is concerned that the timing of the availability of the Guidance Documents may delay proceeding with the City's Growth Management Update/MCR. The new policy provides that, in the absence of any necessary direction, the policies of the Growth Plan will continue to apply and that the affected policy should be implemented to the fullest extent possible. While this provides some level of flexibility, having the guidance available throughout the MCR process is the preferred situation. A recommendation has been provided requesting that the Ministry move forward with the policy clarifications and the preparation of the Guidance Documents as soon as possible.

Implications of the Proposed Changes to the Provincial Plans on the City's Current Planning Processes and Future Operations

The Region of York's Municipal Comprehensive Review and the City of Vaughan Growth Management Strategy Update (GMSU)/Municipal Comprehensive Review (MCR) will be substantially delayed by the Provincial Coordinated Plan Review

As reported in June of 2016, the most critical impacts on the GMSU and MCR originate with the changes to the Growth Plan. The Region of York had already initiated its Municipal Comprehensive Review, based on the 2006 Growth Plan and Amendment 2 thereto, and had reported to Regional Council in November of 2015 on a preferred development scenario and land budget to accommodate population and employment growth to 2041.

The City's initial planning for the GMSU and MCR has also been based on the policy direction of the in-effect Growth Plan. However, if approved by the Province, the proposed changes to the Growth Plan will have significant policy impacts for the Region and City, which may affect both the location and character of growth reaching out to 2041.

Clarity in these matters, including the targets and transition provisions, will be a key to the success of the City's GMSU and MCR. Clear policy direction, including more certainty over the status of the GTA West Corridor EA which is currently on hold, is required to inform the City's immediate work to understand the implications of the policy changes. Clarity is required so the City can work with the Region, to advance the background work and consulting procurement process to move forward with the MCR. Without clarity on the proposed amendments and the early provision of guidance documents, Council's direction to have the outcome of the MCR available for consideration in the first quarter of 2018 is unattainable.

The Province has requested comments by September 30, 2016 on the proposed amendments to the Provincial Plans and is targeting final approval by the end of 2016. On August 10, 2016 the submission date was extended to October 31, 2016. This will probably result in the approval of the Plans not taking place until the first quarter of 2017. Should the significant changes, now being proposed to the Growth Plan and other Plans, be approved, further analysis will be required by York Region. The product of this work would have to be approved by York Region Council and developed into policy that would be reflected in the updated Regional Official Plan. This process may now extend beyond the first half of 2017. The result of the Region's MCR will be a key input into the City's MCR process and is a project dependency.

To the extent that the process can be predicted, the earliest that the City may be able to adopt an implementing official plan amendment emerging from the MCR would probably be the latter part of 2019, assuming resource, budget and timing risks can be effectively managed.

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Costs to the City of Preparing the Growth Management Strategy Update/Municipal Comprehensive Review may escalate as a result of changes to the Provincial Plans

The approved 2016 Capital Budget (See Economic Impact section) established the budget for a large portion of the GMSU/MCR work. The underlying cost estimates were based on the assumption that this would be a relatively minor 5-year updating of the current VOP 2010 and the associated Master Plans, based on the scenarios emerging from the Region's MCR work.

Until the amended plans are approved by the Province, the financial implications cannot be fully investigated. Based on the draft changes, additional work may be anticipated as a result of several policy directions. These include: The need to accommodate greater intensification; the number and breadth of policy changes; the introduction of new concepts such as climate change mitigation and resiliency; the emerging importance of community hubs; the changes to the employment area policies; and the need for integrated infrastructure planning, asset management plans and life-cycle costing as part of the growth management process.

Once the Provincial Plans are approved, the budget impacts can be reassessed. The current budgets are satisfactory to initiate work, but Additional Resource Requests (ARRs) may be required to fully address the new issues.

Implementing the new requirements may have on-going cost implications in regard to staffing, new business functions and processes including monitoring and reporting

As noted above, the new Provincial Policies have the potential to expand the range of matters that must be addressed in undertaking its planning exercises. Through the City's implementation measures (i.e. the GMSU/MCR) new operational responsibilities and processes may be identified to respond to the requirements of the Provincial Plans.

One measure that will need to be addressed will be the requirement for monitoring and reporting on outcomes. For example, Policy 5.2.6 of the Growth Plan provides for the Minister to develop a set of performance indicators. Municipalities will be required to report in accordance with the standards and guidelines issued by the Minister, for the purpose of demonstrating progress in the implementation of the Plan.

Much of this responsibility for monitoring and reporting will fall within the jurisdiction of the Planning and Growth Management portfolio. There will be the need to develop the in-house processes to respond to these and other related responsibilities like supporting and monitoring the City's planning and development processes. This will entail acquiring and retaining the necessary data, developing the processing analytical expertise, supported by robust mapping and geomatics systems, which will allow for the timely production of the required information. This capability should be developed concurrently with the preparation of the City's GMSU/MCR and be the foundation for a broader Corporate strategy.

Relationship to the Term of Council Service Excellence Strategy Map (2014-2018)

The Provincial Plans will have a material effect on the City's growth and development through their influence on the Official Plan and related growth management plans and policies. The most direct impact is on the Term of Council priority to "Update the Official Plan and supporting studies". The influence of the Provincial Plans also extends into a number of other priorities, including: "Invest, renew and manage infrastructure and assets"; "Attract investment and create jobs"; "Create and manage affordable housing options"; and "Continue to cultivate an environmentally sustainable city". Therefore, it is important for the City to be aware of changes to the Provincial planning regime and provide comments if warranted.

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Regional Implications

The Region of York is actively involved in the review of the Provincial Plans. A preliminary report on the 2016 Draft Policy Amendments to the Growth Plan, the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan was considered by Regional Council on June 23, 2016. Regional Council adopted a resolution expressing concern with the increase in the Growth Plan's density and intensification targets. Regional Council also directed that its staff consult with local municipalities on the proposed Provincial Plan amendments and report back to Council in September of 2016 with a detailed analysis of the amendments and a draft response to the Ministry of Municipal Affairs regarding the proposed plan amendments.

Conclusion

The proposed Growth Plan, in combination with the amendments to the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan, address many of the important planning issues currently facing the Greater Golden Horseshoe. The challenges of accommodating rapid population and employment growth, while meeting the triple bottom line objectives of creating vibrant communities, a healthy environment and a strong and competitive economy cannot be overestimated.

Finding the correct balance will be essential and it is anticipated that numerous stakeholders, from a variety of sectors, will be providing their input into the finalization of the Provincial Plans. From the perspective of a local municipality operating in a Regional framework, the revised Plans are supportable, subject to a number of caveats.

Foremost, the intensification targets within the Built Area and the density requirements in the Designated Greenfield Areas require further scrutiny. It is not entirely clear what the implications are for the product. The outcome of applying the policy numbers should be confirmed, not only in terms of achieving the population targets, but also in terms of urban form, mix of housing types, market acceptability and community vision and character. These parameters should be revisited in consultation with the Regional Municipalities and be amended as appropriate.

The amended Plans also impose more obligations on the City in a number of areas, such as climate change mitigation, monitoring and reporting, the integration of land use and infrastructure planning, identification and preservation of priority employment lands, the need for asset management plans and life cycle accounting in planning for new growth and introduction of strategic growth areas and priority transit corridors. Many reflect directions that the City is currently pursuing and may be seen as part of the evolution of planning in an increasingly complex urban region. As such, these changes are largely supportable.

The timing of the Provincial approvals will have the effect of delaying the City's Growth Management Strategy Update/Municipal Comprehensive Review. In addition, the new policies may well affect the cost of the City's GMSU/MCR and may result in implementation costs to the City in the form of new processes, additional staffing and expertise. The extent of these impacts can only be definitively assessed with the final approval of the Plans and the availability of the pertinent Guidance Documents that will emerge after approval.

Therefore it is recommended that this report be forwarded to the Ministry of Municipal Affairs as the City of Vaughan's initial comments on the proposed amendments to the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan. With the extension of the commenting deadline to October 31, 2016, staff will continue to review the Plans and consult with other stakeholders. If the outcome of the further review is warranted, a follow-up report will be prepared for Council consideration, with further comments for the Ministry's review and action.

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Attachments

Not applicable.

Report prepared by:

Roy McQuillin, Director of Policy Planning, ext. 8211
Ruth Rendon, Senior Planner – Environment, ext. 8104

Regional Councillor Di Biase declared an interest with respect to this matter insofar as it relates to Block 27, as his children own land in Block 27 given to them by their maternal Grandfather and did not take part in the discussion or vote on the matter.



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September 30, 2016

Hon. Bill Mauro, Minister
Ministry of Municipal Affairs
777 Bay Street, 17th Floor
Toronto, ON M5G 2E5

Hon. Chris Ballard, Minister
Ministry of Housing
777 Bay Street, 17th Floor
Toronto, ON M5G 2E5



Honourable Sirs,

**Re: Township of King
Planning Department Report Number P-2016-31R
Re: Township of King's Submission to the
2016 Co-ordinated Provincial Plan Review: Growth Plan, Greenbelt Plan, and Oak
Ridges Moraine Conservation Plan**

Please be advised that at the Council Meeting of September 26th, 2016, Council received and approved recommendations which were provided by the King Township Planning Department regarding the 2016 review of the Provincial Plans applicable to the Township of King, being the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan, and the Oak Ridges Moraine Conservation Plan.

We respectfully submit the Council endorsed comments as outlined in Planning Department Report Number P-2016-31R, a copy of which is attached for your information and file, which identifies comments and concerns King Township would like the Ministry of Municipal Affairs and Housing to address in the Province's review of the Four Provincial Plans.

Respectfully submitted,

for Kathryn Moyle
Director of Clerks/By-law Enforcement
Township Clerk
Encls.

c.c. Denis Kelly, Clerk, Regional Municipality of York
Stephen Kitchen, Director of Planning



THE CORPORATION OF THE TOWNSHIP OF KING

REPORT TO COMMITTEE OF THE WHOLE

Monday, September 26, 2016

Planning Department Report P-2016-31R

RE: 2016 Draft Policy Amendments; Coordinated Provincial Plan Review; Growth Plan, Greenbelt Plan, and Oak Ridges Moraine Conservation Plan

1. **RECOMMENDATIONS:**

The Planning Department respectfully submits the following recommendations:

- a) That Planning Report P-2016-31R be received as information;
- b) That Council endorse the comments and recommendations respecting the provincial review of the Provincial Plans applicable to King Township, being the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan, and the Oak Ridges Moraine Conservation Plan embedded within Planning Report P-2016-31R;
- c) That the recommended comments outlined herein be submitted to the Ministry of Municipal Affairs and Housing prior to October 31, 2016 as the Township's submission to the Coordinated Provincial Land Use Plans review;
- d) That Planning staff continue to monitor the progress of the review of the Growth Plan of the Greater Golden Horseshoe, the Greenbelt Plan, and the Oak Ridges Moraine Conservation Plan and report back as necessary, and
- e) That Planning Report P-2016-31R be circulated by the Township Clerk to the Ministry of Municipal Affairs and Housing and the Region of York.

2. **PURPOSE:**

This report is to (i) provide an overview of the proposed amendments to the Growth Plan for the Greater Golden Horseshoe (Growth Plan), Greenbelt Plan, and the Oak Ridges Moraine Conservation Plan (ORMCP) in the context of the Township's previous comments on the Plans (ii) recommend comments on the 2016 proposed amendments resulting from the Coordinated Provincial Review, and (iii) provide these comments as the Township's submission to the Ministry of Municipal Affairs and Housing for its consideration and action.

3. **BACKGROUND**

This report follows a series of previous reports on this matter including: P-2014-01 and P-2014-07 presenting a high level review of the plans, and P-2015-20 which presented staff comments on the plans, as well as public comments received through the Township's consultation, including two open houses held on April 23, 2015. The comments presented by P-2015-20 were

submitted to the Province for consideration as part of its coordinated review of its land use plans.

Within the boundaries of King Township, three of four of the Provincial Plans apply: the Growth Plan for the Greater Golden Horseshoe (Growth Plan), Oak Ridges Moraine Conservation Plan (ORMCP) and Greenbelt Plan (GBP). The Niagara Escarpment Plan does not apply to lands within King Township, and as such has not been reviewed by Township staff.

The previous reports in this series include an overview of the objectives of each of the provincial plans. This report relies on the background information provided in previous reports in this regard.

In 2014 Township staff participated in consultation facilitated by Regional staff to proactively provide input to the Province on the land use plans in advance of the commencement of its 10 year review of the Greenbelt and ORMCP.

In February 2015 the Province commenced its Coordinated Land Use Plan Review, which incorporated a review of the Growth Plan along with the Greenbelt Plan and ORMCP. The Province undertook consultation and received feedback on the Plans during the first half of 2015. An Advisory Panel also provided its recommendations in its report entitled "Planning for Health, Prosperity and Growth in the Greater Golden Horseshoe: 2015-2041", released in December 2015. The Township participated in the Province's consultation on the review, and provided a series of comments summarized in a matrix in Appendix A to this report. The matrix identifies how the Township's 2015 comments have been addressed by the proposed updates to the Plans. Follow-up comments are incorporated in the Recommended Comments sections of this report.

The proposed updated provincial Plans were released in May 2016. Since that time Planning staff has participated in information and technical sessions hosted by the Province and Regional staff. The Province is receiving feedback on the proposed amendments until October 31, 2016. The following sections of this report summarize the proposed amendments to the Plans and recommends comments on the changes.

4. DISCUSSION & COMMENTS:

This section of the report provides an overview of the proposed changes to the three Plans, identifies how the previous Township comments have been addressed, and provides recommendations for comments on the updated Plans.

Overview of Proposed Amendments

The proposed amendments to the Plans resulting from the Province's review to date are considerable, particularly to the Growth Plan and the Greenbelt Plan. As the earliest of the three Plans, updates to the ORMCP primarily address consistency with the Provincial Policy

Statement, 2014 (PPS) and the alignment with other provincial Plans. The proposed changes support the following themes, each of which is discussed below:

- Building Complete Communities
- Supporting Agriculture
- Protecting Natural Heritage and Water
- Addressing Climate Change
- Integrating Infrastructure
- Improving Plan Implementation & Measuring Performance
- Growing the Greenbelt

Recommended comments resulting from Planning staff's review of the proposed amendments are provided in italics at the end of each theme section.

Building Complete Communities

Common to all Plans is increased emphasis and guidance on achieving complete and sustainable communities. New policies are proposed to support the development of community hubs by encouraging public services to be located together, where they are accessible by transit and active transportation. There is also additional emphasis on and requirement for complete streets, urban design, public health, as well as on conserving cultural heritage and archaeological resources.

Intensification & Density

The intensification target in the Growth Plan (currently a minimum of 40%) is proposed to increase to a minimum of 60% of all new residential development occurring annually in the existing built-up area. Similarly, the designated greenfield area density target in the Growth Plan is proposed to increase to a minimum of 80 residents and jobs per hectare (from the current target of 50 residents and jobs per hectare), to be achieved across the Region. The proposed amendments provide for additional components to be excluded from the greenfield density calculations, including undevelopable floodplains, certain linear infrastructure rights-of-way, and prime employment areas. These 'net-outs' provide for a more standardized application of density targets within the Plan area. The proposed increased targets would come into effect at the time of the next municipal comprehensive review undertaken at the regional level.

The proposed updates to the Growth Plan include additional guidance and density targets specific to major transit station areas, which are defined as "the area including and around any existing or planned higher order transit station or stop within a settlement area...generally within an approximate 500 metre radius of the station representing about a 10 minute walk". The size and shape of major transit station areas would be determined by the upper-tier municipality and delineated in its official plan. Based upon staff's understanding of the proposed policies, the King City GO Station would be required to achieve a minimum gross density target of 150 residents and jobs per hectare by 2041.

Finally, a new policy is proposed in the Growth Plan that clarifies intensification and density targets would not require or enable growth in special policy areas or hazardous lands beyond

what is permitted under the PPS, 2014. This policy may impact intensification potential within the Schomberg main central area, much of which is within a Special Policy Area.

Recommended Comments:

1. *King Township recognizes and supports the benefits of increased densities and intensification, and the need to use land and infrastructure more efficiently. However, the Province's Growth Plan policies must recognize the diversity of municipalities (and communities within those municipalities), that exist in the Plan area, and therefore, the varying suitability of those municipalities/communities to accommodate growth objectives. One size does not fit all.*
2. *In the context of Comment #1, it has been challenging for King to achieve the current intensification and density targets in the Growth Plan, 2005. It is recognized that within York Region, certain municipalities have achieved densities above the minimum, thereby offsetting the densities below the minimum accommodated in King. The (i) size and population of King's settlement areas (ii) location of King's settlement areas within the ORM and Protected Countryside of the Greenbelt (iii) compatibility with existing community fabric and built form, and (iv) constraints on supporting services and infrastructure contribute to the achievement of densities that are locally appropriate in King, but are below the current minimum targets. It should be understood that the increased minimum intensification and greenfield density targets of the magnitude proposed will make it more challenging for King to contribute to the achievement of the targets in York Region. .*
3. *The proposed increases to intensification and greenfield density targets would have significant impacts on the Township's transportation and servicing infrastructure, and its ability to provide adequate community services infrastructure.*
4. *King Township has concerns with proposed Growth Plan policies establishing minimum density targets for major transit station areas, which would appear to require the King City GO rail station to develop at a minimum density of 150 residents and jobs per hectare. The specific minimum density target applied uniformly to all major transit station areas within the Growth Plan areas does not recognize the range of communities to which it would apply and presents the following challenges for King:*
 - a. *A target of this magnitude would create compatibility challenges with the existing King City community fabric and built form which generally consists of relatively small parcels supporting one- and two-storey core area buildings, and low density single detached residential neighbourhoods.*
 - b. *The GO station area in King City is adjacent to a Provincially Significant Wetland and identified Oak Ridges Moraine key natural heritage features, thereby reducing the area in close proximity to the station suitable for development/redevelopment.*
 - c. *King City is serviced with limited supporting transportation infrastructure (for example, local transit) connecting the GO rail station with the broader community outside the 500 metre walking radius. Consideration needs to be given to the differences in the frequency of service along the various rail lines (lack of two-way, all-day service). Development at higher densities in advance of increased service levels (i.e. two-way, all day service) will result in occupancy by residents who are auto-dependent, thereby defeating the purpose.*

While the Township recognizes the opportunity to provide for increased density around the King City major transit station area, the proposed target of 150 residents and jobs per hectare is beyond what would be appropriate in the context of the King City community. Municipalities should set appropriate targets for main transit station areas based on good planning principles and local context.

- 5. Confirm how the main transit station area is to be delineated. For example, would the 500 metre radius be projected from the edge of the transit authority's land holdings, or the location at which the transit vehicle is boarded? Confirm that this would be determined by the municipality in consideration of the local context?*
- 6. The core area of the King Township's community of Schomberg (one of three settlement areas in King Township) includes a Special Policy Area, and currently permits a mix of uses at a maximum height of three to four storeys. Growth Plan policy 5.2.5 states 'minimum intensification targets and density targets do not require or permit in a Special Policy Area development that is beyond what has been permitted'. Confirm that (i) municipalities continue to be able to provide for appropriate intensification and redevelopment in these areas, and (ii) the municipality would not be required to make up intensification units elsewhere.*
- 7. The Growth Plan should be modified to include specific policies encouraging/facilitating the reuse of brownfield and greyfield sites, and in particular the streamlining of the Record of Site Condition process with Planning Act approvals. The proposed Plan only addresses this matter generally.*

Employment

Policies relating to employment are proposed to be modified to recognize different types of employment uses, and provide for appropriate locations for each. New policies differentiate between and relate to prime employment areas, employment areas, and major office.

Proposed changes to the Growth Plan require upper-tier municipalities to identify and protect prime employment areas. Prime employment area is a newly defined term and includes manufacturing, warehousing and logistics uses that are land extensive or have low employment densities. These uses require particular locations near goods movement corridors, and in certain cases, away from sensitive land uses. Conversion of prime employment areas to employment areas can only be considered as part of a regional municipal comprehensive review, subject to certain criteria. Conversion of prime employment to non-employment uses is prohibited.

Employment areas (not identified as prime) are clusters of business and economic activity and would permit a broader range of uses, including prime employment uses, offices, as well as commercial uses, where they are planned in areas that are accessible by transit and active transportation. Employment areas would prohibit residential and sensitive land uses to protect them over the long term, however they are also to be integrated with adjacent non-employment uses to develop mixed use, vibrant hubs, where appropriate. Conversion of employment areas to non-employment areas may only be permitted through a regional municipal comprehensive review, subject to satisfying certain criteria. Municipalities would be able to specifically identify

uses permitted in employment areas, and the role of any permitted retail uses; however the proposed Growth Plan no longer explicitly identifies major retail as a non-employment use.

Major office uses and institutional uses are directed to urban growth centres (not applicable in King), major transit station areas, and other strategic growth areas (currently called intensification areas), to be integrated with supportive community and transportation services and infrastructure.

King Township's Economic Development Strategy previously identified the protection of strategic employment lands along the 400 series highway network, and more specifically at the Highway 400 and King Road interchange to help King to contribute to York Region's long-term employment targets. The Township requested that the Province consider how lands adjacent to goods movement infrastructure could be best protected and utilized in light of opportunity for economic growth. As noted above, the proposed Growth Plan would require prime employment areas to be identified in the upper-tier official plan and protected over the long-term. The Province has not considered the removal of strategic employment lands from the Greenbelt as part of this review. The Township's employment land forecast to 2031 does not identify a need for additional employment lands. However, King Township previously recommended that the Greenbelt Plan provide for the development of strategic employment lands adjacent to 400 series highways should the need be demonstrated beyond 2031 to the satisfaction of the Minister, and upon recommendation of the local and regional municipality. This comment is reiterated below.

Recommended Comments:

8. *Confirm that the whole of an existing employment area that permits a mix of uses (for example manufacturing uses and major office) may be identified as a prime employment area at the municipality's discretion? To this end, major office should be recognized as a component of prime employment uses.*
9. *The employment uses hierarchy combined with the provision to exclude prime employment areas from designated greenfield area density calculations will overly complicate policy implementation. In a similar context as Comment 8 above, how would policy 2.2.7.3(b), which speaks to density calculation exclusions, apply in situations where "other" employment lands (supporting employment uses other than prime employment uses) have been identified as prime employment areas in the upper-tier official plan. For example, if the upper-tier municipality identifies "other" employment areas as prime employment areas, would the proportion of that prime employment area devoted to the traditional manufacturing use still be netted out of the designated greenfield density?*
10. *Consider requiring the upper-tier official plan to designate prime employment areas in each lower-tier municipality in order to ensure each lower-tier municipality has employment areas subject to the highest level of protection over the long-term.*
11. *The removal of the statement in Growth Plan employment lands policy 2.2.6 that major retail uses are non-employment uses would make it more difficult for municipalities to protect employment areas for employment uses as the term is defined in the Plan. This statement should remain in the Plan.*

12. *Include provisions in the Growth Plan and Greenbelt Plan to remove strategic employment lands adjacent to 400 series highways from the Greenbelt should the need be demonstrated beyond 2031, upon recommendation by the local and regional municipality, to the satisfaction of the Minister.*

Settlement Area Boundary Expansions

There are proposed changes to settlement area boundary expansion policies in all three Plans as follows:

Growth Plan

- Requirement for the Province to establish a standardized methodology to be used by all municipalities to assess land needs, and a requirement for municipalities to demonstrate a need for a settlement area boundary expansion based on the standard methodology;
- Expanded requirements to determine feasibility of an expansion pertaining to:
 - Full life-cycle financial viability of infrastructure and public service facilities required
 - Water, wastewater and stormwater master planning;
 - Sub-watershed planning to assess impacts on water quality and quantity;
 - Avoidance of natural heritage systems, hydrologic areas, and prime agricultural areas, and assessment of impacts on these systems;
 - Environmental Assessment Requirements for expansions of settlement areas serviced by groundwater, rivers or inland lakes.

Greenbelt Plan

- Allow upper-tier municipalities to consider expansions of Greenbelt Plan settlement area boundaries as part of regional municipal comprehensive review in accordance with Growth Plan policies. Currently boundary expansions are considered only at the time of the 10 year review of the Greenbelt Plan;
- The existing Greenbelt Plan tests for settlement areas boundary expansions within the Protected Countryside are retained in the Growth Plan (i.e. Greenbelt Plan directs to Growth Plan policies);
- Removal of the current Greenbelt Plan policy allowing for the minor rounding out of Hamlet boundaries at the time of municipal conformity.

ORMCP

- Aligning with the other Plans, amendments to provide for consideration of changes to settlement area boundaries at the time of the upper-tier municipal comprehensive review, rather than only at the time of a 10 year review of the ORMCP;
- Removal of the current ORMCP policy allowing minor rounding out of rural settlement area boundaries.

Recommended Comments:

13. *Confirm that the terms 'built up areas' and 'development' used in the Growth Plan definition of settlement area are not used in the context of their definitions.*
14. *The definition of 'settlement area' in the Greenbelt Plan is proposed to be modified to include the phrase 'where there are no lands that have been designated over the long-term, the settlement area may be no larger than the area where development is concentrated'.*

Lands are included in the settlement area boundary of Nobleton that are not designated for urban development. How does this modification to the definition of settlement area affect communities such as Nobleton that have lands that are not designated for urban development within their settlement area boundaries? More specifically, where a settlement area includes lands designated agricultural or rural, would these lands be restricted from being re-designated to an urban land use?

15. *Could municipalities consider to the minor rounding out of settlement area boundaries within the Plan areas as part of municipal conformity exercises, subject to the criteria outlined in the Plans?*

Supporting Agriculture

Agricultural policies in the Greenbelt Plan and ORMCP have been modified to recognize the nature of the agricultural system, and the importance of an agricultural support network comprised of the land base, along with necessary infrastructure and assets (for example, food processors or grain dryers) to enable the sector to thrive. The proposed updates focus on the broader farming community allowing for more flexibility in scale, whereas current policy restricts agriculture-related and secondary uses to the scale of the farm. Further, there is a broadening of the types and scale of agriculture-related uses, and on-farm diversified uses permitted, which include a range of agri-tourism and home industry, aligning more closely with the PPS, 2014. Agriculture-related uses and on-farm diversified uses are required to be compatible with, and not hinder surrounding agricultural operations. Criteria to ensure compatibility of these uses will be based upon provincial Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas, currently in draft form.

New policies in the Greenbelt Plan and ORMCP clarify that proposed buildings and structures for agricultural uses, agriculture-related uses, and on-farm diversified uses within 120 metres of a key natural heritage feature or key hydrologic feature would be exempt from the requirement to undertake a natural heritage or hydrologic evaluation, subject to ensuring ecological impacts are minimized.

There are new requirements in all the Plans for agricultural impact assessments in situations where non-agricultural uses or infrastructure are proposed in specialty crop areas or prime agricultural areas to determine how adverse impacts are avoided, or if not possible, mitigated.

The ORMCP specifically has been amended to more closely align with the PPS, 2014 and the Greenbelt Plan by:

- Deleting the provision enabling a farm retirement lot, which is consistent with the lot creation policies in the Greenbelt Plan;
- Updating the lot creation policies to permit a severance for a surplus dwelling resulting from a farm consolidation; and
- Clarifying policy to permit the severance of two more lots for agricultural uses, provided the severed and retained lots are each 100 acres.

- Updating the definition of agricultural uses to include accommodation for full-time farm labour, and removing the requirement that such accommodation be temporary and mobile. This update is consistent with current policies in the Greenbelt Plan.

King Township provided a number of recommendations relating to the update and alignment of agricultural and rural policies in the ORMCP and Greenbelt Plan with PPS, 2014. Recommendations included providing for a greater range of permitted uses in support of agriculture, and allowing appropriate relief for agricultural development proposals from supporting studies in certain situations.

The proposed changes to agricultural policy address many of Township's 2015 comments identified in Appendix A as themes A (Agricultural Vitality and the Rural Economy), B (Equine Industry), E (Major Development in the ORM), and G (Lot Creation). Additional and follow-up comments are outlined below.

Rural Lands

The importance and purpose of the rural lands and its economy has been duly recognized in the updated Plans, consistent with the policies of the PPS, 2014. Rural lands should be supported by promoting diversification of the economic base and employment opportunities through goods and services, including value-added products, the sustainable management of resources, and using rural infrastructure and public service facilities efficiently. Proposed policies in the Greenbelt Plan and ORMCP recognize that where public service facilities exist on rural lands, consideration should be given to maintaining and adapting these as community hubs to meet the needs of the community. King previously requested that the rural municipalities be permitted to locate municipal facilities that serve large geographic areas within rural areas (a works yard for example) to provide for the provision of certain municipal services to both the rural areas and villages more efficiently. The updated Plans recognize and support existing facilities; however the request to allow new public service facilities on rural lands is reiterated in the comments below.

Finally, few modifications are proposed to the policies addressing recreational uses in the Greenbelt Plan and ORMCP areas, and therefore a previous request for additional guidance relating to the types and scale of such uses is also reiterated in the comments below.

Recommended Comments:

- 16. The Township supports the proposed policies to introduce an agricultural systems approach, consistent with PPS, 2014.*
- 17. The Township supports the requirement for agricultural impact assessments to protect agricultural resources and avoid/mitigate impacts from non-agricultural uses. Additional guidance material is required to understand the appropriate scope of an agricultural impact assessment, best practices for mitigation measures, required qualifications of persons preparing the assessment, and consideration of municipal resources required to review the documents.*

18. *Introduce explicit policies to prevent the degradation, and provide for remediation of agricultural lands (for example, the removal and placement of topsoil on agricultural land) to support the protection of the agricultural land base over the long-term.*
19. *The Township supports the proposed modifications to the ORMCP to allow for appropriate accommodations for full-time farm labour, consistent with the Greenbelt Plan.*
20. *Proposed Greenbelt Plan policies provide for home occupations and home industries in the context of on-farm diversified uses, which are permitted in the Protected Countryside. Home occupations and home-based businesses are a valuable sector of the rural economy. Recognize that home occupations are permitted as a component of the rural economy in general, and not only as an on-farm diversified use.*
21. *There should be opportunity to exempt certain agricultural proposals that exceed 500m² from the major development supporting documentation requirements, where it is demonstrated the intent of the Plans and policies can still be achieved. There may be situations for which it is not necessary to require the full complement of supporting materials related to major development (a proposal for two reasonably sized barns on a 100 acre farm parcel, for example).*
22. *Prepare technical guidelines to provide guidance to address conflicts between natural heritage preservation and agricultural practices, establishing a clear order of priority to balance these goals, where necessary. For example, standard crop rotation can result in lands left fallow for multiple years, enabling vegetation to establish, triggering natural heritage considerations. Another example relates to instances where lands are within a Specialty Crop Area and a Provincially Significant Wetland, causing uncertainty as to which policies may prevail.*
23. *The Township supports the proposed changes to lot creation policies to align the Greenbelt Plan and ORMCP. The Greenbelt Plan allows severance for new agriculture-related uses in specialty crop areas and prime agricultural areas, where the ORMCP does not. Consider aligning this remaining area of inconsistency.*
24. *Modify the policies exempting buildings and structures for agricultural purposes from the requirement to submit natural heritage and hydrological evaluations (Greenbelt Plan (3.2.5) and ORMCP (s. 22 & 26)) to also exempt a proposed dwelling that is grouped on the lot with the agricultural buildings, and is to provide accommodation for the farmer.*
25. *Subsection 13(3)13 of the ORMCP permits agriculture-related uses in the Countryside Area. Subsection 13(3)4.1 then restricts agriculture-related uses in the Countryside Area to prime agricultural areas. Subsection 13(3)4.1 should be referenced in subsection 13(3)13 to be clear about where agriculture-related uses are permitted.*
26. *Provide additional guidance material to address the nature and types of uses intended to be permitted as major recreational uses, and low intensity recreational uses in the Protected Countryside of the Greenbelt and the ORMCP. For example, would uses such as a paintball facility and a go-cart track be considered major recreational uses? Plan policies should be clearer, and/or guidelines should be developed to be more explicit regarding the characteristics of uses that are permitted. This could include a requirement that the use relies on the specific topography of the ORM Countryside (ex. Ski hill, golf course). Major recreation uses could be required to be a recreational pastime and be associated with the enjoyment of the outdoors/environment. The Plan policies/guidelines should also address*

nuisance factors. King Township supports the recognition of existing public service facilities in rural areas, and the benefits of such locations to more efficiently serve the needs of rural municipalities. The Township requests that the updated policies in the Greenbelt Plan and ORMCP provide for municipalities to locate new public service facilities in the rural area where appropriate, in addition to co-locating such facilities in support of creating rural community service hubs.

Protecting Natural Heritage and Water

The proposed changes on this theme relate to providing a more consistent natural heritage and water protection policy framework across all the plan areas. For example, the proposed changes would require the Province to identify a natural heritage system across the Greater Golden Horseshoe that would be eventually incorporated into municipal official plans. Whereas mapping of a provincial natural heritage system exists for the ORMCP and Greenbelt Plan areas, additional work is required for rural areas subject to the Growth Plan.

There is additional emphasis on and requirements for watershed planning as the basis of protection of water quality and quantity throughout all three Plans. New policies also require watershed planning to inform decisions on new or expanded infrastructure. In this regard, proposals for major development in the ORMCP and Greenbelt Plan areas would be subject to additional requirements to ensure the protection of key hydrologic areas and their functions. Proposals would be required to demonstrate there is sufficient assimilative capacity to deal with sewage from the proposed development.

King's previous request to introduce policies to better protect the Plan areas from being susceptible to illegal dumping of excess fill, and provide municipalities with tools to implement and enforce such policies has been addressed. All three Plans have been amended to require municipalities and industry to use best practices for soil re-use, and management of excess soil and fill, so as to avoid adverse impacts on the natural environment or the current or proposed use of the property. Additional guidance materials establishing best practices would be helpful to municipalities implementing this policy.

The Township's previous comments requested review and clarification of the ORMCP's landform conservation policies and Areas of Natural and Scientific Interest (Earth) that do not appear to have been addressed. As such, the comments are reiterated in the comments below.

Recommended Comments:

- 27. Develop additional guidance materials to establish best practices for soil re-use and management of excess soil and fill, and the acceptable standard that constitutes 'to the maximum extent possible' in order to enable municipalities to effectively implement this policy. Consideration of specific tools to implement and enforce these policies would be helpful.*
- 28. The ORMCP's Landform Conservation policies are not explicit as to how the thresholds for disturbance and impervious surface should be applied (for example, on an application basis,*

or a lot basis). Clarify the intent of the policies, and consider whether they have been effectively and consistently implemented across the ORMCP Area.

29. *The ORMCP's Earth Science ANSI policies have been difficult to implement. It has been King's experience that the field of expertise to study and prepare an Earth Science Heritage Evaluation is limited, and it is unclear as to how impacts of development on these features are to be assessed. This section should be revisited to assess its effectiveness, practicality of implementation, and how the policies have been applied and implemented across the ORMCP area. Further, technical guidelines on Landform Conservation in the ORMCP should include additional details on the characteristics and identification of Earth Science ANSIs, and the qualifications required of persons preparing and reviewing Earth Science Natural Heritage Evaluations.*

Addressing Climate Change

The proposed Plans place addressing climate change at the forefront as a common theme, and objectives and policies to help reduce the impacts of climate change are integrated throughout. Policy directions in support of complete communities, increased density and intensification, and protection of natural heritage and agricultural resources provide the foundation to begin to address this matter, and to help improve the resiliency of communities within the Plan areas. The proposed changes to the Plans require the assessment of climate change impacts and greenhouse gas emissions as part of watershed, stormwater management, and infrastructure planning exercises. This includes requiring municipalities to develop stormwater master plans for settlement areas. In addition, new policies would require upper-tier municipalities to include climate change policies in official plans, and encourage the development of strategies to reduce greenhouse gas emissions, and set targets to move towards net-zero communities.

Recommended Comments:

30. *King Township supports and recognizes the importance of climate change matters, and community sustainability and resilience in the Plans. King looks forward to provincial guidance documents to support municipal implementation of the new policies.*

Integrating Infrastructure

Infrastructure-related updates to the Plans recognize the importance of integrating infrastructure planning with land use planning. For example, a new policy encourages the protection of infrastructure corridors and requires planning for such corridors to avoid/minimize impacts on natural heritage and agriculture. Policies are proposed that provide for infrastructure master plans, and asset management plans to ensure infrastructure is sustainable and financially feasible over its full life cycle. New policies set out requirements for new and expanded infrastructure to meet certain tests, and be supported by appropriate studies. These test and supporting documentation requirements would be more consistent across the Plan areas, as would infrastructure-related definitions and terminology.

King Township's previous comments concerning infrastructure recommended (i) clarifying the types and scale of infrastructure intended to be permitted in the ORM and Protected

Countryside of the Greenbelt (ii) addressing emerging infrastructure technologies, and (iii) harmonizing the Plans. Based upon King's experience implementing the Greenbelt Plan infrastructure policies in particular, recommendations also requested clarification of the provincial and municipal role in the infrastructure procurement process and additional provincial support on matters of provincial policy interpretation.

The infrastructure policies in the Plans have been modified provide for consistent language, definitions, and tests, and have been updated to reference new technology. In general, it appears the Plans provide for a broader range of the types of infrastructure, at a greater scale to serve surrounding urban areas. However, no further guidance has been included on the role of municipalities and the Province in the procurement process. This comment has therefore been reiterated for the Province's consideration below.

Recommended Comments:

31. *Energy Planning is dealt with in a very general way throughout the Plans. Guidelines confirming the municipality's role in energy planning from a land use planning perspective in consideration of the Province's Long Term Energy Plan, and participation in the regional energy planning process are required to facilitate effective collaboration between stakeholders.*
32. *Further to Comment 31 above, clearly define stakeholder (municipalities, public) roles and opportunities for participation in the Environmental Assessment (EA) process, and how the EA process relates to the Planning Act process required for certain types of infrastructure.*
33. *The Province should provide enhanced support to municipalities on matters of provincial policy application and interpretation, particularly when dealing with such infrastructure situations in which the municipality is the approval authority under the Planning Act, and a commenting agency to the Province under the EA Act for concurrent approvals processes.*
34. *Define 'Waste management systems', which has been added to the list of types of infrastructure listed in the ORMCP's infrastructure definition. The PPS defines 'waste management system' as "sites and facilities to accommodate solid waste from one or more municipalities and includes recycling facilities, transfer stations, processing sites, and disposal sites". It does not seem appropriate to locate waste management infrastructure in the ORM or Protected Countryside of the Greenbelt for which the objectives are to 'ensure that only land and resource uses to maintain, improve or restore the ecological and hydrological function of the areas are permitted' and 'gives permanent protection to the natural heritage and water resource systems that sustain ecological and human health...'; respectively. Prohibit new waste management systems from locating on the ORM or in the Protected Countryside of the Greenbelt.*

Growing the Greenbelt

New policies have been added to the Greenbelt Plan to:

- Support the Province in leading a process to identify potential areas to be added to the Protected Countryside of the Greenbelt, focusing on ecological and hydrological significance; and

- Outline that the Province will consider municipal requests to grow the Greenbelt's Protected Countryside, or Urban River Valley designations.

The updated Greenbelt Plan would also grow the Greenbelt by recognizing major river valleys and coastal wetlands as part of the Urban River Valley system.

Plan Implementation & Engagement and Monitoring

As noted throughout this report, the Province's coordinated review of the Plans generally proposes to streamline and align the policy framework between the documents and to improve linkages with the PPS, 2014 and other provincial initiatives. The updates introduce new definitions and contemporary terminology in support of the proposed policy changes. New policies encourage coordination between planning authorities and First Nations & Metis communities, and the facilitation of general knowledge sharing in growth management and land use planning. The updated Plans continue to support data collection and monitoring efforts, and introduce municipal reporting requirements to measure their effectiveness.

The proposed changes generally address King's previous comments relating to improving alignment between the Plans and the PPS, 2014. The Province has committed to developing a number of technical guideline documents to support Plan policies, which would be helpful in assisting with municipal conformity and implementation, provided they are released in a timely manner.

The proposed Plans do not provide for a transition period, meaning that planning decisions would be required to conform to the Plans the day the Plans come into effect. Policies relating to updated intensification and density targets would be applicable to King upon the completion of the Region's next municipal comprehensive review. Recommended comments relating to Plan implementation are provided below.

Recommended Comments:

- 35. The Province's commitment to providing technical guidelines in support of its plans is very positive. It is requested that technical guidelines be completed and released in timely manner upon the approval of the Plans, particularly given there is no transition period, and planning decisions are required to conform immediately.*
- 36. Exempt from appeal rights for required conformity provincial exercises to help municipalities to implement the updated provincial Plans in a timely and efficient manner.*
- 37. It is requested that the Province close inactive Planning Act applications that are older than a certain time frame (for example, 8 years). In many cases, long inactive planning applications no longer uphold the intent of the Plans, and present challenges to municipal implementation and decision making in the interest of good planning. Alternatively, consider providing municipalities with enhanced tools to close long dormant planning applications to reduce appeals and ensure conformity.*
- 38. Add a road network to the Greenbelt Plan schedules to enhance ease of reference.*

It is intended that this report, including Appendix A, will be submitted to the Province prior to October 31, 2016 as the Township's submission to the Province's Coordinated Land Use Plan Review.

Next Steps

The King Township Official Plan Review process will continue to address Growth Plan, Greenbelt Plan, and the ORMCP conformity based on the existing Provincial Plans and the PPS, 2014. The work undertaken in support of King's Official Plan Review will consider closely the review of the provincial plans. At this point the timing of the completion of the provincial Plan review is not known. Should the timing of the completion of King's Official Plan Review coincide with the updated provincial Plans coming into effect, the Official Plan will be assessed at that time, and modified as may be necessary to incorporate updated policy concepts and terminology. In this regard, it should be noted that King will not be required to conform to the updated population, employment, intensification and density targets until such time as the Region completes its municipal comprehensive review and incorporates the new targets. Planning staff understands the Region's municipal comprehensive review has been placed on hold pending the completion of the Province's coordinated Plan review. Planning staff will continue to monitor the progress of the provincial review, and the subsequent completion of the Region's municipal comprehensive review in the context of King's policy initiatives.

5. INTEGRATED SUSTAINABILITY PLAN LINKAGE:

King Township's participation in the Province's review of the Growth Plan, Greenbelt Plan, and ORMCP is aligned with the Integrated Community Sustainability Plan's land use planning and infrastructure goals under the environmental pillar. The Sustainability Plan is also consistent with many community based socio-cultural, economic and financial goals because it will help to: (i) ensure the long-term protection of natural heritage and hydrological resources, agricultural and rural economy viability, and (ii) attain the necessary tools to achieve local goals for sustainability within the provincial policy framework.

6. FINANCIAL IMPLICATIONS:

There are no specific financial impacts associated with this Report.

7. CONCLUSION:

This report is to provide an overview of the proposed amendments to the Growth Plan for the Greater Golden Horseshoe (Growth Plan), Greenbelt Plan, and the Oak Ridges Moraine Conservation Plan (ORMCP) in the context of the Township's previous comments on the Plans (ii) recommend comments on the 2016 proposed amendments resulting from the Coordinated Provincial Review, and (iii) provide these comments as the Township's submission to the Ministry of Municipal Affairs and Housing for its consideration and action.

Planning staff supports the intent of the Plans, King's valuable role in their implementation, and the effect the Plans have had on the local planning landscape. The recommended comments contained herein are intended to build upon the successes of the Plans to date, and Township

staff is pleased to see the proposed changes address many of the Township's previous comments.

It is respectfully recommended that Council endorse the comments outlined in this report which include Appendix A, and to direct staff to submit this feedback as the Township's submission to the Ministry of Municipal Affairs and Housing, as per the Recommendations in Section 1 for its consideration in the context of the coordinated land use plan review.

8. **ATTACHMENTS:**

Appendix A – Township of King 2015 Comments on Province's Coordinated Land Use Plan Review (submitted to Province as Planning Report P-2015-20, dated May 2015)

Prepared By:


Sarah Allin, MCIP, RPP
Planner – Policy

Submitted By:


Stephen Kitchen, MCIP, RPP
Director of Planning

APPENDIX A TO P-2016-31R:

Previous 2015 Township Comments Submitted to the Province

Theme	Number	Township Comment	How Comment has been Addressed?
<p>A. Agricultural Viability and the Rural Economy</p>	<p>1</p>	<p>Re-evaluate the definitions of agriculture, agriculture-related uses, and secondary uses to ensure they are reflective of contemporary practices, and to allow flexibility to apply a more systems- or farm community-based approach rather than all related and secondary uses required to be related to “a” or “the” farm. The definitions should be modified to apply to the local farming community, as determined by the municipality. Further, any modifications to these definitions should be consistent throughout provincial policy documents, including the PPS 2014.</p>	<p>Proposed amendments have modified the plans to introduce an agricultural system approach, consistent with PPS, 2014. This includes redefining the “agricultural system” to include an “agricultural support network” which is newly defined. Modifications to the ORMCP and GB Plan provide for a broader range of agriculture-related uses and enable such uses to serve the farming community in the area.</p>
	<p>2</p>	<p>As permitted in the PPS 2014, allow for on-farm diversification activities (such as crafts, farm-related tourism, farm-related processing) and value-added agricultural uses (small restaurant, cheese shop) to support agricultural viability and allow farmers to capitalize on rural economic opportunities, to help reduce economic risk on the farm. Consider requiring the farm operation on the property to produce a minimum proportion of the source product for the value added operation to allow for situations whereby the facility requires more product than can be produced on the farm.</p>	<p>Proposed amendments provide for on-farm diversified uses which include value-added agricultural products, aligned with PPS, 2014 to service the broader farming community.</p> <p>In the ORMCP's Natural Core Areas and Natural Linkage Areas, on-farm diversified uses are permitted only in the Prime Agricultural Areas.</p> <p>Proposed amendments also provide for additional flexibility for agriculture-related uses to service the broader farming community.</p>
	<p>3</p>	<p>Introduce policies to protect the quality of agricultural lands for such purpose, perhaps in a manner similar to those that apply to the destruction of natural heritage features, and provide tools to municipalities to enforce policies to prevent deliberate actions causing the degradation of farmland.</p>	<p>The proposed ORMCP, GB Plan, and Growth Plan include new policies requiring agricultural impact assessments where non-agricultural uses are proposed in Specialty Crop Areas, and Prime Agricultural Areas to assess and avoid or mitigate potential adverse impacts.</p>

Theme	Number	Township Comment	How Comment has been Addressed?
			<p>Agricultural impact assessments would also be required, for example, in support of proposed settlement area expansions.</p>
	4	<p>Expand the range of uses permitted in the rural area to include additional uses that have been traditionally located in the rural area to allow for the development of a rural economy, at a size and scale appropriate to the rural area, as determined by the municipality. Such uses could include nature- and agricultural-based tourism, apartments-in-houses, and secondary suites, second dwellings for farm help (subject to meeting local criteria), agricultural-related processing and packing operations, and produce storage facilities.</p>	<p>The proposed changes to the ORMCP and GB Plan enable an expanded range of uses in the rural areas that include on-farm diversified uses (including agri-tourism, home occupations, and producing value-added products).</p> <p>Agricultural uses are permitted in rural areas. The amended definition of agricultural use in the GBP and ORMCP includes: value-retaining facilities and accommodations for full-time farm help, consistent with PPS, 2014.</p> <p>The ORMCP definition of Bed and Breakfast no longer restricts the number of guest rooms (currently a maximum of three guest rooms are permitted).</p>
	5	<p>Address the inconsistency between the ORMCP and GBP relating to additional dwellings accessory to agricultural uses, where it has been demonstrated that on-site farm help is warranted. For example, the ORMCP requires that a second dwelling for farm help as a use accessory to the agricultural use must be temporary, mobile, or portable, whereas the GBP allows accommodation for full-time farm labour as part of the agricultural use. The temporary, mobile, and portable requirement can make it difficult for the farming community to provide quality housing and therefore attract employees. The current policies place agricultural lands on the moraine at a disadvantage compared with agricultural lands situated off the moraine.</p>	<p>This matter has been addressed. The ORMCP definition of agricultural use is updated to include accommodation for full-time farm labour, consistent with PPS, 2014, and the Greenbelt Plan.</p> <p>Section 34(Uses Accessory to Agricultural Uses) of the ORMCP, 2001, requiring accommodation for full-time farm labour to be temporary and mobile, is proposed to be deleted.</p>

Theme	Number	Township Comment	How Comment has been Addressed?
	6	Modify rural area policies to better provide for and support home-based businesses, a valuable sector of the rural economy. These policies need to be supported by Township-wide broadband connectivity.	<p>Home business and home industries are permitted throughout the ORMCP area. On-farm diversified uses, which include home occupations are permitted in prime agricultural areas in the Natural Core Area and Natural Linkage Area, and permitted in the Countryside Area.</p> <p>Rural lands are to support and provide the primary locations for a range of recreational, tourism, and resource-based commercial/industrial uses.</p> <p>On-farm diversified uses (including home occupations and home industries) are permitted in the Protected Countryside of the Greenbelt.</p>
	7	Predominantly rural municipalities be permitted to locate municipal facilities, such as a works yards, which service large geographic, within the GBP and the ORM. Due to the distances between settlement areas, there is a need to locate these facilities in a more efficient and sustainable manner to better service both villages and the rural countryside.	<p>The proposed Greenbelt Plan includes a new policy (3.1.4.9) "Where public service facilities exist on rural lands, consideration should be given to maintaining and adapting these community hubs where feasible, to meet the needs of the community". Public service facilities and infrastructure are defined terms. The proposed ORMCP include a similar policy as a purpose of the Countryside Area (s. 13(1)(e)).</p>
B. Equine Industry	8	Modify the policies of the ORMCP and GBP, as necessary to provide for a provincial land use policy environment that better supports the equine industry and support uses in rural areas.	<p>The proposed Greenbelt Plan and ORMCP provide for accommodation of full-time farm labour consistently across the Plan areas, in addition to an expanded range of agriculture-related uses and on-farm diversified uses. These changes would appear to support the equine industry.</p>
C. Balancing	9	Address conflicts between natural heritage	While the proposed plans include new

Theme	Number	Township Comment	How Comment has been Addressed?
Natural Heritage Protection and Normal Farm Practices		preservation and agricultural practices, and introduce policies to establish a clear order of priority and balance these goals, where necessary.	requirements for agricultural impact assessments, it does not appear the proposed modifications explicitly address situations in which there is a direct conflict between the protection of natural heritage and the continuation of normal farm practices.
	10	Consult with the agricultural community in this regard to help inform reasonable policies to address this matter.	The proposed plans are available to all stakeholders for commenting.
D. Evaluation of Small-Scale Development in the ORM	11	The policies of Section 23 and 26 of the Oak Ridges Moraine Conservation Plan should be modified to provide municipalities the flexibility to reduce, scope or waive the application requirements for an existing residential lot, subject to certain criteria that ensures the intent of the ORMCP is fulfilled.	The proposed ORMCP does not appear to address this matter directly.
	12	Alternatively, consider reduced Minimum Areas of Influence for identified KNHFs and/or Hydrologically Sensitive Features within the built up area of Settlement Areas that are more appropriate for the nature/density of development in these more urban areas.	The proposed plan does not appear to address this matter directly.
	13	The Oak Ridges Moraine Foundation's paper entitled "Evaluation of the Oak Ridges Moraine Conservation Plan" addresses this issue and suggests also that the Province provide direction on this matter via Technical Guidelines.	The proposed plan does not appear to address this matter directly.
E. Major Development in the ORM	14	Develop more appropriate approval and information requirements for agricultural structure proposals that exceed 500 m ² that ensure the protection of Key Natural Heritage Features, and Hydrologically Sensitive Features, but also align with the Province's	The proposed plan does not appear to provide for any relief from supporting documentation requirements for agricultural proposals that constitute major development. There are in fact new requirements for major development

Theme	Number	Township Comment	How Comment has been Addressed?
		goals to encourage agricultural viability.	<p>applications to demonstrate there is sufficient assimilative capacity to deal with sewage from the development.</p> <p>The proposed ORMCP does include new policies that would exempt buildings and structures for agricultural uses, agriculture-related uses and on-farm diversified uses from the requirements to undertake Natural Heritage Evaluations (NHE) and Hydrological Evaluations (HE), while still ensuring that ecological impacts are minimized.</p>
F. Recreational Uses in the ORM	15	The review of the ORMCP should modify section 38 to clearly specify the nature and types of uses intended to be permitted as major recreational uses.	Section 38 of the ORMCP does not appear to have been modified.
	16	Modify section 37 describing low intensity recreational uses to clearly specify the nature and types of these uses intended to be permitted in the ORMCP.	Section 37 does not appear to have been modified with respect to clarifying what constitutes a major recreational use. References to green infrastructure and LIDs have been added, in addition to a requirement to ensure impacts on surrounding agricultural operations are avoided/mitigated.
	17	Provide additional direction on this matter via technical guidelines.	The Province has committed to development technical guidelines on certain topics. Guidelines have not been released to date.
G. Lot Creation	18	The review of the ORMCP should modify the lot creation policies to reduce ambiguity, clarify language, and make the Plan easier for readers to navigate with respect to this matter.	Lot creation policies in the ORMCP have been updated to better align with other provincial plans and the PPS, 2014.
	19	Address inconsistencies pertaining to lot creation between the ORMCP and the Protected Countryside policies of the Greenbelt Plan, particularly with respect to farm retirement lots, which are permitted	Lot creation policies of the proposed ORMCP and GB Plan have been modified to provide for greater consistency and alignment with PPS, 2014.

Theme	Number	Township Comment	How Comment has been Addressed?
		<p>in certain circumstances in the Oak Ridges Moraine area but not provided for in the agricultural areas of the Greenbelt. The PPS does not permit farm retirement lots, and it is recommended the Plans' policies share the same firm position on the issue of farm retirement lots and align the PPS, the ORMCP and GBP.</p>	<p>ORMCP proposed modifications:</p> <ul style="list-style-type: none"> • ORMCP farm retirement lot policies are proposed to be deleted (aligning with the GB Plan and PPS); • Permitting severances for a surplus dwelling resulting from a farm consolidation • Permitting the severance of two or more lots, provided the severed and retained lots are at least 100 acres.
<p>H. ORM Landform Conservation Policies</p>	<p>20</p>	<p>The ORMCP's Landform Conservation policies are unclear as to how the thresholds for disturbance and impervious surface should be applied (for example, on an application basis, or a lot basis). The review of the Oak Ridges Moraine Plan should revisit this policy section to more clearly identify and convey the intent of the policies, as well as to consider whether they have been effectively and consistently implemented across the ORMCP Area.</p>	<p>The proposed ORMCP does not appear to address this matter.</p>
<p>I. ORMCP Areas of Natural and Scientific Interest (Earth)</p>	<p>21</p>	<p>The Oak Ridges Moraine Conservation Plan's Earth ANSI policies have been difficult to implement. It has been Planning staff's experience that the field of expertise to study and prepare an Earth Science Heritage Evaluation is limited, and it is unclear as to how impacts of development on these features are to be assessed. Further, the boundaries of the Earth ANSIs in King appear to follow lot lines/concession blocks, raising questions about the science behind their delineation. The review of the Plan should:</p> <ul style="list-style-type: none"> • Revisit this policy section to assess its effectiveness, practicality of implementation, and how the policies have been applied and implemented across the ORMCP area. • Reassess the methodology used to delineate 	<p>The proposed ORMCP does not appear to have addressed this matter.</p>

Theme	Number	Township Comment	How Comment has been Addressed?
		Earth Science ANSIs.	
J. Infrastructure	22	Revisit the infrastructure policies of the plans to clarify their intent, and tighten up and harmonize the language and terminology utilized within and among the Plans in this regard.	<p>Greenbelt Plan</p> <ul style="list-style-type: none"> • Proposes change from requiring infrastructure to support "...rural settlement areas" to "Towns/Villages and Hamlets", providing for the intent to permit infrastructure in the rural area at a scale to serve surrounding urban areas in the Greenbelt. • New policy requiring new or expanding infrastructure to avoid specialty crop areas and prime agricultural areas unless need has been demonstrated, and there is no reasonable alternative. • New policy requiring agricultural impact assessment when infrastructure is proposed to cross specialty crop and prime agricultural areas. • New policy direction for infrastructure to minimally traverse/occupy the water resources system, and to minimum negative impacts. • New direction that planning for infrastructure be undertaken in an integrated and coordinated manner, including land use and master planning to ensure it is financially viable over its lifecycle. <p>ORMCP</p> <ul style="list-style-type: none"> • Modify the terminology from "transportation, infrastructure and utilities" to "infrastructure to align with the PPS, 2014 and other plans •

Theme	Number	Township Comment	How Comment has been Addressed?
			<ul style="list-style-type: none"> • The definition of infrastructure has been broadened to include waste management systems, electric generation facilities and transmission and distribution systems and septage treatment systems • New policies requiring infrastructure proposals to be supported by the necessary studies (integrated approach), and to demonstrate the need for the project and that there is no reasonable alternative where proposed in a prime agricultural area. • New requirement to demonstrate adequate servicing capacity availability, and greenhouse gas emissions assessment. <p>Growth Plan</p> <ul style="list-style-type: none"> • New policy encouraging the protection of infrastructure corridors; and require planning for infrastructure corridors to avoid, minimize or mitigate impacts on agricultural and natural heritage systems. • New policy adapted from existing GB Plan policy preventing the extension of Great Lakes based services to communities currently serviced by inland sources. <p>The proposed plans also require municipalities to undertake stormwater master plans, informed by watershed planning.</p>
	23	Provide clarity with respect the types and scale of	See above. The plans include more detailed

Theme	Number	Township Comment	How Comment has been Addressed?
		infrastructure intended to be permitted in various areas and designations of the ORMCP and GBP areas.	policies and definitions have been generally aligned. The plans proposes a broader range of infrastructure, possibly at a greater scale to serve surrounding urban areas.
	24	Address and provide guidance for new and emerging infrastructure technologies.	The GBP includes new policies that address resiliency of infrastructure and accounting for new concepts such as green infrastructure and LIDs.
	25	Result in better coordination at the provincial level between provincial ministries to effectively and efficiently review and process proposals for provincial infrastructure.	This matter does not appear to be explicitly addressed; although the Province has undertaken reviews of the procurement process for large energy infrastructure.
	26	Clearly define and convey stakeholder (municipalities, public) roles and opportunities for participation in the Environmental Assessment (EA) process, and how the EA process relates to the Planning Act process required for certain types of infrastructure.	This matter does not appear to be addressed explicitly in the proposed policies.
	27	In general, the Province needs to provide better support to municipalities on matters of provincial policy application and interpretation, particularly when dealing with such infrastructure situations in which the municipality is at times the approval authority under the Planning Act, and a commenting agency to the Province under the EA Act for concurrent similar approvals processes.	This matter does not appear to be addressed explicitly in the proposed policies.
K. Wellhead Protection Areas and Areas of High Aquifer Vulnerability	28	Update the ORMCP and GBP as necessary to identify and resolve mapping and policy conflicts, and terminology inconsistencies.	New subsections are proposed that reference the Clean Water Act, and the Nutrient Management Act.

Theme	Number	Township Comment	How Comment has been Addressed?
	29	Strive for consistency between the various pieces of legislation in this regard to minimize confusion and complexity in applying and implementing these plans in jurisdictions such as King, where multiple provincial plan areas overlap.	No changes made in this regard to the ORMCP. Staff must continue to ensure all legislation is addressed.
L. Excess Fill from Redevelopment and Construction Sites	30	Update and introduce policies to better protect the Plan areas from being susceptible to illegal dumping of excess fill, and provide municipalities with tools to implement and enforce such policies.	The recognition of this issue in the plans is a positive change. All three Plans have been amended to require municipalities and industry to use best practices for soil re-use, and management of excess soil and fill, so as to avoid adverse impacts on the natural environment or the current or proposed use of the property.
M. Strategic Employment Lands	31	The King Township Economic Development Strategy (EDS) identified one of the actions to achieve Goal 1 is to pursue opportunities to designate the lands at Highway 400 and King Road as a Strategic Employment Area for future growth and the achievement of long-term employment targets for York Region.	This review is not considering the removal of lands from Greenbelt.
	32	In March 2013, Council passed a resolution supporting the conclusions of the Greater Toronto Countryside Mayors Alliance report, entitled "Phase Two: Economic Strategies for the Sustainability of the Greater Toronto Countryside Municipalities", prepared by Millier, Dickinson Blais, including the following as it relates to the Places to Grow: Growth Plan for the Greater Golden Horseshoe, summarized in the related Township staff report ADMIN 2013-02: <ul style="list-style-type: none"> Identify strategic employment lands that should be protected, particularly along the 400 series highway network. Where land adjacent to this infrastructure is otherwise 	Growth Plan proposes new two-tier approach to employment lands. New policies that would require municipalities to designate suitable lands near goods movement facilities and corridors as prime employment areas; such lands would be protected over the long term for land intensive/low employment density uses. These lands would not be eligible for conversion to non-employment uses. New policies requiring municipalities to also designate other employment areas that would

Theme	Number	Township Comment	How Comment has been Addressed?
		protected, that protection needs to be carefully considered in light of the opportunity it presents to stimulate economic growth.	<p>permit a wider range of employment uses.</p> <p>Employment areas are proposed to be designated in the upper-tier municipal official plan. Conversion would only be permitted through the Region's municipal comprehensive review.</p>
	33	Given that the Greenbelt Plan is likely only to be reviewed every ten years or more, it is recommended that the Greenbelt Plan be amended to allow for the development of strategic employment lands adjacent to 400 series Highway if there is sufficient demonstration and justification provided to the satisfaction of the Minister and on the recommendation of the local and regional municipality.	This review is not considering removing lands from the greenbelt.
N. Coordination and Consistency	34	Implement consistent definitions, language and terminology, and technical requirements to minimize the complexity of implementation in the local context, particularly where multiple provincial plans/documents are applicable within the same geographic area.	Efforts have been made to align the provincial Plans, and provide for more consistent terminology.
	35	Have greater regard for and mitigate inconsistencies between provincial planning documents with respect to how similar topic areas are addressed, such as in the case of additional dwellings for farm-help, lot creation, infrastructure, and definitions.	Efforts have been made to align the provincial Plans, and reduce topic-specific inconsistencies, including those related to accommodation for farm labour, lot creation, and definitions.
	36	Recognize the significant differences in the way in which each of the ORMCP and GBP is written, and make necessary adjustments to better harmonize the Plans.	Changes to the format/structure of the Plans are not proposed.

Theme	Number	Township Comment	How Comment has been Addressed?
	37	Improve readability of the ORMCP in particular, which requires interpreters to make numerous jumps between sections.	Changes to address this matter are not proposed.
O. Local Context	38	Modify the Plans to provide municipalities opportunities for flexibility in the application of certain policies to account for the local context in areas such as documentation requirements for small-scale residential uses, existing uses and expansions thereof, and support uses for the agricultural and rural economy.	Proposed changes provide for a broader range of uses and increased flexibility for the agricultural and rural economy. The proposed ORMCP includes new policies that would exempt buildings and structures for agricultural uses, agriculture-related uses and on-farm diversified uses from the requirements to undertake NHEs and HEs, while still ensuring that ecological impacts are minimized. No changes are proposed that would enable municipalities to exempt certain requirements (such as an NHE) for small-scale residential proposals on land within the built-up areas of the communities.
P. Provincial Support	39	Identify opportunities for providing enhanced provincial support to municipalities with respect to policy interpretation.	The Province has committed to develop a number of technical guidelines to support its policies. The list of topics has not yet been released.
	40	Identify areas that require additional technical guidelines, such as providing definitions for vague terms, including "local" and "small-scale", are used throughout the Plans, and further undertake to develop such guidelines.	The province has committed to develop a number of technical guidelines to support its policies. The list of topics has not yet been released. Ensure such guidelines are released in a timely manner so as to support municipal conformity exercises.
	41	Identify where policies have been interpreted and applied inconsistently between municipalities, provide interpretation, and modify such policies as necessary.	It does not appear any information has been released by the Province in this regard.
Q. Monitoring	42	Any monitoring undertaken by the Ministry of	Planning staff understands that monitoring data

Theme	Number	Township Comment	How Comment has been Addressed?
		Municipal Affairs and Housing to date should be made available to stakeholders as early in the process as possible to assist in providing meaningful input into the upcoming review of the ORMCP and GBP.	will not be released.
	43	King Township is interested in understanding what monitoring efforts and been undertaken to date, and whether any assessments have been made as to the effectiveness of the plans.	Planning staff understands that monitoring data will not be released.



Town of
East Gwillimbury

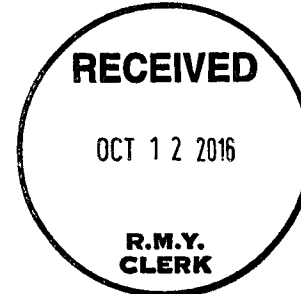
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P17
PLANNING

October 3, 2016

Denis Kelly
Regional Clerk
The Regional Municipality of York
17250 Yonge Street
Newmarket, Ontario L3Y 6Z1



Dear Denis Kelly:

For your information and records, at its regular meeting held on September 20, 2016 the Council of the Town of East Gwillimbury enacted as follows:

BE IT RESOLVED THAT the addendum letter entitled Town Feedback on Proposed Changes to Provincial Plans through the Coordinated Land Use Planning Review, pertaining to Development Services, Planning Branch Report P2016-74, be received; and

THAT Council endorse the staff comments and the addendum letter as the Town's formal input on the Province's Coordinated Land Use Planning Review; and

THAT a copy of Development Services, Planning Report 2016-74 and the addendum letter be forwarded to the Ministry of Municipal Affairs and Housing, Julia Munro (MPP York Simcoe) and York Region.

If you have any further questions feel free to contact the undersigned.

Yours truly,

Fernando Lamanna, B.A., Dipl. M. M., CMO
Municipal Clerk

Enclosure: Development Services, Planning Report 2016-74 and Addendum letter

CC: Honourable Minister, Ministry of Municipal Affairs and Housing
Julia Munro, MPP

"Our town, Our future"



Town of
East Gwillimbury

DEVELOPMENT SERVICES REPORT P2016-74

To: Committee of the Whole Council
Date: September 7, 2016
Subject: Town of East Gwillimbury Comments on Provincial Coordinated Land Use Planning Review: Proposed Provincial Changes to the Oak Ridges Moraine Conservation Plan, Greenbelt Plan and Growth Plan
Origin: Development Services, Planning Branch

RECOMMENDATIONS

1. **THAT** Development Services, Planning Branch Report P2016-74 dated September 7, 2016, regarding the Town of East Gwillimbury comments on the Provincial Coordinated Land Use Planning Review: Proposed Provincial Changes to the Oak Ridges Moraine Conservation Plan, Greenbelt Plan and Growth Plan, be received;
2. **THAT** Council endorse staff comments as the Town's formal input on the Province's Coordinated Land Use Planning Review; and
3. **THAT** a copy of this Report be forwarded to the Ministry of Municipal Affairs and Housing, Julia Munro (MPP York Simcoe) and York Region.

PURPOSE

This report outlines Town staff's comments on the Province's proposed changes to the Oak Ridges Moraine Conservation Plan, Greenbelt Plan and the Growth Plan. It also seeks Council endorsement of these comments as input in the Province's Coordinated Land Use Planning Review.

BACKGROUND

The Province's Coordinated Land Use Planning Review

In February 2015, the Province formally launched a coordinated review of the Oak Ridges Moraine Conservation Plan ("ORMCP"), the Niagara Escarpment Plan, the Greenbelt Plan, and the Growth Plan. The review of these Plans has been consolidated in recognition of the interconnected nature of the goals and implementation of these Plans, particularly in areas related to managing growth, protecting agricultural lands and the natural environment, reducing greenhouse gas emissions, and supporting economic development. As the boundaries of the Niagara Escarpment Plan fall outside of the Town of East Gwillimbury, it has not been included in the Town staff's review.

The Province's coordinated review includes two phases of consultation. The first phase occurred during the spring of 2015 and requested general feedback on the Plans in an effort to identify subject areas where the Plans have been successful, where improvement needs to be made, and how they can work better together. The Town

provided formal comments to the Province through Development Services Report P2015-021 which was endorsed by Council in May 2015.

The second phase of consultation began in May 2016 with the release of draft amendments to each of the Provincial Plans. The amended plans are available on the Province's website (www.ontario.ca/landuseplanningreview). Staff provided Council with an overview of some of the major amendments in the June 2016 Development Services Memorandum. The Province is soliciting feedback on the proposed changes to the Provincial Plans by mail, email, through their consultation webpage and postings on the Ontario Environmental Registry. Additionally, 12 Public Open Houses were scheduled in May, June and July across the Greater Golden Horseshoe so the public could speak directly with staff from a variety of Provincial Ministries and offer their input. The Province originally requested that all comments be submitted by September 30, 2016, but has since extended this deadline to October 31, 2016.

DISCUSSION AND ANALYSIS

Town Input

Town staff have reviewed the proposed changes to the ORMCP, Greenbelt Plan and Growth Plan. Additionally, staff attended one of the Provincial Public Open Houses and two technical workshops led by the Province for municipal staff. Staff are generally supportive of many of the proposed amendments to the Plans; particularly the introduction of climate change policies, recognition of the Agricultural economy and flexibility for agricultural uses. Staff's detailed comments are attached to this report as Appendix 1. These comments focus on the following themes:

- Dedicated Financial Support and Infrastructure
- Implementation Support, Tools and Education
- Additional Guidance for Implementation Challenges
- Closing Transitioned Applications
- Intensification and Density Targets
- Protection of Employment Lands
- Clarity for Settlement Area Expansion
- Expanding the Urban River Valley Designation

Regional Input

York Region invited staff from all nine local municipalities to participate in Regional level discussions on these Plans. This included opportunities to discuss the proposed Provincial Plan changes directly with Provincial staff. The expected outcome of these discussions is a submission to the Province from York Region that includes coordinated comments from the Region and local municipalities. Town staff will continue to participate in these discussions and relay any formal Town comments. Staff recommend that in addition to Regional collaboration, the Town also submit its individual comments to the Province.

NEED FOR PUBLIC CONSULTATION

The Province's work plan for the Coordinated Land Use Planning Review includes two phases of public consultation. Phase 1 occurred in the spring of 2015 and included extensive opportunities for the public to provide input, including Town Hall Meetings and digital submissions. The Province requested general feedback on the Plans in an effort to identify subject areas where the Plans have been successful, where improvement needs to be made, and how the Plans can work better together.

In the current phase (Phase 2), the Province is seeking detailed feedback on the proposed changes to the Provincial Plans that were released in May 2016. The public is able to participate through a variety of methods, including by mail, email, the Province's consultation webpage, a posting on the Ontario Environmental Registry, or by attending one of the Public Open Houses occurring across the Greater Golden Horseshoe. Staff encourage all interested parties to participate in the Province's consultation process, as additional consultation at the local level is not scheduled at this time. The Town's input to the Province throughout the Coordinated Review is available to the public through the agendas, reports and minutes posted on the Town's website.

FINANCIAL IMPLICATIONS

Implementing the policies of Provincial Plans has a direct impact on the budget and financial planning of the Town. The Town will need to continue to invest significant dollars to build the infrastructure required to meet the growth forecasts of the Growth Plan, and will require better support from the Province to achieve its goals. In addition, there may be financial implications related to updates to policy documents (like Official Plan conformity exercises) and master plan updates.

ALIGNMENT TO STRATEGIC PLAN

The recommendations of this report align with the following Strategic Pillar:

- #2 Building a complete community that provides healthy places to live, work, play and learn

ATTACHMENTS

Appendix 1 – Town Input for the Provincial Plan Review

Prepared by:

Original signed by

Trish Elliott, MCIP, RPP
Senior Planner

Reviewed and Recommended by:

Original signed by

Carolyn A. Kellington, MCIP, RPP
General Manager, Development Services

Reviewed and Recommended by:

Original signed by

Nick Pileggi, MCIP, RPP
Director of Planning

Approved for Submission by:

Original signed by

Thomas R. Webster
Chief Administrative Officer

APPENDIX 1 – TOWN INPUT FOR THE PROVINCIAL PLAN REVIEW

Staff are generally supportive of many of the proposed amendments to the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Growth Plan. This particularly includes the introduction of climate change policies, and the recognition of the Agricultural economy and flexibility for agricultural uses. Additional amendments or consideration should be provided for the following:

Dedicated Financial Support and Infrastructure

- Dedicated financial support is still required for municipalities to implement the policies and targets of the Provincial Plans. There are large financial implications for municipalities, particularly small municipalities, to complete conformity exercises, address appeals, etc.
- It is important that there is certainty behind the funding/timing of infrastructure delivery to achieve the growth forecasts and complete community goals of these plans. For example, a highway link between Highway 400 and Highway 404 is needed to provide an effective east-west transportation route.
- Certainty, funding and timing for the Upper York Servicing Solution (UYSS) is also of utmost importance to the Town, in order to appropriately plan and manage forecasted growth, and ensure a fiscally responsible municipal government.

Implementation Support, Tools and Education

- Funding, tools and programs (e.g. education) are needed to help the Town both communicate and meet the targets of the Provincial Plans while balancing the needs of municipal Councils and existing residents.

Additional Guidance for Implementation Challenges

- The Province has identified that 20+ guidance documents are currently being prepared in relation to the Provincial Plans. It is important that consultation occur on these documents, as municipalities can offer on-the-ground insight as to what requires clarification and what may be difficult to implement without further guidance.
- The Provincial Plans need to provide better guidance on the appropriate locations for cemeteries within the context of agricultural and environmental land protection, and density requirements within settlement areas. This is an implementation challenge for municipalities.
- Additional guidance is required to illustrate the intention for “community hubs”; particularly the expectations and differences between those in settlement areas and those within the rural area or hamlets.
- Conflicting Provincial Plan policies regarding the Holland Marsh Specialty Crop area have not been addressed (i.e. balancing the agricultural viability of the land and protection of natural heritage resources/provincially significant wetland).
- Prohibiting or limiting peat extraction within the Greenbelt and Oak Ridges Moraine has not be addressed through the Provincial Plans.

Closing Transitioned Applications

- The transition policies within the Greenbelt Plan and ORMCP should be amended to close these files. Consideration can be made for files that have been active throughout this time (e.g. a Draft Plan of Subdivision waiting for municipal servicing, but continuing work to prepare the site during this time), however, other files should be officially closed. Municipalities are receiving requests regarding applications that have not been active for quite some time and do not reflect the provisions of the Provincial Plans.

Intensification and Density Targets

- The Town will not be able to provide a significant amount of intensification units (on the Regional scale) due to the limited size of its built boundary. It may be helpful to recognize the infill/intensification potential of Greenfield Area development that was approved prior to the introduction of the Growth Plan, as the pre-Growth Plan densities in these communities may facilitate future redevelopment. The Provincial Plans could explicitly identify these lands and provide a density/intensification threshold to support built boundary intensification.
- The Town is supportive of density requirements around express rail GO Transit network. However, the Province needs to design these stations with the density and pedestrian friendly objectives of these Plans, i.e. no expansions to ground-level surface parking, inclusion of landscaping and pedestrian connectivity, proper grade separations for pedestrian and vehicular safety, ensuring development is on full municipal servicing, etc.

Protection of Employment Lands

- Lands east of Highway 404, west of Woodbine Avenue, between Green Lane and Davis Drive are currently located within the Greenbelt Plan. The Town continues to promote the notion that these lands should be identified and protected for employment uses in the long-term, when said lands are needed to achieve forecasted growth in the Town.
- Major retail should be explicitly prohibited within employment areas and prime employment areas.
- Growth Plan policy 2.2.5 restricts prime employment areas to settlement areas. There may be instances where it is desirable to consider existing/historical employment areas that are located outside of the settlement area, but are strategically located near goods movement networks (e.g. 400 series highway), as prime employment areas.

Clarity for Settlement Area Expansion

- The coordination of settlement area expansion policies between the Provincial Plans is helpful, however the proposed revisions provide uncertainty regarding the protection of lands. The coordinated provisions allow for Towns/Villages within the Greenbelt Plan to expand subject to a list of criteria, which could be used as justification to promote an expansion in communities where this may not be

intended. For example, subclauses 2.2.8.a and 2.2.8.m appear to create an opportunity to use the expansion of servicing capacity (e.g. larger treatment facility) within a Town/Village to accommodate existing underdeveloped land as justification to expand the boundary of the settlement area. Alternatively, the desire to expand the boundary of the settlement area may be used as justification to plan to expand servicing infrastructure/capacity.

Expanding the Urban River Valley Designation

- The Greenbelt Plan identifies River Valley Connections located outside of the Greenbelt within the Town. However, the Urban River Valley designation has only been applied to those connections that are located between the Greenbelt Plan Area and Lake Ontario. The Province should consider all of the connections identified in the Plans.
- The Urban River Valley designation should be applied to all lands along these corridors, not just public lands.



Town of
East Gwillimbury

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flamanna@eastgwillimbury.ca

September 21, 2016

[VIA EMAIL]

Land Use Planning Review
Ministry of Municipal Affairs
Ontario Growth Secretariat
777 Bay Street, Suite 425 (4th Floor)
Toronto, ON, M5G 2E5
landuseplanningreview@ontario.ca

**RE: Town Feedback on Proposed Changes to Provincial Plans through
the Coordinated Land Use Planning Review**

Thank you for the opportunity to provide feedback on the Proposed Changes to the Growth Plan, Greenbelt Plan and Oak Ridges Moraine Conservation Plan, as released May 2016. The following comments were endorsed by East Gwillimbury Council on September 20, 2016.

The Town supports some of the proposed amendments to the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Growth Plan. This particularly includes the introduction of climate change policies, and the recognition of the Agricultural economy and flexibility for agricultural uses. However, there are a number of key issues that are either missing or have not been properly addressed. In particular, these include:

- Lands within the Holland Marsh have been identified as “specialty crop area” within the Greenbelt Plan due to provincial muck soil analyses and high agricultural production rates. However, much of the specialty crop area is also identified as a provincial significant wetland, which places restrictions on farming activities. The Town and York Region have identified these conflicting goals and policies to the Province on many occasions, yet the draft Provincial Plans continues to ignore the issue. This needs to be addressed through the Coordinated Review.
- Two of the key goals of the Greenbelt Plan and Oak Ridges Moraine Conservation Plan are agricultural protection and environmental protection. However, these Plans are silent on restrictions and/or prohibitions on both peat extraction and commercial fill operations, which causes implementation challenges specifically for local municipalities. These operations do not support the goals of the Provincial Plans and should be explicitly restricted or prohibited within the Plan boundaries.

“Our town, Our future”

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- The Town has been challenged to meet its targets for employment growth due to a lack of municipally serviced employment lands. The Town's Highway 404 Employment Secondary Plan Area is required to meet the Province's job forecast to 2031, yet there have been funding issues and delays in the infrastructure needed to service these lands. The Town cannot appropriately accommodate employment growth without adequate funding for, and certainty on the timing of, the major infrastructure needed to service such growth. The Town recognizes and acknowledges the importance of achieving balanced growth. The lack of necessary infrastructure (water, sewer, roads, transit) significantly hampers our ability to achieve this balance.
- The Province needs to provide adequate funding and certainty regarding necessary infrastructure to support the connectivity of new growth areas and transit stations. The Green Lane GO Station is an invaluable transit hub for East Gwillimbury and will become even more important as the surrounding areas continue to develop. The rail line currently crosses Green Lane at-grade, which creates both traffic congestion and safety concerns, and require infrastructure such as rail flyovers to address these issues.

Additionally, the Town of East Gwillimbury recommends that the Province should further review the Provincial Plans and provide additional amendments or consideration for the following:

Dedicated Financial Support and Infrastructure

- Dedicated financial support is still required for municipalities to implement the policies and targets of the Provincial Plans. There are large financial implications for municipalities, particularly small municipalities, to complete conformity exercises, address appeals, etc.
- It is important that there is certainty behind the funding/timing of infrastructure delivery to achieve the growth forecasts and complete community goals of these plans. For example, a highway link between Highway 400 and Highway 404 is needed to provide an effective east-west transportation route.
- Certainty, funding and timing for the Upper York Servicing Solution (UYSS) is also of utmost importance to the Town, in order to appropriately plan and manage forecasted growth, and ensure a fiscally responsible municipal government.

Implementation Support, Tools and Education

- Funding, tools and programs (e.g. education) are needed to help the Town both communicate and meet the targets of the Provincial Plans while balancing the needs of municipal Councils and existing residents.

Additional Guidance for Implementation Challenges

- The Province has identified that 20+ guidance documents are currently being prepared in relation to the Provincial Plans. It is important that consultation occur on these documents, as municipalities can offer on-the-ground insight as to what requires clarification and what may be difficult to implement without further guidance.
- The Provincial Plans need to provide better guidance on the appropriate locations for cemeteries within the context of agricultural and environmental land protection, and density requirements within settlement areas. This is an implementation challenge for municipalities.
- Additional guidance is required to illustrate the intention for “community hubs”; particularly the expectations and differences between those in settlement areas and those within the rural area or hamlets.
- Conflicting Provincial Plan policies regarding the Holland Marsh Specialty Crop area have not been addressed (i.e. balancing the agricultural viability of the land and protection of natural heritage resources/provincially significant wetland).
- Prohibiting or limiting peat extraction and commercial fill operations within the Greenbelt and Oak Ridges Moraine have not be addressed through the Provincial Plans.

Closing Transitioned Applications

- The transition policies within the Greenbelt Plan and ORMCP should be amended to close these files. Consideration can be made for files that have been active throughout this time (e.g. a Draft Plan of Subdivision waiting for municipal servicing, but continuing work to prepare the site during this time), however, other files should be officially closed. Municipalities are receiving requests regarding applications that have not been active for quite some time and do not reflect the provisions of the Provincial Plans.

Intensification and Density Targets

- The Town will not be able to provide a significant amount of intensification units (on the Regional scale) due to the limited size of its built boundary. It may be helpful to recognize the infill/intensification potential of Greenfield Area development that was approved prior to the introduction of the Growth Plan, as the pre-Growth Plan densities in these communities may facilitate future redevelopment. The Provincial Plans could explicitly identify these lands and provide a density/intensification threshold to support built boundary intensification.
- The Town is supportive of density requirements around express rail GO Transit network. However, the Province needs to design these stations with the density and pedestrian friendly objectives of these Plans, i.e. no expansions to ground-level surface parking, inclusion of landscaping and pedestrian connectivity, proper grade separations for pedestrian and vehicular safety, ensuring development is on full municipal servicing, etc.

Protection of Employment Lands

- Lands east of Highway 404, west of Woodbine Avenue, between Green Lane and Davis Drive are currently located within the Greenbelt Plan. The Town continues to promote the notion that these lands should be identified and protected for employment uses in the long-term, when said lands are needed to achieve forecasted growth in the Town.
- Major retail should be explicitly prohibited within employment areas and prime employment areas.
- Growth Plan policy 2.2.5 restricts prime employment areas to settlement areas. There may be instances where it is desirable to consider existing/historical employment areas that are located outside of the settlement area, but are strategically located near goods movement networks (e.g. 400 series highway), as prime employment areas.

Clarity for Settlement Area Expansion

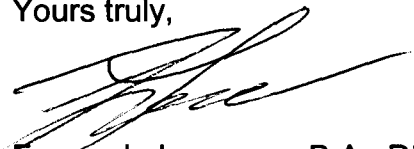
- The coordination of settlement area expansion policies between the Provincial Plans is helpful, however the proposed revisions provide uncertainty regarding the protection of lands. The coordinated provisions allow for Towns/Villages within the Greenbelt Plan to expand subject to a list of criteria, which could be used as justification to promote an expansion in communities where this may not be intended. For example, subclauses 2.2.8.a and 2.2.8.m appear to create an opportunity to use the expansion of servicing capacity (e.g. larger treatment facility) within a Town/Village to accommodate existing underdeveloped land as justification to expand the boundary of the settlement area. Alternatively, the desire to expand the boundary of the settlement area may be used as justification to plan to expand servicing infrastructure/capacity.

Expanding the Urban River Valley Designation

- The Greenbelt Plan identifies River Valley Connections located outside of the Greenbelt within the Town. However, the Urban River Valley designation has only been applied to those connections that are located between the Greenbelt Plan Area and Lake Ontario. The Province should consider all of the connections identified in the Plans.
- The Urban River Valley designation should be applied to all lands along these corridors, not just public lands.

Should you have any questions or require clarification on any of the above feedback, please contact the undersigned at the Town offices.

Yours truly,



Fernando Lamanna, B.A., Dipl. M. M., CMO
Municipal Clerk



Andrew Brouwer

Director, Legislative Services and Town Clerk

Town of Newmarket

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abrouwer@newmarket.ca

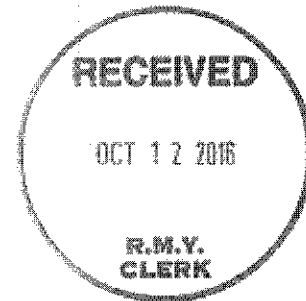
tel.: 905-953-5300, Ext. 2211

fax: 905-953-5100

October 4, 2016

Mr. Denis Kelly, Clerk
The Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6X9

Den S
Dear Mr. Kelly:



**RE: Development and Infrastructure Services/Planning and Building Services
Report 2016-28
Development and Infrastructure Services/Planning and Building Services
Report 2016-41
Council Extract dated October 3, 2016**

I am writing to advise that the above referenced reports were considered at the Committee of the Whole meeting held on September 26, 2016.

Council, at the regular meeting held on October 3, 2016 adopted the following recommendations:

THAT Council direct staff to submit Report 2016-28 to York Region and the Province of Ontario as the Town of Newmarket's comments on the draft versions of the Provincial Plans, released by the Province as part of the Coordinated Land Use Planning Review with the exception of those comments related to the Oak Ridges Moraine Conservation Plan;

AND THAT Council direct staff to submit Report 2016-41 to York Region and the Province of Ontario as Town of Newmarket's additional comments on the draft version of the Provincial Growth Plan, released by the Province as part of the Coordinated Land Use Planning Review, in addition to those comments contained in Report 2016-28.

Yours sincerely,

Andrew Brouwer

Director of Legislative Services/Town Clerk

AB:lm

copy: Mr. R. Nethery, Director of Planning and Building Services
att. (2)



Town of Newmarket
COUNCIL EXTRACT

Extract from the Minutes of the Council
Meeting held on Monday, October 3,
2016

22. Development and Infrastructure Services Report - Planning and Building Services 2016-41 dated October 3, 2016 regarding Coordinated Provincial Plans Review - Additional Growth Plan Density Comments.

i) THAT Council direct staff to submit Report 2016-41 to York Region and the Province of Ontario as Town of Newmarket's additional comments on the draft version of the Provincial Growth Plan, released by the Province as part of the Coordinated Land Use Planning Review, in addition to those comments contained in Report 2016-28.



PLANNING AND BUILDING SERVICES

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October 3, 2016

DEVELOPMENT AND INFRASTRUCTURE SERVICES/PLANNING & BUILDING SERVICES REPORT 2016-41

TO: Council

SUBJECT: Coordinated Provincial Plans Review – Additional Growth Plan Density Comments
NP-16-41

ORIGIN: Planning and Building Services

RECOMMENDATIONS

THAT Development and Infrastructure Services/Planning & Building Services Report 2016-41 dated October 3, 2016 regarding the Coordinated Provincial Plans Review – Additional Growth Plan Density Comments be received and that the following recommendation(s) be adopted:

- 1. THAT Council direct staff to submit Report 2016-41 to York Region and the Province of Ontario as Town of Newmarket's additional comments on the draft version of the Provincial Growth Plan, released by the Province as part of the Coordinated Land Use Planning Review, in addition to those comments contained in Report 2016-28.**

PURPOSE OF THIS REPORT

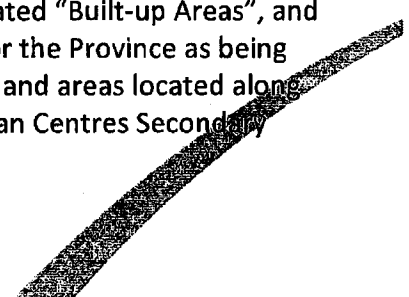
Staff Report 2016-28 was discussed at the September 26, 2016 Committee of the Whole meeting. It was requested by Committee that staff report back on the proposed Growth Plan's general density targets in the Regional context, and density targets around Major Transit Station Areas.

It is being recommended that these comments be submitted to the Region and Province with those outlined previously in Report 2016-28.

COMMENTS

Proposed Growth Plan - General Density Targets

Like the existing Growth Plan, the proposed Growth Plan directs a significant portion of growth to "Built-up Areas" and "Strategic Growth Areas". The vast majority of the Town is designated "Built-up Areas", and "Strategic Growth Areas" are defined as those areas identified by a municipality or the Province as being appropriate to accommodate intensification, and includes Urban Growth Centres and areas located along higher order transit corridors (including bus rapid transit); as such, the entire Urban Centres Secondary Plan areas would meet the definition of a "Strategic Growth Area".



The minimum intensification target for Built-up Areas is 60%; increased from 40% in the existing Growth Plan. The minimum intensification target for “Strategic Growth Areas” in Newmarket is divided among various sub-categories: the Provincial Urban Growth Centre (200 people and jobs combined per hectare, which remains unchanged) and new density targets for Major Transit Station Areas (as discussed in “Proposed Growth Plan - Density Targets around Major Transit Station Areas” below).

The Town of Newmarket is in a unique situation where the vast majority of the municipality is located in the Built-up Area (all lands except for the Oak Ridges Moraine area and a portion of the northwest quadrant). Therefore, all new development that occurs in the Town (outside of these areas) helps achieve the 60% intensification target. In addition, the Urban Centres Secondary Plan was prepared to meet the 200 people and jobs combined per hectare target within the Provincial Urban Growth Centre, and similar density targets extend throughout the entire Plan area which will achieve approximately 33,000 residents and 32,000 jobs by build-out, over the 290 hectare Plan area. All new development that occurs within the Urban Centres Secondary Plan area will also help achieve the 60% intensification target, but also satisfy the intensification targets for “Strategic Growth Areas”.

The planning context described above is far different than that of other municipalities in the Growth Plan area. Other municipalities, including some within York Region, have large Designated Greenfield Areas (including whitebelt lands) which are subject to the proposed density target of 80 people and jobs combined per hectare. Although Newmarket does not have large Designated Greenfield Areas, we share the concerns of our municipal neighbours regarding the designated greenfield density target, and note that an unintended consequence of such a target may be the development of areas along suburban fringes that host more intensive density than their existing Built-up Areas and/or Strategic Growth Areas. Further, locating high densities such as 80 people and jobs combined per hectare along suburban fringes is counter to the Growth Plans stated objective of directing significant portions of forecasted growth to “Built-up Areas” and “Strategic Growth Areas”.

Given the above, it is requested that the Province re-examine the designated greenfield density target of 80 people and jobs combined per hectare in the context of the Plan’s other growth management policies and objectives.

Proposed Growth Plan - Density Targets around Major Transit Station Areas

Among other comments, The Town requested that the Growth Plan provide clarification on density targets in and around Major Transit Station Areas. The proposed Growth Plan defines Major Transit Station Areas as those areas generally within 500m of subway stations, bus rapid transit stations and GO Train Stations. Newmarket would be effected by the latter two, having both bus rapid transit stations and GO Train Stations (existing and planned). The minimum gross density for each bus rapid transit station area is 160 residents and jobs combined per hectare; and the minimum gross density for each GO Train Station is 150 residents and jobs combined per hectare.

Although the Town supports the concept of transit-oriented development, it is unknown if it is appropriate to target these exact densities within 500m of each of these station, given the context of each station area.

Given the above, it is requested that greater levels autonomy and flexibility be afforded to local municipalities in determining appropriate transit-oriented density targets and locations. In addition, it seems illogical that the minimum density target for bus rapid transit stations would exceed that of GO Train Stations, and therefore it is requested that this be re-considered.

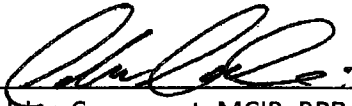
BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

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CONTACT

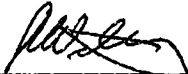
For more information on this report, contact: Adrian Cammaert, Senior Planner, Policy, at 905-953-5321, ext. 2459; acammaert@newmarket.ca




Adrian Cammaert, MCIP, RPP, CNU-A
Senior Planner, Policy



Jason Unger, MCIP, RPP
Assistant Director of Planning



Rick Nethery, MCIP, RPP
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Peter Noehammer, P. Eng.
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August 29, 2016

DEVELOPMENT AND INFRASTRUCTURE SERVICES/PLANNING & BUILDING SERVICES REPORT 2016-28

TO: Committee of the Whole
SUBJECT: Coordinated Provincial Plans Review
ORIGIN: Planning and Building Services

RECOMMENDATIONS

THAT Development and Infrastructure Services/Planning & Building Services Report 2016-28 dated August 29, 2016 regarding the Coordinated Provincial Plans Review be received and that the following recommendation(s) be adopted:

- 1. THAT Council direct staff to submit Report 2016-28 to York Region and the Province of Ontario as the Town of Newmarket's comments on the draft versions of the Provincial Plans, released by the Province as part of the Coordinated Land Use Planning Review.**

PURPOSE OF THIS REPORT


As part of the coordinated Provincial Plan Review being undertaken by the Province, proposed 2016 drafts of the various Provincial Planning documents have recently been released. The purpose of this Report is to address whether or not these new draft Provincial Plans adequately address the Town's comments as previously submitted to the Province, as well as provide an overview and comments on other significant revisions to the Plans.

BACKGROUND

On February 27, 2015, the Province initiated the process regarding the Coordinated Provincial Plan Review. The following Plans were included in this review:

- Niagara Escarpment Plan (1985) - revised in 1994 and 2005
- Oak Ridges Moraine Conservation Plan (2002)
- Greenbelt Plan (2005)
- Growth Plan for the Greater Golden Horseshoe (2006)

The Province, through an Advisory Panel that was established for this project, carried out a public consultation process wherein approximately 19,300 submissions were received, including 60 from



municipalities. In addition, 17 regional town hall meetings were held throughout the Greater Golden Horseshoe.

The Town of Newmarket submitted comments as part of this public consultation process. Report 2015-13, prepared in May, 2015, contained the Town's comments which were subsequently forwarded to the Province.

The Province then developed a list of proposed recommended revisions to each of the Plans. The Town of Newmarket reviewed these proposed revisions and prepared Information Report 2016-09 in February of 2016 which advised on whether or not they reflected the previously provided comments. Staff were generally satisfied that the recommendations adequately reflected the Town's comments previously submitted to the Province.

More recently, in May, 2016, the Province released the draft versions of these Plans. Staff have undertaken a review of the draft Plans to ensure that our comments were incorporated, as per the above noted recommendations. The Province is now seeking formal comments and feedback on these draft Plans; the deadline to provide such feedback was September 30, 2016 but has been extended to October 31, 2016. Below are the comments that staff intend to provide to the Province.

On June 22, staff attended a Working Session on the coordinated Provincial Plan Review. This Session was hosted by York Region and was attended by representatives from local municipalities. A review of the more significant proposed revisions to the Plans was provided, as well as an opportunity for municipal staff to provide feedback to the Region. Following this Session, staff provided written comments for inclusion in the Region's report.

COMMENTS

Staff comments on proposed Provincial Plan revisions:

Oak Ridges Moraine Conservation Plan

- It is recommended that the portion of the Oak Ridges Moraine lands within the southwest area of the Town, which are shown as "Settlement Area" in the Oak Ridges Moraine Conservation Plan but have been designated as Environmental Protection lands in Newmarket's Planning documents, be re-designated from "Settlement Area" to be consistent with the Town's Planning documents. These lands are outside of the urban boundary as defined through the Town's Planning documents, and are not needed to support growth. This position is consistent with the Town's previous position and a previous OMB Order.
- It is understood that Provincial staff will be meeting with municipalities to discuss such mapping revisions, **Town staff formally request such a meeting.**

- If the mapping revision described above is not implemented, it is recommended that a policy be included in the new ORMCP that provides a clear framework for amendments initiated by municipalities in these instances.

Greenbelt Plan

- It may be appropriate to review, with the appropriate neighbouring municipalities, land on the east side of Highway 404 adjacent to Newmarket with the purpose of removing it from the Greenbelt Plan area. This reflects other Provincial policy which supports growth for employment lands in appropriate locations with minimal infrastructure expansion.
- Again, it is understood that Provincial staff will be meeting with municipalities to discuss such mapping revisions, **Town staff formally request such a meeting.**

Growth Plan

- It is recommended that a consistent set of “persons per unit” numbers by unit type, on an upper tier municipality basis, be included as a revision to the Growth Plan. Having such metrics would be helpful as it would increase the Plan’s enforceability and assist in providing standardized land budget methodology.
- Clarification is required regarding which density targets must be used in cases where an area satisfies multiple locational criteria (2.2.4.5). For example, a vivaNext Rapidway satisfies the definition for a “Major Transit Station Area” and therefore would need to target a minimum 160 residents and jobs per hectare. However, if the Rapidway station is in the proximity of a GO Train Station, a minimum 150 residents and jobs per hectare are required. If the higher target applies in these situations, the policy should be clarified as such.
- The proposed Plan states that: “*Major office and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service.*” (2.2.5.9). It is unclear if this means that such office and institutional uses should not be directed to *major transit station areas or strategic growth areas* that do not have existing or planned frequent transit (15 minute) service. This is a key concern relative to the Newmarket GO Station, which is envisioned by the Urban Centres Secondary Plan as a transportation hub and is currently the subject of a Mobility Hub Study being undertaken by Town in partnership with Metrolinx. Newmarket will see train service increased to 30 minutes as opposed to the required 15 minute service. Clarification and/or re-wording is suggested.
- The term “Prime Employment Areas” should be replaced by “Transportation-reliant Employment”, or “Freight-supportive Employment”, or similar. The use of the word “Prime” is misleading as it is typically used to refer to prestige / office-type uses. This difference is important in this instance because of the prohibitory language that the Plan includes regarding “Prime Employment Areas” and

other land uses (see below), whereas mixing prestige industrial / office uses with other land uses is an accepted and encouraged practice to support the notion of 'complete' communities.

- The definition for "Prime Employment Areas" should be updated to reference one of its main characteristics, being close proximity to transportation infrastructure such as *major goods movement facilities and corridors*, and major highway interchanges, as per 2.2.5.3.
- The proposed revisions carry through, and in some instances, exacerbate the philosophy of separating land uses, which is contrary to other policies of the Plan that encourage the concept of mixed use. For example, Sections 2.2.5.5 and 2.2.5.6 explicitly prohibit mixing residential and employment uses. It seems unnecessary that the Employment section have such a strong focus on the separation of employment from other uses. In order to implement other policies of the Plan, including those dealing with climate change, community health and economic prosperity, it is strongly encouraged that the Plan move away from segregated office parks in favour of truly mixed use, walkable, complete communities.
- Include district energy system policies more explicitly in Sections 3.2.1 (Integrated Planning) and 3.2.5 (Infrastructure Corridors). District energy is currently addressed in Section 4.2.9 (A Culture of Conservation), but discussing it again as infrastructure to support growth would be beneficial.

Growth Plan Mapping:

- Schedule 5: The Priority Transit Corridor extends to Aurora. It is logical and supportable to extend this corridor to the Newmarket Urban Growth Centre. This would support intensification within an identified Provincial Urban Growth Centre, support the objectives of the Urban Centres Secondary Plan, support the Newmarket GO Station Mobility Hub Study, and provide a logical connection between two of the Province's major transit projects: Metrolinx RER and the vivaNext Rapidway along Davis Drive.
- Schedule 4: It is recommended that the text "Newmarket Centre" be placed to the east of the "Newmarket Centre Urban Growth Centre" symbol rather than to the north. The current positioning to the north covers the various designations in East Gwillimbury.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

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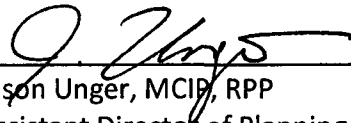
- Being an influential contributor to regional and provincial affairs.

CONTACT

For more information on this report, contact: Adrian Cammaert, Senior Planner, Policy, at 905-953-5321, ext. 2459; acammaert@newmarket.ca



Adrian Cammaert, MCIP, RPP, CNU-A
Senior Planner, Policy



Jason Unger, MCIP, RPP
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Peter Noehammer, P. Eng.
Commissioner Development & Infrastructure
Services



Town of Newmarket
COUNCIL EXTRACT

Extract from the Minutes of the Council
Meeting held on Monday, October 3,
2016

18. Development and Infrastructure Services Report - Planning and Building Services Report 2016-28 dated August 29, 2016 regarding Coordinated Provincial Plans Review.
 - i) THAT Council direct staff to submit Report 2016-28 to York Region and the Province of Ontario as the Town of Newmarket's comments on the draft versions of the Provincial Plans, released by the Province as part of the Coordinated Land Use Planning Review with the exception of those comments related to the Oak Ridges Moraine Conservation Plan.



PLANNING AND BUILDING SERVICES

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August 29, 2016

DEVELOPMENT AND INFRASTRUCTURE SERVICES/PLANNING & BUILDING SERVICES REPORT 2016-28

TO: Committee of the Whole

SUBJECT: Coordinated Provincial Plans Review

ORIGIN: Planning and Building Services

RECOMMENDATIONS

THAT Development and Infrastructure Services/Planning & Building Services Report 2016-28 dated August 29, 2016 regarding the Coordinated Provincial Plans Review be received and that the following recommendation(s) be adopted:

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PURPOSE OF THIS REPORT


As part of the coordinated Provincial Plan Review being undertaken by the Province, proposed 2016 drafts of the various Provincial Planning documents have recently been released. The purpose of this Report is to address whether or not these new draft Provincial Plans adequately address the Town's comments as previously submitted to the Province, as well as provide an overview and comments on other significant revisions to the Plans.

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- Clarification is required regarding which density targets must be used in cases where an area satisfies multiple locational criteria (2.2.4.5). For example, a vivaNext Rapidway satisfies the definition for a “Major Transit Station Area” and therefore would need to target a minimum 160 residents and jobs per hectare. However, if the Rapidway station is in the proximity of a GO Train Station, a minimum 150 residents and jobs per hectare are required. If the higher target applies in these situations, the policy should be clarified as such.
- The proposed Plan states that: “*Major office and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service.*” (2.2.5.9). It is unclear if this means that such office and institutional uses should not be directed to *major transit station areas or strategic growth areas* that do not have existing or planned frequent transit (15 minute) service. This is a key concern relative to the Newmarket GO Station, which is envisioned by the Urban Centres Secondary Plan as a transportation hub and is currently the subject of a Mobility Hub Study being undertaken by Town in partnership with Metrolinx. Newmarket will see train service increased to 30 minutes as opposed to the required 15 minute service. Clarification and/or re-wording is suggested.
- The term “Prime Employment Areas” should be replaced by “Transportation-reliant Employment”, or “Freight-supportive Employment”, or similar. The use of the word “Prime” is misleading as it is typically used to refer to prestige / office-type uses. This difference is important in this instance because of the prohibitory language that the Plan includes regarding “Prime Employment Areas” and

other land uses (see below), whereas mixing prestige industrial / office uses with other land uses is an accepted and encouraged practice to support the notion of 'complete' communities.

- The definition for "Prime Employment Areas" should be updated to reference one of its main characteristics, being close proximity to transportation infrastructure such as *major goods movement facilities and corridors*, and major highway interchanges, as per 2.2.5.3.
- The proposed revisions carry through, and in some instances, exacerbate the philosophy of separating land uses, which is contrary to other policies of the Plan that encourage the concept of mixed use. For example, Sections 2.2.5.5 and 2.2.5.6 explicitly prohibit mixing residential and employment uses. It seems unnecessary that the Employment section have such a strong focus on the separation of employment from other uses. In order to implement other policies of the Plan, including those dealing with climate change, community health and economic prosperity, it is strongly encouraged that the Plan move away from segregated office parks in favour of truly mixed use, walkable, complete communities.
- Include district energy system policies more explicitly in Sections 3.2.1 (Integrated Planning) and 3.2.5 (Infrastructure Corridors). District energy is currently addressed in Section 4.2.9 (A Culture of Conservation), but discussing it again as infrastructure to support growth would be beneficial.

Growth Plan Mapping:

- Schedule 5: The Priority Transit Corridor extends to Aurora. It is logical and supportable to extend this corridor to the Newmarket Urban Growth Centre. This would support intensification within an identified Provincial Urban Growth Centre, support the objectives of the Urban Centres Secondary Plan, support the Newmarket GO Station Mobility Hub Study, and provide a logical connection between two of the Province's major transit projects: Metrolinx RER and the vivaNext Rapidway along Davis Drive.
- Schedule 4: It is recommended that the text "Newmarket Centre" be placed to the east of the "Newmarket Centre Urban Growth Centre" symbol rather than to the north. The current positioning to the north covers the various designations in East Gwillimbury.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

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CONTACT

For more information on this report, contact: Adrian Cammaert, Senior Planner, Policy, at 905-953-5321, ext. 2459; acammaert@newmarket.ca



Adrian Cammaert, MCIP, RPP, CNU-A
Senior Planner, Policy



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Assistant Director of Planning



Rick Nethery, MCIP, RPP
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Peter Noehammer, P. Eng.
Commissioner Development & Infrastructure
Services



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Director, Legislative Services and Town Clerk

Town of Newmarket

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October 14, 2016

Mr. Denis Kelly, Clerk
The Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6X9

Dear Mr. Kelly:

RE: Town of Newmarket's Comments, Coordinated Provincial Plans Review

Council of the Town of Newmarket considered its comments on the Coordinated Provincial Plans Review at its October 3, 2016 meeting, referencing Development and Infrastructure Services/Planning and Building Services Reports 2016-28 and 2016-41.

Attached, please find the Town of Newmarket's comments on the Coordinated Provincial Plans Review (Appendix 'A').

For a copy of Development and Infrastructure Services/Planning and Building Services Reports 2016-28 and 2016-41, please contact the Town of Newmarket's Legislative Services Department.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'A. Brouwer'.

Andrew Brouwer
Director of Legislative Services/Town Clerk

copy: Mr. R. Nethery, Director of Planning and Building Services



Appendix 'A'

**Comments on the Coordinated Provincial Plans
Review**

Adopted by Newmarket Council on October 3, 2016

Greenbelt Plan

- It may be appropriate to review, with the appropriate neighbouring municipalities, land on the east side of Highway 404 adjacent to Newmarket with the purpose of removing it from the Greenbelt Plan area. This reflects other Provincial policy which supports growth for employment lands in appropriate locations with minimal infrastructure expansion.
- Again, it is understood that Provincial staff will be meeting with municipalities to discuss such mapping revisions, **Town staff formally request such a meeting.**

Growth Plan

- It is recommended that a consistent set of "persons per unit" numbers by unit type, on an upper tier municipality basis, be included as a revision to the Growth Plan. Having such metrics would be helpful as it would increase the Plan's enforceability and assist in providing standardized land budget methodology.
- Clarification is required regarding which density targets must be used in cases where an area satisfies multiple locational criteria (2.2.4.5). For example, a vivaNext Rapidway satisfies the definition for a "Major Transit Station Area" and therefore would need to target a minimum 160 residents and jobs per hectare. However, if the Rapidway station is in the proximity of a GO Train Station, a minimum 150 residents and jobs per hectare are required. If the higher target applies in these situations, the policy should be clarified as such.
- The proposed Plan states that: "*Major office and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service.*" (2.2.5.9). It is unclear if this means that such office and institutional uses should not be directed to *major transit station areas or strategic growth areas* that do not have existing or planned frequent transit (15 minute) service. This is a key concern relative to the Newmarket GO Station, which is envisioned by the Urban Centres Secondary Plan as a transportation hub and is currently the subject of a Mobility Hub Study being undertaken by Town in partnership with Metrolinx. Newmarket will see train service increased to 30 minutes as opposed to the required 15 minute service. Clarification and/or re-wording is suggested.

- The term “Prime Employment Areas” should be replaced by “Transportation-reliant Employment”, or “Freight-supportive Employment”, or similar. The use of the word “Prime” is misleading as it is typically used to refer to prestige / office-type uses. This difference is important in this instance because of the prohibitory language that the Plan includes regarding “Prime Employment Areas” and other land uses (see below), whereas mixing prestige industrial / office uses with other land uses is an accepted and encouraged practice to support the notion of ‘complete’ communities.
- The definition for “Prime Employment Areas” should be updated to reference one of its main characteristics, being close proximity to transportation infrastructure such as *major goods movement facilities and corridors*, and major highway interchanges, as per 2.2.5.3.
- The proposed revisions carry through, and in some instances, exacerbate the philosophy of separating land uses, which is contrary to other policies of the Plan that encourage the concept of mixed use. For example, Sections 2.2.5.5 and 2.2.5.6 explicitly prohibit mixing residential and employment uses. It seems unnecessary that the Employment section have such a strong focus on the separation of employment from other uses. In order to implement other policies of the Plan, including those dealing with climate change, community health and economic prosperity, it is strongly encouraged that the Plan move away from segregated office parks in favour of truly mixed use, walkable, complete communities.
- Include district energy system policies more explicitly in Sections 3.2.1 (Integrated Planning) and 3.2.5 (Infrastructure Corridors). District energy is currently addressed in Section 4.2.9 (A Culture of Conservation), but discussing it again as infrastructure to support growth would be beneficial.

Growth Plan Mapping:

- Schedule 5: The Priority Transit Corridor extends to Aurora. It is logical and supportable to extend this corridor to the Newmarket Urban Growth Centre. This would support intensification within an identified Provincial Urban Growth Centre, support the objectives of the Urban Centres Secondary Plan, support the Newmarket GO Station Mobility Hub Study, and provide a logical connection between two of the Province’s major transit projects: Metrolinx RER and the vivaNext Rapidway along Davis Drive.

- Schedule 4: It is recommended that the text "Newmarket Centre" be placed to the east of the "Newmarket Centre Urban Growth Centre" symbol rather than to the north. The current positioning to the north covers the various designations in East Gwillimbury.

A. Proposed Growth Plan - General Density Targets

Like the existing Growth Plan, the proposed Growth Plan directs a significant portion of growth to "Built-up Areas" and "Strategic Growth Areas". The vast majority of the Town is designated "Built-up Areas", and "Strategic Growth Areas" are defined as those areas identified by a municipality or the Province as being appropriate to accommodate intensification, and includes Urban Growth Centres and areas located along higher order transit corridors (including bus rapid transit); as such, the entire Urban Centres Secondary Plan areas would meet the definition of a "Strategic Growth Area".

The minimum intensification target for Built-up Areas is 60%; increased from 40% in the existing Growth Plan. The minimum intensification target for "Strategic Growth Areas" in Newmarket is divided among various sub-categories: the Provincial Urban Growth Centre (200 people and jobs combined per hectare, which remains unchanged) and new density targets for Major Transit Station Areas (as discussed in "Proposed Growth Plan - Density Targets around Major Transit Station Areas" below).

The Town of Newmarket is in a unique situation where the vast majority of the municipality is located in the Built-up Area (all lands except for the Oak Ridges Moraine area and a portion of the northwest quadrant). Therefore, all new development that occurs in the Town (outside of these areas) helps achieve the 60% intensification target. In addition, the Urban Centres Secondary Plan was prepared to meet the 200 people and jobs combined per hectare target within the Provincial Urban Growth Centre, and similar density targets extend throughout the entire Plan area which will achieve approximately 33,000 residents and 32,000 jobs by build-out, over the 290 hectare Plan area. All new development that occurs within the Urban Centres Secondary Plan area will also help achieve the 60% intensification target, but also satisfy the intensification targets for "Strategic Growth Areas".

The planning context described above is far different than that of other municipalities in the Growth Plan area. Other municipalities, including some within York Region, have large Designated Greenfield Areas (including whitebelt lands) which are subject to the proposed density target of 80 people and jobs combined per hectare. Although Newmarket does not have large Designated Greenfield Areas, we share the concerns of our municipal neighbours regarding the designated greenfield density target, and note that an unintended consequence of such a target may be the development of areas along suburban fringes that host more intensive density than their existing Built-up Areas and/or Strategic Growth Areas. Further, locating high densities such as 80

people and jobs combined per hectare along suburban fringes is counter to the Growth Plans stated objective of directing significant portions of forecasted growth to “Built-up Areas” and “Strategic Growth Areas”.

Given the above, it is requested that the Province re-examine the designated greenfield density target of 80 people and jobs combined per hectare in the context of the Plan’s other growth management policies and objectives.

B. Proposed Growth Plan - Density Targets around Major Transit Station Areas

Among other comments, The Town requested that the Growth Plan provide clarification on density targets in and around Major Transit Station Areas. The proposed Growth Plan defines Major Transit Station Areas as those areas generally within 500m of subway stations, bus rapid transit stations and GO Train Stations. Newmarket would be effected by the latter two, having both bus rapid transit stations and GO Train Stations (existing and planned). The minimum gross density for each bus rapid transit station area is 160 residents and jobs combined per hectare; and the minimum gross density for each GO Train Station is 150 residents and jobs combined per hectare.

Although the Town supports the concept of transit-oriented development, it is unknown if it is appropriate to target these exact densities within 500m of each of these station, given the context of each station area.

Given the above, it is requested that greater levels autonomy and flexibility be afforded to local municipalities in determining appropriate transit-oriented density targets and locations. In addition, it seems illogical that the minimum density target for bus rapid transit stations would exceed that of GO Train Stations, and therefore it is requested that this be re-considered.





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File: P-2598

October 19, 2016

Valerie Shuttleworth, Chief Planner
Corporate Services
Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1

Re:

**York Region Submission to the Province (MMAH) re:
Proposed Oak Ridges Moraine Conservation Plan (EBR No. 012-7197) and Proposed
Growth Plan for the Greater Golden Horseshoe (EBR No. 012-7194)**

Robintide Farms Limited

**2720 King Vaughan Road (north side, between Jane Street and Keele Street)
Part of Lot 1, Concession 4, King; As in B41438B, Save and Except Part 1 and 2 on
65R-16609, Vaughan (PIN 03367-0161)
Block 28, City of Vaughan, Regional Municipality of York**

Dear Ms. Shuttleworth;

KLM Planning Partners Inc. provides land use planning consulting services to Robintide Farms Limited ("RFL"), the owner of the above-noted lands in the City of Vaughan ("subject lands"). The property is known municipally as 2720 King Vaughan Road and is approximately 48.21 hectares (119 acres) in size and is bounded on the west by Jane Street, on the north by residential homes along the King Township border, on the east by residential homes fronting Stallions Court and on the south by King Vaughan Road.

We are writing in connection with current initiatives that will have an impact on the future of the above-referenced lands, including the land use planning reviews being undertaken by the Province of Ontario through the Ministry of Municipal Affairs and Housing and the ongoing Regional Municipality of York ("York Region" or "Region") Municipal Comprehensive Review.

We are writing at this time on behalf of RFL for the following purposes:

1. *Region's Submissions to the Province re ORMCP:* We request that the Region urge the Province to provide a clear, accessible, principled and timely process for landowners such as RFL to seek boundary adjustments and possible redesignation or removal of lands under the Oak Ridges Moraine Conservation Plan; and

2. *Merits of Changes re the Subject Lands:* We provide a summary of the basis on which in the Region and the Province may consider the merits of an ORMCP boundary adjustment in the case of the subject lands.

1. York Region Submission to the Province (MMAH)

It is our understanding that by October 31, 2016 the Region will be submitting to the Province its 'Provincial Plan Amendments Regional Submission' document as may be approved by York Region Council on October 20, 2016.

We request that the Region take every opportunity to recommend to the Province the merits of providing a clear, accessible, principled and timely process for landowners such as RFL to have requests for boundary adjustments and/or removal of lands from designations under the ORMCP carefully considered on a case-by-case basis. More particularly, we urge the Region to recommend as follows:

- a) The Province should establish in connection with the ORMCP a process through which landowners can work with their local municipalities to determine the appropriate location and boundary of the ORMCP lands based on scientific information and technical environmental analyses of the existing natural heritage features on specific properties;
- b) This process should explicitly include lands (and associated boundaries) designated under the ORMCP as Settlement Area, Countryside Area or Natural Linkage Area. We note on this point that in view of the fact that the decisions surrounding the final mapping of the ORMCP were not made with regard to the available scientific evidence concerning the types of environmental features the ORMCP was intended to protect, it is important that Natural Linkage Areas are included.
- c) This process should be accessible through the development application review process.

We request that the Region include a copy of this letter and its attachments as part of its submissions to the Province.

2. The ORMCP and the Subject Lands

Subject Lands

The York Region Official Plan 2010 ("YROP 2010") designates the eastern portion of the subject lands as Natural Linkage Area (Oak Ridges Moraine Conservation Plan) on Map 1 (Regional Structure). The remaining western portion of the subject lands are in what are commonly known as the 'whitebelt' lands, which are without a designation on Map 1 (Regional Structure), but form part of Block 28, including in connection with proposed future urban uses. The entirety of the subject lands is designated as "Agricultural" on Map 8 (Agricultural and Rural Area).

The City of Vaughan Official Plan 2010 ("VOP 2010") designates the eastern portion of the subject lands as "Oak Ridges Moraine Natural Linkage" and designates the western portion "Agricultural" with a small "Natural Areas" designation located at the southwest corner of the property as

shown on Schedule 13 (Land Use). Approximately 28 hectares (69 acres) of the eastern portion of the subject lands are currently within the Oak Ridges Moraine Conservation Plan (“ORMCP”) Area.

The subject lands are surrounded by residential uses to the north (in King Township), residential uses to the east fronting Stallions Court, proposed future urban uses in Block 28 to the south and proposed employment uses in Block 35 East to the west. The subject lands are currently occupied by three single detached dwellings and numerous farm buildings.

Natural Heritage Review

A preliminary Natural Heritage Review has been conducted on the subject lands by Beacon Environmental (see **Attachment “A”**). This review notes that the lands are predominately composed of active agricultural fields and that almost none of the lands consists of natural habitat. The review identifies that the subject lands are devoid of any natural features, with the exception of an intermittent stream across the extreme southwest corner of the property.

The review states that from the perspective of natural heritage, there is little or no difference between the eastern part of the lands within the ORMCP Area and the western part of the lands not in the ORMCP Area. The review concludes that there is no clear rationale for inclusion of the eastern part of the lands in an ORMCP Natural Linkage Area designation, having regard to the express purposes under the ORMCP meant to be served by such a designation. The review also concludes that there are no significant natural features on lands adjacent to the subject lands that would suggest either natural linkages or that connection of habitat would benefit from a Natural Linkage Area designation.

York Region 2041 Preferred Growth Scenario

York Region Planning staff prepared a recommendation report titled ‘York Region 2041 York Preferred Growth Scenario’ considered at the Committee of the Whole meeting on November 5, 2015. Under this report, the part of the subject lands situated outside the Oak Ridges Moraine Conservation Plan Area, which lands form part of Block 28, are proposed to be brought within the urban boundary under the Preferred Growth Scenario (to 2036).

Proposed Changes re Subject Lands and the ORMCP

RFL submits that in view of the following compelling factors:

- a) The uses and proposed future uses of the immediately surrounding lands, namely:
 - ORMCP Settlement Area with existing residential use to the immediate north,
 - existing residential use to the immediate east,
 - proposed future urban residential use to the immediate south,
 - and proposed employment use to the immediate west;
- b) The very close and central proximity of the subject lands to the major local transportation routes and hubs, including Highway 400 (~1 km); King City GO station (~1 km); proposed Kirby Road GO station (2 km);

- c) The absence of natural heritage features on the subject lands and absence of linkage of the subject lands to any Natural Core Area or Greenbelt Plan lands;
- d) Other factors that RFL will put forward in separate submissions;

RFL proposes:

- a) The removal of the ORMCP Natural Linkage Area designation from the eastern part of the subject lands currently under such designation; or in the alternative,
- b) The redesignation as ORMCP Settlement Area of the eastern part of the subject lands currently designated as ORMCP Natural Linkage Area.

Should you have any questions or concerns with respect to the foregoing, please do not hesitate to contact the undersigned.

Yours truly,

KLM PLANNING PARTNERS INC.



Ryan Mino-Leahan, MCIP RPP
Associate/Senior Planner

Copy: Denis Kelly, Regional Clerk
Sandra Malcic, Manager of Policy and Environment, Long Range Planning - York Region
John Mackenzie, Commissioner of Planning, City of Vaughan
Roy McQuillin, Director of Policy Planning and Environmental Sustainability
Tony Iacobelli, Senior Environmental Planner, City of Vaughan
Robintide Farms Limited



GUIDING SOLUTIONS IN THE
NATURAL ENVIRONMENT

Natural Heritage Review - Oak Ridges Moraine Conservation Plan Robintide Farms Limited

Prepared For:

Robintide Farms Limited

Prepared By:

Beacon Environmental Limited

Date: *Project:*

February 2016 215306

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Figure 1. Site Location and Context.....	after page 2
Figure 2. Natural Heritage Features.....	after page 2

1. Introduction

Beacon Environmental Limited (Beacon) was retained by Robintide Farms Limited to conduct a review of the existing natural heritage conditions and potential development constraints associated with the property located at 2720 King Vaughan Road, in the City of Vaughan, Regional Municipality of York (**Figure 1**). The subject property is approximately 48 ha and is located on the northeast corner of the intersection of King Vaughan Road and Jane Street, and includes only that land west of Stallions Court. It is the principle part of an active farm operation.

The eastern portion of the subject property, encompassing approximately 55% of the entire farm, is located within the Oak Ridges Moraine Planning Area and is therefore subject to the Oak Ridges Moraine Conservation Plan (ORMCP). This eastern portion of the subject property is designated as a Natural Linkage Area under the ORMCP and forms the westernmost boundary of the Planning Area (**Figure 2**). The subject property contains three dwellings and numerous farm buildings, and it is actively managed for agricultural land uses.

The purpose of this review is to specifically examine, from a natural heritage perspective, that part of the Robintide Farms property that has been designated as an ORMCP Natural Linkage area and to render an opinion as to whether there is any ecological rationale to account for why it has been so designated.

2. Methodology

As part of this ORMCP Natural Heritage review several sources of information were consulted to determine the possible natural heritage constraints on and adjacent to the ORMCP portion of the subject property. The following sources of information and policy were reviewed:

- Oak Ridges Moraine Conservation Plan (MMAH 2002)
- Provincial Policy Statement (MMAH 2014)
- York Region Official Plan (2010; June 2013 Office Consolidation)
- City of Vaughan Official Plan – Volume 1 (2010; July 2015 Office Consolidation)
- Air photos and oblique aerial photos from Google Earth and Bing

Reconnaissance level site investigations were completed on August, 21, September 1, and December 10, 2015 to document general site conditions. The site visits included a review of existing conditions with respect to natural features within and adjacent to the subject property, with specific focus placed on of the ORMCP portion of the subject property, although any other features on the westerly portion of the site (i.e., outside the ORM Planning Area) were also noted. Features on adjacent properties were assessed to the extent possible from the edge of the subject property itself, adjacent road rights-of-way and aerial photographs.

3. Oak Ridges Moraine Conservation Plan

As noted above, the eastern half of the subject property lies within a Natural Linkage Area designation of the Oak Ridges Moraine Conservation Plan (ORMCP) (MMAH 2002). According to the ORMCP, the “purpose of Natural Linkage Areas is to maintain, and where possible improve or restore, the ecological integrity of the Plan Area, and to maintain, and where possible improve or restore, regional-scale open space linkages between Natural Core Areas and along river valleys and stream corridors, by,

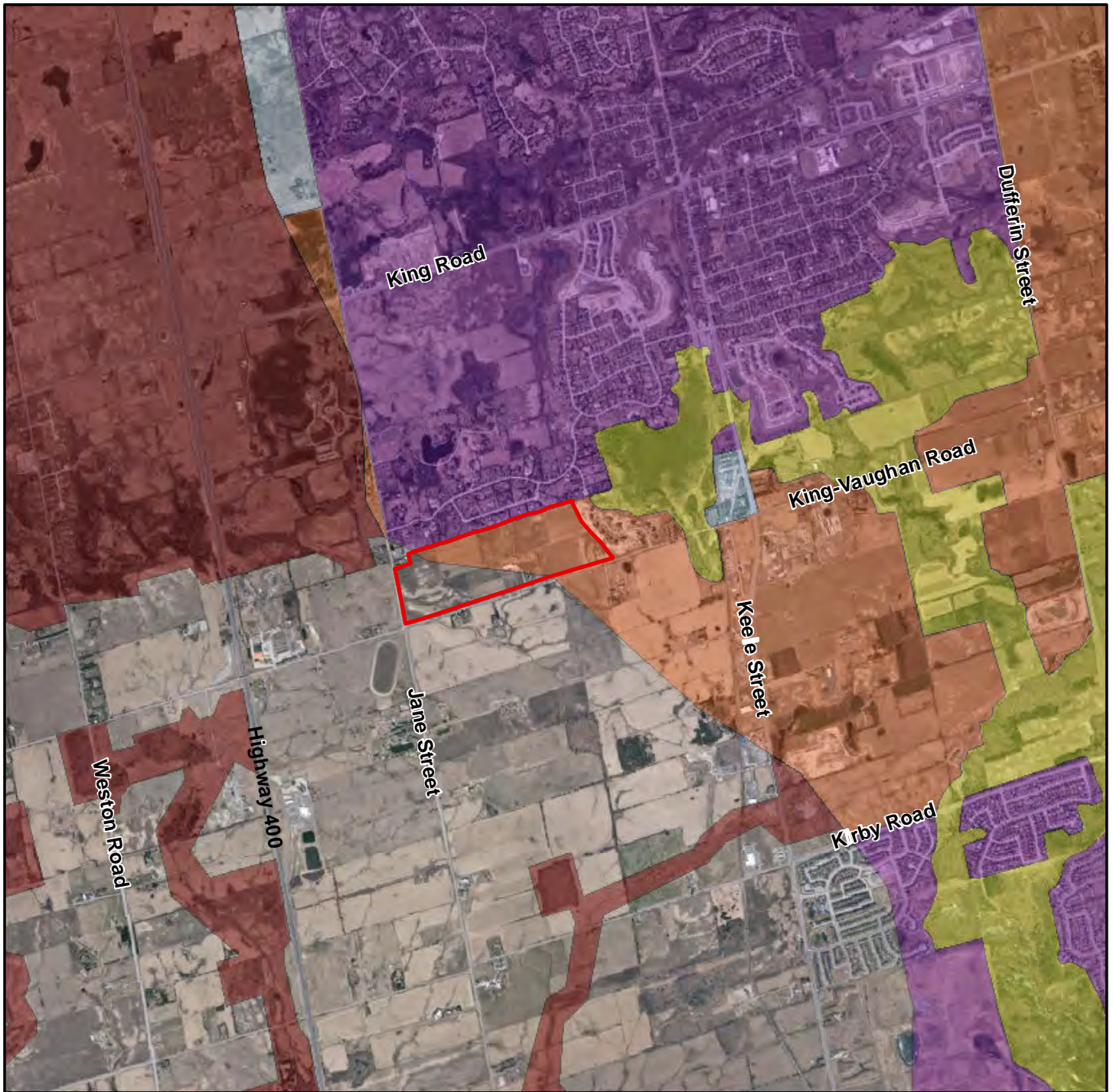
- (a) maintaining, and where possible improving or restoring, the health, diversity, size, and connectivity of key heritage features, hydrologically sensitive features and the related ecological functions;
- (b) maintaining, and where possible improving or restoring natural self-sustaining vegetation over large parts of the area to facilitate movement of plants and animals;
- (c) maintaining a natural continuous east-west connection and additional connections to river valleys and streams north and south of the Plan Area;
- (d) maintaining the quantity and quality of groundwater and surface water;
- (e) maintaining groundwater recharge;
- (f) maintaining natural stream form and flow characteristics; and
- (g) protecting landform features.

The ORMCP provides for a variety of permitted uses in a natural Linkage Area, namely, existing uses and new resource management, certain agricultural, low intensity recreational, home businesses, transportation and utility uses subject to Parts III and IV of the ORMCP.

Part III of the ORMCP discusses the Key Natural Heritage Features (KNHF) and Hydrologically Sensitive Features (HSF) that are protected under the Plan. The following features are considered KNHF and/or HSF:

- Wetlands;
- Significant portions of the habitat of endangered, rare and threatened species;
- Fish habitat;
- Areas of natural and scientific interest (life science);
- Significant valleylands;
- Significant woodlands;
- Significant wildlife habitat;
- Sand barrens, savannahs and tallgrass prairies;
- Permanent and intermittent streams;
- Kettle lakes; and
- Seepage areas and springs.

Section 21 (1) of the ORMCP requires that buffers in the form of Minimum Vegetation Protection Zones (MVPZs) be applied to the limits of KNHFs and HSFs. The MVPZ for most features, including Fish Habitat, Wetlands and Significant Woodlands, is 30 metres. Permitted uses within the MVPZs are very limited and include: forest, fish, and wildlife management; conservation and flood or erosion control projects under certain conditions; transportation, infrastructure, and utilities under certain conditions; and low intensity recreation.



Legend

- Subject Property
- Greenbelt Protected Countryside
- Oak Ridges Moraine Settlement Area
- Oak Ridges Moraine Natural Core Area
- Oak Ridges Moraine Countryside Area
- Oak Ridges Moraine Natural Linkage Area

Contains information licensed under the Open Government License – Ontario

Site Location and Context

Figure 1

Robintide Farms

First Base Solutions
Web Mapping Service 2014

UTM Zone 17 N, NAD 83



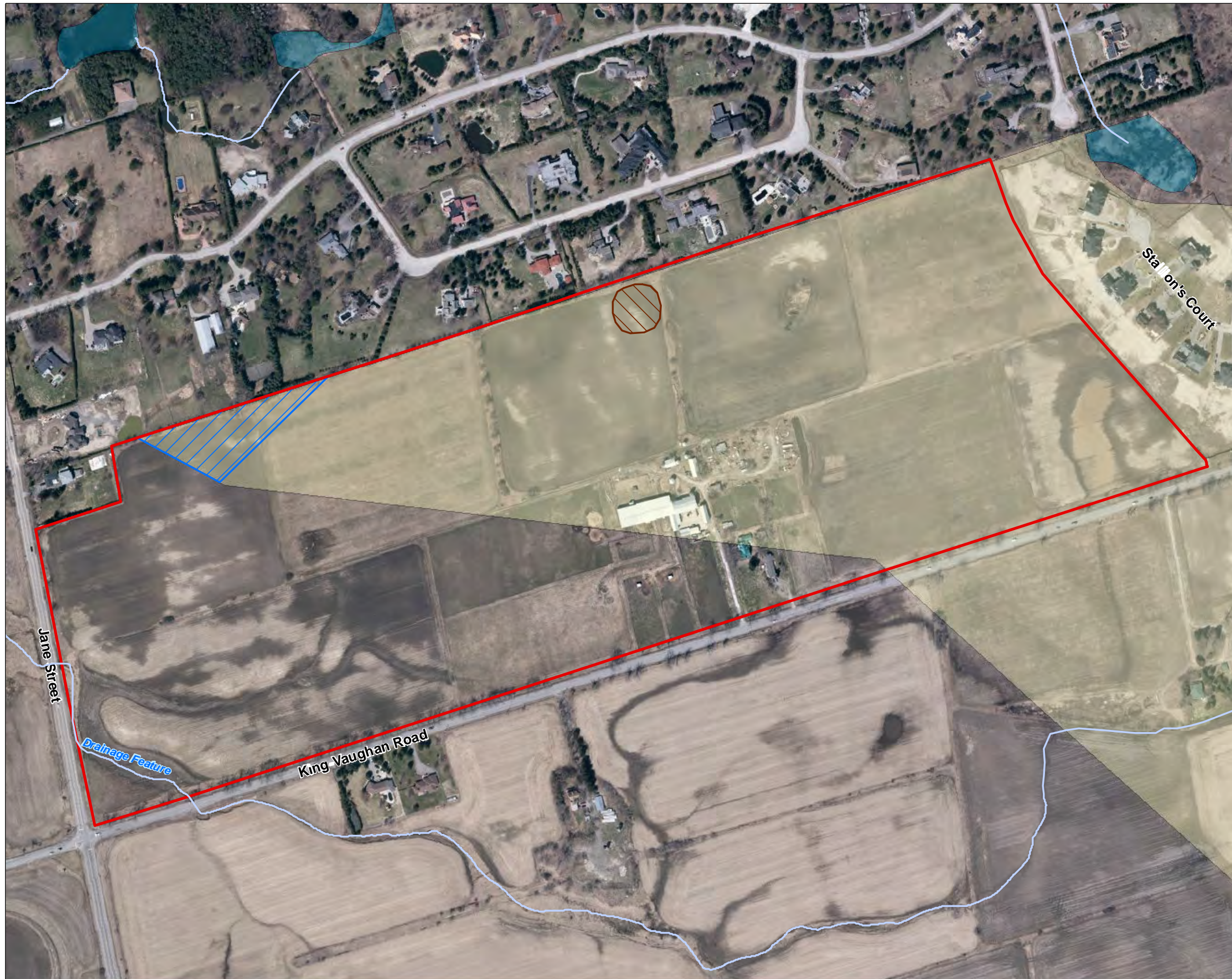
0 325 650 1,300 Metres



1:35,000



Project2 15306
February 2016



ORMCP Natural Linkage Designation

Figure 2

Robintide Farms

Legend

- Subject Property
- Watercourse (MNR)
- Provincially Significant Wetland (MNR)
- Oak Ridges Moraine Natural Linkage Area (High Constraint)
- Area of High Aquifer Availability (0.8627 ha)
- Landform Conservation Area Category 2 (0.2430 ha)

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First Base Solutions
Web Mapping Service 2014

UTM Zone 17 N, NAD8 3



0 50 100 200 Metres

1:4,500



Project 215306
February 2016

4. Existing Conditions

The entire Robintide Farms subject property is composed of active (cultivated) agricultural fields. The ORMCP portion contains residential dwellings and numerous farm buildings. The farm fields are planted in corn, soybean, grain crops and hayfields, and around the dwellings and outbuildings, a small areas of horse pasture. Most of the fields are not separated by hedgerows, but there is at least one hedgerow comprised of woody species. A line of mature trees runs along the frontage of the property, within the right-of-way of King-Vaughan Road (a Regional Road).

5. ORMCP Considerations

5.1 Natural Linkage Designation

There is no apparent ecological rationale for why the eastern portion of the Robintide Farms has been included within an ORMCP Natural Linkage designation.

Section 10 (1) of the ORMCP defines Natural Linkage Areas as: *areas forming part of a central corridor system that support or have the potential to support movement of plants and animals among the Natural Core Areas, Natural Linkage Areas, river valleys and stream corridors.*

From a natural heritage perspective there are absolutely no features found within this area, either KNHFs or HSFs, which would warrant its inclusion. Because there are no watercourses and the entire property is actively cultivated, there is no natural corridor system evident. Nor is there any opportunity for plants and animals to utilize the subject property to move between and among river valleys, stream corridors, Natural Core Areas or Natural Linkage Areas, since these are all absent from the area.

There are no KNHFs or HSFs on the neighbouring properties to the north or those to the south of Robintide Farms which would suggest that there is any habitat connection, or linkage, diagonally oriented NW/SE through this area. Furthermore, the farm property is entirely surrounded by anthropogenic land uses, with residential subdivisions to the north and east and active agricultural fields to the south and west (**Figure 2**). Thus, it appears that the limit of the Natural Linkage designation that cuts diagonally across the subject property has been arbitrarily drawn and does not follow any natural “corridor”. **Figure 1** shows the location of the site within the context of the Oak Ridges Moraine Conservation Plan land use areas and Greenbelt Plan areas.

The left-hand column of the table below lists all of the ecological and physical purposes underlying the ORMCP Natural Linkage designation, as per Section 12 (1) of the ORMCP. The right-hand column of the table lists whether or not, in Beacon’s professional opinion, the eastern portion of the Robintide Farms property appears to fulfill any of these purposes. There is no rationale for the inclusion of this area on the basis of any natural heritage features (which are entirely absent) or functions (which are not readily apparent). It should be noted that the swath of Natural Linkage on the Robintide Farms forms the extreme western edge of the Oak Ridges Moraine Conservation Plan boundary.

Purpose of ORMCP Natural Linkage Area	Robintide Farms Contribution to this Function
<i>maintaining, and where possible improving or restoring, the health, diversity, size, and connectivity of key heritage features, hydrologically sensitive features and the related ecological functions</i>	None
<i>maintaining, and where possible improving or restoring natural self-sustaining vegetation over large parts of the area to facilitate movement of plants and animals</i>	None for 'improving'; the only possibility for 'restoring' would be if the designation disallows agriculture, which it does not. Restoration is unrealistic, as the property is an active and very long-standing farm operation.
<i>maintaining a natural continuous east-west connection and additional connections to river valleys and streams north and south of the Plan Area</i>	No natural linkage contribution; the site does not provide a westerly connection to Greenbelt Plan lands as already developed ORMCP Settlement lands completely separate the site from such lands.
<i>maintaining the quantity and quality of groundwater and surface water</i>	No evidence to suggest that the subject property specifically meets this purpose, particularly since the site supports no surface water features. Would require hydrogeological opinion regarding the site's infiltration potential.
<i>maintaining groundwater recharge</i>	No evidence to suggest that the subject property specifically meets this purpose. Would require hydrogeological opinion regarding the site's groundwater recharge function
<i>maintaining natural stream form and flow characteristics</i>	None. There are no streams in the ORMCP portion of the subject property.
<i>protecting landform features</i>	A very small portion of the property is identified as a Category 2 Landform Conservation Area; no other portion of the site falls within a Landform Conservation zone. Furthermore, a Category 2 Landform Conservation Area is not an absolute constraint to development

5.2 Area of High Aquifer Vulnerability

As shown on “Reference Map for Ontario Regulation 140/02 (Oak Ridges Moraine Conservation Plan) – Section 1”, a very small portion of the subject property at its northern limit is designated as an Area of High Aquifer Vulnerability (see **Figure 2**).

Section 29 (1) of the ORMCP restricts the storage and use of hazardous waste and certain contaminants, and prohibits the use of the site for waste disposal within Areas of High Aquifer Vulnerability. However, agricultural activity or residential development is not in any way limited within Areas of High Aquifer Vulnerability.

5.3 Landform Conservation Area

Section 30(1) of the ORMCP directs an applicant to consult a series of maps to determine whether a proposed development property falls within a Landform Conservation Area. The vast majority of the ORMCP portion of the Robintide Farms property lies outside of a Landform Conservation Area. However, a very small area near the northwestern corner of the property falls within a Category 2 (Moderately Complex Landform) Landform Conservation Area.

Section 30(6) of the ORMCP outlines the requirements for development or site alteration to minimize disturbance to landform character:

(6) An application for development or site alteration with respect to land in a landform conservation area (Category 2) shall identify planning, design and construction practices that will keep disturbance to landform character to a minimum, including,

- (a) maintaining significant landform features such as steep slopes, kames, kettles, ravines and ridges in their natural undisturbed form;*
- (b) limiting the portion of the net developable area of the site that is disturbed to not more than 50 per cent of the total area of the site; and*
- (c) limiting the portion of the net developable area of the site that has impervious surfaces to not more than 20 per cent of the total area of the site.*

Nothing in Section 30(6) limits agricultural practices within Landform Conservation Area Category 2 Areas. Furthermore, residential development is permitted within these areas, subject to satisfying the three tests listed above. In Beacon's experience this is routinely dealt with as part of the development approval process.

6. Conclusions

Based upon a policy review, aerial photograph examination, and three 2015 field investigations, it is Beacon's opinion that the ORMCP Natural Linkage designation depicted on the eastern portion of the Robintide Farms is not based on any natural heritage consideration and appears to have been arbitrarily drawn. This portion of the property does not contain any Key Natural Heritage Features or Key Hydrologic Features. Nor are there any KNHFs or HSFs or their respective Minimum Vegetation Protection Zones situated immediately adjacent to the subject property. From a natural heritage perspective there is nothing to distinguish the western portion of the property from the eastern portion; the entire property supports an agricultural use (i.e., cultivated fields).

In summary, the Robintide Farms is entirely devoid of any natural features, with the exception of an intermittent/ephemeral drainage feature that crosses the extreme southwestern corner. This watercourse does not fall within the ORMCP portion of the property. Due to the absence of any natural features and the presence of existing residential development to the north and east, the property does not provide an ecological "linkage" or plant and animal corridor function.


In our view, therefore, there is no rationale to support the inclusion of the eastern portion of the property as an ORMCP Natural Linkage area. Accordingly, we believe that this area is a logical candidate for a formal Provincial review of its current ORMCP land use designation and consideration should be given to re-evaluating the appropriateness of a Natural Linkage designation in this area.

Report prepared by:
Beacon Environmental



Donald M. Fraser, M.Sc.
Principal

Report reviewed by:
Beacon Environmental



Rosalind Chaundy, M.Sc. F
Senior Ecologist

7. References

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October 19, 2016

Our File No.: 06,3883

Via Email

(regional.chair@york.ca & regionalclerk@york.ca)

Chairman and Members of Council
Region of York
Administrative Centre
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1

Attention: Clerk

Dear Sirs/Mesdames:

**Re: Kennedy McCowan Landowner Group
Draft Provincial Plan Amendments Regional Submission**

We are solicitors for Kennedy McCowan Landowner Group, the owner of approximately 400 acres of land north of Major Mackenzie Drive in the City of Markham.

Our client, has participated in the province's Co-ordinated Land Use Planning Review by attending open houses and technical sessions and through written submissions to the province, the Region of York and the City of Markham. Our comments in this letter will focus on the Greenbelt Plan.

The Greenbelt Plan was established over a decade ago. The province commenced an extensive public consultation process at that time which our client participated in by attending an open house and carefully examining the proposed mapping for the land it owned at the time (often referred to as the "Minotar Lands"). Our client spoke to staff at the Ministry of Municipal Affairs and Housing and others and confirmed that the mapping did not include the featureless table land under agricultural cultivation on the Minotar Lands.

During the province's Greenbelt consultation period in 2004 and 2005, Markham was undertaking its "Small Stream Study". Included in that study is a plan demonstrating how the featureless table lands on the Minotar Lands could be developed. Although the Small Streams Study and the Greenbelt were developed independently, the plan of development in the Markham Small Stream Study was consistent with the draft Greenbelt mapping in that it did not show

development in the area proposed for inclusion in the Greenbelt. On the basis of its investigation of the proposed Greenbelt mapping and its understanding that it was widely accepted that the table lands were not inhibited for development by natural heritage features, our client was satisfied with the draft Greenbelt mapping.

When the final Greenbelt mapping was released, the featureless table land on the Minotar Lands (which had been shown as developable in Markham's Small Stream Study demonstration plan) had been included in the Greenbelt as part of the Greenbelt Natural Heritage System.

In the intervening years, our client has worked tirelessly to determine how the featureless table lands became included in the Greenbelt and to confirm that the lands do not perform a natural heritage function.

We can confirm that after numerous meetings involving our client, the province has not been able to provide any evidence on which it based a decision to change the boundary to include the table lands. The natural heritage features on the Minotar Lands have been subsequently staked by the Toronto and Region Conservation Authority (TRCA) and the Ministry of Natural Resources and Forestry (MNRF). The resultant survey shows approximately 60 acres of featureless table lands. The finally approved Regional Official Plan's natural heritage feature mapping is consistent with the TRCA/MNR mapping. Markham's Official Plan features mapping is also largely consistent with TRCA/MNR mapping.

In the ongoing provincial consultation on the Greenbelt, our client will continue to work with the public agencies to correct the Greenbelt mapping to accurately identify and protect natural heritage on the Minotar Lands.

Yours very truly,

Goodmans LLP



Catherine Lyons
CAL/vw

c.c. Clay Leibel