



York Region 2041 Preferred Growth Scenario Phase 2 Consultation Update



November 2015



1.0 Summary

Below are the highlights and summary of what was heard through Phase 2 consultation on the York Region Official Plan Update. This Attachment is the sixth in a series of attachment reports that bring forward supporting background material for the preferred growth scenario and York Region Official Plan Update.

The preferred growth scenario is to be used as the basis for further discussion and refinement leading to a recommended scenario being presented to Council in the spring of 2016. The Attachment reports in this series are:

1. 2041 Draft Growth Scenario Evaluation (Attachment 1)
2. York Region 2041 Population and Employment Forecasts (Attachment 2)
3. York Region 2041 Intensification Strategy (Attachment 3)
4. York Region Land Budget (Attachment 4)
5. Consistency and Conformity with Provincial Policy (Attachment 5)
6. Phase 2 Consultation Update (Attachment 6)

All six attachment reports are to be considered at the Committee of the Whole meeting on November 5, 2015 and should be read in the order in which they are listed above.

1.1 Highlights

The key highlights of what was heard through consultation are as follows:

- Providing transportation choice and managing congestion remains a key issue for the public and local councils
- Public indicated support for no urban expansion alternative
- Ensuring the availability of affordable housing was identified as an important issue by the public, local municipalities and development industry.
- Significant concern was expressed regarding population growth preceding the delivery of essential infrastructure

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2.0 Purpose

This attachment provides Council with a summary of what has heard to date through Phase 2 consultation on the York Region Official Plan Update.

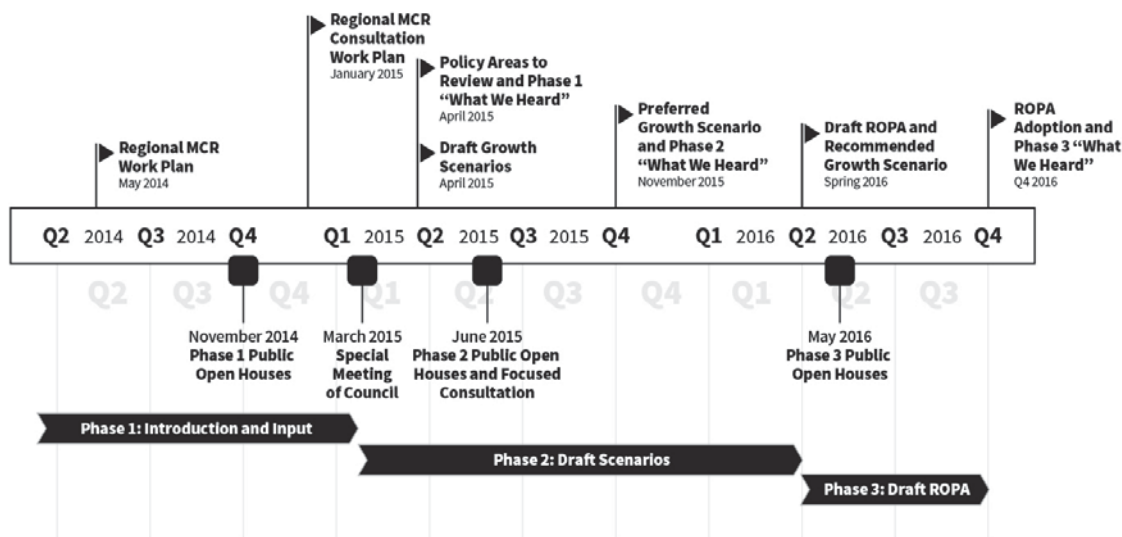
3.0 Background

Consultation for the Official Plan Review is occurring in three phases

York Region is reaching out to the public and stakeholders on the Official Plan Review through three distinct phases of consultation (see Figure 1). Phase 1 provided background information on the Official Plan Review process and sought input on growth management considerations and policy areas to be reviewed.

- Phase 1 concluded in April 2015 with council endorsement of three draft growth scenarios and policy areas for further review and analysis.
- Currently underway, Phase 2 (May 2015 to Spring 2016) is an iterative process seeking input from public and stakeholders on draft growth scenarios and policy direction. Phase 2 will conclude with a draft Regional Official Plan Amendment (ROPA) for Council consideration in Q2 2016.
- Phase 3 (May 2016 to Fall 2016) will involve consultation on the recommended growth scenario and policy modifications as incorporated in the draft ROPA.

Figure 1
York Region Official Plan Review Timeline



There continues to be strong public and stakeholder interest and active participation in Phase 2

Phase 2 Consultation has been underway since May 2015. A variety of public and stakeholder consultation has occurred. Figure 2 summarizes consultation activity.

Table 1
Consultation Activities

Activities	Occurrences
Council Reports	2
Public Open Houses	4
On-line Survey (Metroquest)	1
Local Municipal Council Presentations	9
Local Municipal Staff Meetings	14
Technical Advisory Committee Meetings	1
Stakeholder/Landowner Meetings	18
Meeting with Provincial Ministries	2
Focused Internal Meetings	13

All consultation participants were asked to provide input on three draft growth scenarios including a 40% intensification scenario, a 50% intensification scenario and a no urban expansion option. Participants were also asked to provide detailed input on nine policy areas identified for review through Phase 1 consultation, including:

- Transportation
- Cemeteries
- Agriculture
- Energy and Climate
- Employment
- Retail
- Housing
- Economic Development
- Source Water Protection

In addition to the consultation points noted above, an email was sent to landowners and stakeholders having expressed interest in the Official Plan update process. This email was a broad request for comment that reached over 1100 groups or individuals.

A review and analysis of public and stakeholder comments received is provided in Appendix A. Input received to date has been considered in developing the preferred

growth scenario and identifying policy direction, as detailed in the York Region 2041 Preferred Growth Scenario staff report. Input will continue to be considered throughout the remainder of Phase 2 in developing a recommended growth scenario and draft ROPA.

4.0 Consultation Highlights

In June 2015 four public open houses were held to jointly address the Regional Official Plan Update and the Infrastructure Master Plans

Consistent with the approach taken in Phase 1, Phase 2 public open houses were hosted jointly with the Transportation and Water and Wastewater Master Plan teams. June 2015 open houses were held in Aurora, Georgina, Richmond Hill and Markham; Approximately 150 people attended.

In general, the public expressed support for current Regional Official Plan policies and direction. Participants encouraged the Region to continue to focus on implementation, specifically growth through intensification. Ensuring the availability of affordable housing for people entering the market and our aging population were expressed as key areas to focus on.

Traffic congestion continues to be a significant concern with the public, who emphasized the need to ensure that transit and transportation infrastructure is in place prior to accommodating more growth. Participants were well informed and recognized the need for the Region to think differently about parking as a means to manage travel demand. Consideration of no minimum parking requirements for condominium developments and tolling more highways are tools that the Region was encouraged to consider.

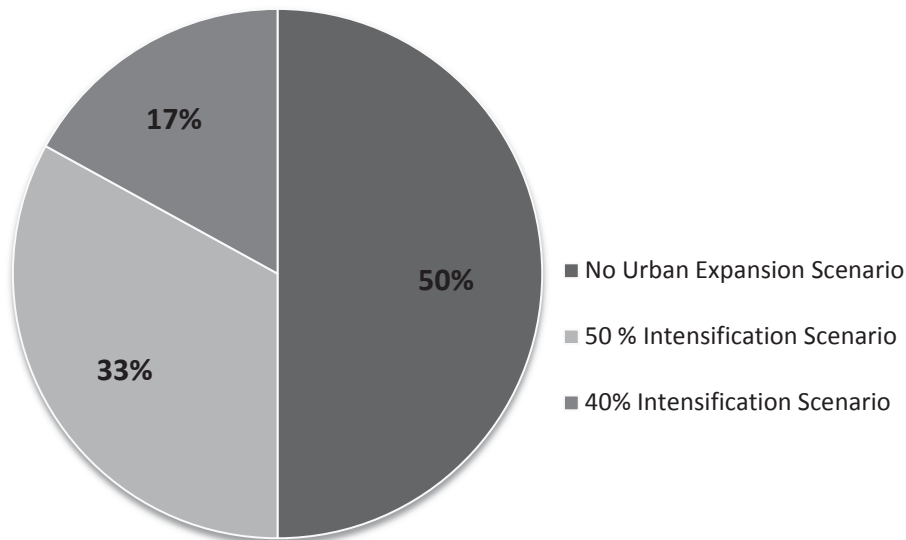
Public and Stakeholder input is detailed in Appendix A.

Additional public input on draft growth scenarios was solicited through an on-line survey

In partnership with the Transportation Master Plan Update team, Phase 2 consultation featured an on-line engagement tool (MetroQuest) to seek public input on the three draft growth scenarios. The survey was available from May 22 to August 29, 2015, generating 678 individual responses.

Growth scenarios were graphically depicted and characterized using five community elements including land consumption, walkability, housing choice, transit support, and use of existing infrastructure. Based on this information, 50% of respondents indicated a preference for the no urban expansion scenario (see Figure 2).

Figure 2
Percentage of Survey Respondents Supporting Draft Growth Scenarios



Public input and preference were one of many considerations that were reviewed in the evaluation of a preferred growth scenario (See Appendix 1).

Consultation with Ministry of Municipal Affairs and Housing and partner ministries has occurred

York Region staff met with Ministry of Affairs and Housing staff to discuss policy updates and forecast and land budget methodologies. The Ministry of Municipal Affairs and Housing also facilitated input from partner ministries including Tourism, Culture and Sport, Natural Resources and Forestry, Northern Development and Mines, and Agriculture, Food and Rural Affairs.

Through these discussions, ministry staff confirmed the existing official plan adequately addresses electricity planning, natural heritage and cultural and archeological resource protection. In addition, a number of areas for consideration were identified related to aggregate resources, wild land fire hazard and abandoned oil and gas wells.

First Nations input was obtained through a workshop hosted jointly with the City of Markham

York Region is committed to continued dialogue with First Nations and Metis Nation representatives. In keeping with this commitment, York Region partnered with the City of Markham and jointly hosted a workshop to obtain First Nations input on the Regional Official Plan, Infrastructure Master Plans and City of Markham Future Urban Area.

To encourage information sharing, a variety of reference materials were provided to invitees in advance of the workshop including a consultation discussion document outlining the official plan review process, draft growth scenarios, policy areas for review and discussion questions. A total of seven First Nations representatives participated in the workshop. Discussion primarily focused on the amount and pace of growth, water quality, wastewater discharge, and environmental protection.

To ensure continued dialogue, First Nations representatives were offered the option of follow-up meetings at their respective organizations.

The development industry provided input

On May 23, 2015, Staff presented three growth scenarios and policy areas for review at the York BILD Chapter. Industry representatives expressed support for the 40% draft growth scenario. Discussion also focused on housing affordability and housing mix. A number of the 32 submissions referenced below are also from developers.

Thirty-two site-specific requests for urban designation or employment land conversion were received

Thirty-two landowners have made submissions to the Region with requests that their lands be considered for urban uses through this Official Plan Update (See Appendix C).

Eleven of the requests pertain to lands currently protected by the Greenbelt Plan or the Oak Ridges Moraine Conservation Plan. As noted in the Region's submission on the Provincial Plans Review (per Special Meeting of Council May 28, 2015), forecast and land budget work has confirmed that the Region has sufficient land outside of the Provincial Plan areas to accommodate projected growth in population and employment to 2041. The preferred growth scenario does not propose any urban expansion onto Provincial Plan area lands.

3 site-specific submissions are seeking conversion from employment to residential uses. One of the site-specific requests has been accommodated in keeping with Regional Council resolutions of April 23, 2015 regarding employment land conversions. The remainder of the requests continue to be identified for employment uses within the Region's forecast and land budget work.

The remainder of requests are primarily to have lands currently designated agricultural identified for urban expansion. A number of considerations informed the identification of the proposed urban expansion area under the preferred growth scenario (as previously discussed in Attachment 4).

Some, but not all of the site specific requests on 'whitebelt' lands fall within the areas identified for urban expansion. Appendix C contains detail on each of the site specific submissions received.

Conservation Authorities, School Boards, York Regional Police and Agricultural Advisory Committee input has also been considered

Additional stakeholders consulted included the York Region School Boards and Conservation Authorities who were also members of the Technical Advisory Committee.

Input from Conservation Authority staff has confirmed the strength of the 2010 York Region Official Plan (YROP-2010) Chapter 2 policies which underwent significant review and refinement through mediation in 2012. Comments received to date from Conservation Authority staff reiterate the need for comprehensive environmental evaluations at the local level and protection of a connected natural heritage system.

School Board representatives have not raised any issues related to the draft growth scenarios or policy areas identified for further review.

The agricultural community, as represented by the York Region Agricultural Advisory Liaison Committee, supports changes in definitions and policy approaches brought forward through the 2014 Provincial Policy Statement (PPS). While updating YROP–2010 agricultural policies to conform with the PPS (2014), the group has reiterated the need for comparable advancements through the Provincial Plans Review.

Consultation with the York Region Police has resulted in a heightened awareness of the implications of urbanization on police services. Specifically, increased density and building height can impact effectiveness of communication devices. Ongoing dialogue with the police will ensure that policing services continue to be effectively delivered as growth is realized.

Additionally, staff are scheduled to consult with the York Region Accessibility Advisory Committee on November 18, 2015. Council will be apprised of any additional input received through the remainder of Phase 2 consultation.

Municipal consultation included presentations to all nine local municipal councils, one-on-one meetings with staff and Technical Advisory Committee participation

The Chief Planner, or on a couple of occasions a designate, made a 'Planning to 2041' presentation to all nine local municipal councils. The presentation outlined the MCR process, the three draft growth scenarios being evaluated and included updates on the status of the Master Plan processes.

A number of municipalities have expressed concern about the ability to ensure that local official plans conform to provincial and regional land use policy direction given the number of provincial acts and plans that are currently under review. York Region staff continue to monitor the timing of these reviews and will integrate any policy changes to the fullest extent possible.

Consistent with concern expressed by the public and stakeholders, local municipalities are emphasizing the following:

- Ensuring the delivery of essential infrastructure prior to accommodating forecasted growth
- Ensuring a range and mix of housing, particularly affordable options in a range of unit types and tenures
- Managing transportation, including consideration of Regional Express Rail, the all day, two-way services being proposed by Metrolinx.

In addition to presentations to local councils, one-on-one meetings with local municipal staff were used to review and refine draft growth scenarios and confirm local priorities and objectives.

Local municipal council and staff comments are detailed in Appendix B.

A number of local municipalities have reported to their Councils with local positions on the draft growth scenarios.

The Town of Aurora, Town of East Gwillimbury, City of Markham, City of Vaughan and Town of Whitchurch-Stouffville Councils considered staff reports and took positions on the Regional municipal comprehensive review.

The Town of Aurora staff report indicates that population and employment forecasts presented in all three draft growth scenarios can be accommodated without significant amendment to the official Plan.

The Town of Whitchurch-Stouffville and Town of East Gwillimbury identify the need for serviced employment land to ensure complete communities. Further, East Gwillimbury Council indicates additional growth cannot be accommodated until infrastructure timing is addressed. The City of Vaughan staff report identifies the need to ensure that land use plans are coordinated with infrastructure planning to ensure that critical infrastructure is delivered in a timely manner to support growth.

The City of Markham staff report identifies that a preferred growth scenario should be consistent with Markham's current residential intensification target of 60%, provide for a range of employment opportunities, and provide a range of housing options, including affordable housing forms.

Local municipal council reports and resolutions are also detailed in Appendix B.

Internal consultation involved coordination with Master Plan updates and fiscal impact analysis

Staff from Environmental Services, Transportation, Finance and Planning and Economic Development have been meeting on a bi-weekly basis to discuss growth management options. These regular meetings reflect the interactive process undertaken to ensure that development of the preferred growth scenario considers existing infrastructure capital plans, emerging master planning updates and remains fiscally responsible.

Through Phase 2 consultation, key representatives from internal departments were asked to provide detailed input on the policy areas identified for further review.

Policy review teams have been established to inform policy development

Staff review teams have been organized to inform policy development. The policy review teams include subject matter experts from various departments, disciplines and perspectives. The mandate of the teams is to review input received to date and make policy recommendations to the York Region Official Plan Review team. These recommendations will form the basis from which a draft Regional Official Plan Amendment is created. A draft Regional Official Plan Amendment will be presented to Council in 2016.

5.0 Conclusion

At the writing of this report, Phase 2 of the York Region Official Plan Review has included 64 public, local municipal and stakeholder consultation opportunities. Input provided informed development of the preferred growth scenario and will be used to develop proposed policy modifications. The key highlights of what was heard through consultation are as follows:

- Providing transportation choice and managing congestion remains a key issue for the public and local councils
- Public indicated support for no urban expansion alternative
- Ensuring the availability of affordable housing was identified as an important issue by the public, local municipalities and development industry.
- Significant concern was expressed regarding population growth preceding the delivery of essential infrastructure

York Region Official Plan Review
Phase 2 – Public and Stakeholder Input Received

Source	Policy Area	Comment	Response
June 2015 Public Open Houses	Cemeteries	Need to plan differently for cemeteries, treat them like commercial land uses.	Cemetery Needs Analysis underway to determine policy approach
	Growth Management	Need to ensure that local municipalities are achieving the intensification targets set by the region. Low density development shouldn't be permitted on Yonge Street where rapid transit is planned.	To be addressed through local Official Plan conformity and implementation
	Growth Management Agriculture	Agricultural land needs to be protected for food production.	See Agricultural Impact Assessment for Analysis of Preferred Growth Scenario Agricultural protection referred to Policy Review Team
	Growth Management Housing	Concerned about the aging population and how the plan is addressing it.	Preferred growth scenario reflects York Region demographic profile Housing and accessibility considerations referred to Policy Review Team
	Healthy Communities	No new development without a third pipe as mandatory for hydrants (reclaimed water), car washes etc. UYSS WRC/Keswick WPCP equals reclaimed water. We will run out of water someday.	Coordination occurring between Water and Wastewater Master Plan Update and Policy Review Team
	Housing	Affordable Housing; my children won't be able to afford to purchase their own homes.	Housing considerations referred to Policy Review Team.
	Transportation	Traffic is an issue; our neighbourhood isn't well serviced by transit.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Transportation	Markham needs an airport; How does proposed Pickering Airport impact development in Markham?	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Transportation	Need to think about parking differently. Consider not requiring parking, paid parking and other related measures to encourage shift to alternative modes of transportation.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
Transportation	Need to manage growth in a manner that supports the large investment in rapid transit. Do not expand the urban boundary.	Coordination occurring between Transportation Master Plan Update and Policy Review Team A number of considerations informed the identification of the preferred growth scenario	

York Region Official Plan Review
Phase 2 – Public and Stakeholder Input Received

Source	Policy Area	Comment	Response
June 2015 Public Open Houses	Agriculture	See BC's Guide to Edge Planning - Promoting Compatibility Along Urban-Agricultural Edges and the City of Surrey Development Permit Guidelines: Farming Protection as good examples of buffer treatments and policies. Buffers between urban communities and agricultural areas should include fencing, vegetative (tree) plantings and setbacks; single loaded roads window roads are preferred over back lots. Buffer treatments that are specific to certain types of agriculture would not accommodate changes in agricultural operations. All farms need to be able to adapt to new market trends and production types.	Agricultural considerations referred to Policy Review Team
Stakeholders and Agencies	Agriculture	Vegetative plantings may have negative consequences on agricultural operations if materials that discourage the development of weed growth cause seed drift onto urban or agricultural land.	Agricultural considerations referred to Policy Review Team
	Agriculture	Policies that direct mandatory buffering along the permanent urban-agricultural boundary that would not affect the viability of the adjacent agricultural operation are needed. Buffering should be required to be included in the first stage of development and not as an afterthought.	Agricultural considerations referred to Policy Review Team
	Agriculture	By order of preference, specific land uses that would be preferable as neighbours to agricultural uses are: Cemeteries, Industrial Employment, Commercial developments, Roads, Passive Community Facilities (i.e. stormwater management facilities), Active Community Facilities (i.e. schools), and Residential.	Agricultural considerations referred to Policy Review Team
	Cemeteries Source Water Protection	Groundwater issues need to be addressed in two policy areas: cemeteries and intensification.	Cemetery Needs Analysis underway to determine policy approach Source water protection consideration referred to Policy Review Team
	Growth Management	Requesting deferral of urban expansion in Markham; protection of additional greenspace and farmland in 'whitebelt' lands; and support for timely forest and	A number of considerations informed the identification of the preferred growth scenario

**York Region Official Plan Review
Phase 2 – Public and Stakeholder Input Received**

Source	Policy Area	Comment	Response
		wetland restoration in Greenbelt and Rouge Park.	
Healthy Communities		Address section 3.1.3 of the 2014 PPS by introducing language speaking to the changing nature of floodplains due to climate change. I would envision this happening either through revisions to section 2.3.21 of the ROP to expand the prohibition for development within both the existing defined floodplain and in areas that may become flood prone due to climate change, or a change to the ROP definition of Hazardous Lands to recognize the changing nature of floodplain boundaries due to climate change.	To be addressed through Provincial Policy Statement (2014) conformity
Healthy Communities		How will wildlife, especially endangered species be considered during this update?	To be addressed through Provincial Policy Statement (2014) conformity
Healthy Communities		Will climate change mitigation and adaptation continue to limit our choices (i.e. light bulbs), what is next?	Healthy Communities considerations referred to Policy Review Team
Healthy Communities		Meeting the sustainable development resource-based targets established for Lake Simcoe related to water quality, water quantity, phosphorus loading and natural heritage protection should continue to be a goal of the ROP through this update.	Healthy Communities considerations referred to Policy Review Team. Provincial Plan conformity considerations referred to Policy Review Team.
Healthy Communities		Development and redevelopment should continue to be directed to areas outside of natural heritage features and natural hazard lands including floor prone areas in accordance with 1.1.3.3. of the PPS.	Healthy Communities considerations referred to Policy Review Team
Healthy Communities		Implementing climate change adaptation measures including the use of green infrastructure such as Low Impact Development technical guidelines should be considered in the review of the ROP.	Healthy Communities considerations referred to Policy Review Team
Source Water Protection		Chippewas of Georgina Island First Nation are concerned about the pressure the proposed growth will put on their water supply. They have been under a boil-water advisory for the past two months and the cost to upgrade or replace the treatment system is	Coordination occurring between Water and Wastewater Master Plan Update and Policy Review Team

**York Region Official Plan Review
Phase 2 – Public and Stakeholder Input Received**

Source	Policy Area	Comment	Response
		estimated at 14 Million dollars. Georgina Island First Nation have been requesting funding for a number of years.	
	Transportation	There needs to be a clear distinction of policies between trails for active transportation uses and trails for recreational uses as the purpose, location and design requirements for each are quite different.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Transportation	The ROP should include policies that require Low Impact Development Measures be incorporated into the transportation network.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Transportation	Strengthen linkage between the environmental policies of Chapter 2 and the transportation policies in the OP.	Coordination occurring between Transportation Master Plan Update and Policy Review Team

York Region Official Plan Review
Local Municipal Council Reports, Resolutions, Staff Comments

Local Municipality	Policy Area	Comment	Response
Local Municipal Councils – Reports and Resolutions			
Aurora (Report/Resolution)	Other	General report to update Aurora Council on the Region's progress on the MCR and Draft Growth Scenarios.	Town of Aurora indicated existing planning approvals could support the proposed population under the 'no urban expansion' scenario
East Gwillimbury (Resolution)	Employment	Employment is key to balanced and sustainable growth in the Town, which will require Regional servicing of Employment Lands. Servicing to Highway 404 employment lands is required in the 2018 timeframe.	York Region's Municipal Comprehensive Review is being coordinated with the Infrastructure Master Plans
	Growth Management	There are a finite amount of whitebelt lands within the Town. It is critical that the Town be involved in determining the amount and location of whitebelt lands that may be used to accommodate growth to 2041 and beyond.	Local municipal consultation will be ongoing as staff work toward developing a recommended growth scenario
	Growth Management Healthy Communities	The stability of funding for future infrastructure, and the associated delays in infrastructure delivery, impact the Town's ability to build the complete communities planned for in the Town's Official Plan. Additional certainty is required regarding the timelines for infrastructure delivery to ensure adequate infrastructure is available to support planned growth.	York Region's Municipal Comprehensive Review is being coordinated with the Infrastructure Master Plans
	Healthy Communities	Delays in the Upper York Sewage Solution project have a direct impact on the pace of growth within the Town. Solutions are needed to reinstate delivery of the Upper York Sewage Solution project by 2020 or alternatively to address the gap between the availability of servicing from the York Durham Sewage Solutions project and the delayed Upper York Sewage Solution project.	York Region's Municipal Comprehensive Review is being coordinated with the Infrastructure Master Plans
	Transportation	There is currently a limited amount of east-west connectivity in transportation infrastructure within the Town, particularly north of the Green Lane corridor. Additional regional arterial connections are required to address the needs of current residents and future growth, and should be balanced with Provincial infrastructure such as the Highway 404/400 Link.	York Region's Municipal Comprehensive Review is being coordinated with the Infrastructure Master Plans
Markham (Report)	Employment	Employment growth and particularly population growth assigned to Markham appear to be achievable given recent experience and remaining land supply.	
	Growth	Staff have concern with the ability of the market to deliver the higher share	A number of considerations informed the

York Region Official Plan Review
Local Municipal Council Reports, Resolutions, Staff Comments

Local Municipality	Policy Area	Comment	Response
	Management	or apartments required to achieve the 'no urban expansion' scenario.	identification of the preferred growth scenario
	Growth Management	The Region wide 40% scenario, and to a greater extent 50% scenario (translating into approximately 50% and 60% for Markham) best reflect Markham's preferred local intensification target (60%) in the last growth strategy exercise.	A number of considerations informed the identification of the preferred growth scenario
	Growth Management	If additional urban expansion lands are required in Markham, the lands should be contiguous to the existing urban area, and in proximity to planned higher order transit and road network.	A number of considerations informed the identification of the preferred growth scenario
	Growth Management	Further direction is needed from the Region regarding the phasing of possible expansion lands to 2036 or 2041, relative to the 2031 Future Urban Area boundary identified in Markham's 2014 Official Plan.	
	Growth Management	The preferred scenario should be supported by servicing, transportation and community infrastructure planning and financing that ensures timely delivery and operation of facilities to serve future growth.	A number of considerations informed the identification of the preferred growth scenario
	Agriculture	The importance of protecting agricultural lands – the City should be managing growth as if there is no longer the urban expansion land available.	A number of considerations informed the identification of the preferred growth scenario
	Transportation	The preferred scenario should be supportive of increased travel options and ongoing investment in a multi-modals transportation system.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Employment	The importance of not converting employment lands to residential uses.	Employment considerations referred to a Policy Review Team
	Housing	There is a need to ensure there are suitable housing options, including affordable housing.	Housing considerations referred to a Policy Review Team
	Healthy Communities	Sustainability should be a priority when expanding the urban boundary (e.g. ensuring growth is transit supportive, sustainable site development, energy and water efficiency).	Sustainability considerations referred to a Policy Review Team
	Employment Retail	The preferred scenario should facilitate mixed use development at appropriate locations, particularly the integration of retail and services with primary residential and office development.	Employment and retail considerations referred to a Policy Review Team
Vaughan	Transportation	It is critical that the required infrastructure be available in a timely manner. Transportation will be a priority. A number of initiatives are underway and	Coordination occurring between Transportation Master Plan Update and

York Region Official Plan Review
Local Municipal Council Reports, Resolutions, Staff Comments

Local Municipality	Policy Area	Comment	Response
(Report/Resolution)		planning, which will all need to be delivered during this timeframe, including the Highway 27 Extension, completion of the Spadina Subway Extension, completion of Highway 7 Rapidway, initiation of Regional Express Rail and the initiation of the Yonge Street Subway extension.	Policy Review Team
Whitchurch-Stouffville (Report/Resolution)	Employment	Key investments in infrastructure need to be leveraged and employment areas established along the Highway 404 corridor. Through independent analysis, the Town has determined that it has insufficient serviced employment lands to meet its population and employment growth needs. This differs from the Region's analysis of employment needs in the Town to accommodate 2041 growth.	Municipal Comprehensive Review indicates that York Region has sufficient land outside of Provincial Plan areas to accommodate projected growth in employment and population to 2041
	General	The draft scenarios do not advance the Town's overall objectives of becoming a more complete and sustainable community through the development of greater employment opportunities, with a higher activity rate and strategic employment lands along the Highway 404 corridor.	Municipal Comprehensive Review indicates that York Region has sufficient land outside of Provincial Plan areas to accommodate projected growth in employment and population to 2041
	Growth Management	Local adjustments to settlement area boundaries in the Countryside Area should be permitted. The Town believes it will require additional Provincial Plan area lands to accommodate projected growth under certain proposed scenarios.	Municipal Comprehensive Review indicates that York Region has sufficient land outside of Provincial Plan areas to accommodate projected growth in employment and population to 2041
Local Municipal Councils – Presentation Discussion			
Aurora	Transportation	Need infrastructure to support growth including an interchange at 404 and St. John's Sideroad.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Transportation	Experiencing a lot of congestion around the GO Station. Need to think of an innovative way to encourage transit use.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Transportation	Need innovative and bold ideas for transit.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
East Gwillimbury	Growth Management	Need to think about the location of high density development.	A number of considerations informed the identification of the preferred growth scenario

York Region Official Plan Review
Local Municipal Council Reports, Resolutions, Staff Comments

Local Municipality	Policy Area	Comment	Response
			To be addressed through local Official Plan conformity and implementation
	Growth Management	Servicing is required to accommodate growth envisioned to 2031; interested in Water and Wastewater Master Plan and Financial Analysis.	Coordination occurring between Water and Wastewater Master Plan Update and Policy Review Team
	Transportation	Transportation and servicing infrastructure needed now.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
Georgina	Growth Management	Council highlighted implications of the Lake Simcoe Protection Plan on growth management options in the Town.	Coordination occurring between Water and Wastewater Master Plan Update and Policy Review Team
King	Growth Management	King does not wish to expand settlement area boundaries. The Township anticipated higher growth numbers based on the information presented. Based on the numbers, King Council thought they would be at 3 units/ha but are happy with 5 units/ha. The Township does not wish to expand but would like to finish their growth and complete their existing communities.	A number of considerations informed the identification of the preferred growth scenario
	Housing	There is a lot of talk about downsizing in the southern three municipalities. People want less intensified developments. Apartment and condo dwelling is not selling well in York Region. Families are moving to the Region to raise kids. Families don't want condos because they are not being designed for family living.	Housing considerations referred to Policy Review Team
	Transportation	We are planning for 30, 50, 70 years from now and only recently have we begun to acknowledge that the future is not car dependent. Transit is currently following development, so it is hard for people to raise a family without a three-car garage.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Transportation	Design of regional roads should take into account active agricultural areas and design roads that are appropriate for them. Urban curbing makes it difficult for farm machinery to move around.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
			Transportation considerations referred to Policy Review Team
Markham	Growth Management	No expansion should occur; it is not economically sustainable.	A number of considerations informed the identification of the preferred growth scenario

York Region Official Plan Review
Local Municipal Council Reports, Resolutions, Staff Comments

Local Municipality	Policy Area	Comment	Response
	Growth Management	Whitebelt land should be last resort – preserve farmland.	A number of considerations informed the identification of the preferred growth scenario
	Growth Management	Is the growth number realistic given down zoning?	A number of considerations informed the identification of the preferred growth scenario
	Growth Management	Maybe no expansion is the right scenario for now, update later.	A number of considerations informed the identification of the preferred growth scenario
	Growth Management	No urban expansion would support transit.	A number of considerations informed the identification of the preferred growth scenario Transportation considerations referred to Policy Review Team
	Growth Management	Only just expanded our urban boundary; surprised at timing.	A number of considerations informed the identification of the preferred growth scenario
	Healthy Communities	The region should be exploring innovation in delivering water and wastewater servicing and looking at ways to reduce energy costs and the need for pumping water.	Coordination occurring between Water and Wastewater Master Plan Update and Policy Review Team
	Growth Management Transportation	Provincial announcements for Regional Express Rail (RER) will re-shape our communities and be transformative especially for density around GO stations and terminals.	A number of considerations informed the identification of the preferred growth scenario Transportation considerations referred to Policy Review Team
	Growth Management Transportation	Station planning; transit-dependent planning is needed; Plan stations beyond RER Markham Centre now – plan out!	A number of considerations informed the identification of the preferred growth scenario Coordination occurring between Transportation Master Plan Update and Policy Review Team

York Region Official Plan Review
Local Municipal Council Reports, Resolutions, Staff Comments

Local Municipality	Policy Area	Comment	Response
	Transportation	TMP consultation slide shows 8% increase in transit mode split. There is concern about commute times. Need road widenings now.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Transportation	Development near Mount Joy GO Station; Assessment is in the process; This should be reflected in the ROP.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Transportation	Whitebelt lands are the furthest away from transit (more cars).	A number of considerations informed the identification of the preferred growth scenario
	Transportation	Would like to see a pro-active collaboration with Toronto and TTC. Want bused re-instated in east end (innovation).	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Transportation	Urban expansion adds cars; wide roads should not happen.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Transportation	Travel times – We need to talk about fees related to congestion.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Transportation	No expansion if we can't deal with congestion!	A number of considerations informed the identification of the preferred growth scenario
	Transportation	We need to align the planning process with infrastructure funding.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Transportation	Money for transit is coming and government needs to provide incentives to transit users (income tax, incentives).	Coordination occurring between Transportation Master Plan Update and Policy Review Team
Newmarket	Growth Management Housing	How does the constrained land supply in the forecast scenarios impact the affordability of housing? How do we ensure that housing remains affordable?	Housing considerations referred to Policy Review Team
	Growth Management	Preference for the 50% scenario. Concerns that the 40% scenario assigns a lot of growth to East Gwillimbury, which will result in a lot of pressure on Newmarket's services and infrastructure.	A number of considerations informed the identification of the preferred growth scenario

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Local Municipality	Policy Area	Comment	Response
Richmond Hill	Growth Management	Council received the presentation.	N/A
Vaughan	Growth Management	We need to protect established neighborhoods. We support intensification in the right places.	A number of considerations informed the identification of the preferred growth scenario
	Growth Management	Concerned with 16% population growth being concentrated in one area of Vaughan, namely Ward 1.	A number of considerations informed the identification of the preferred growth scenario
	Growth Management	Concerned that growth will continue but the necessary infrastructure will not be in place to support that growth. As an example, there have been no major road improvements completed on Major Mackenzie Drive in the last 15 -20 years.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Housing	Housing prices are going through the roof; need more ground-related housing supply to keep prices affordable; strong support for the 40% Intensification Scenario.	Housing considerations referred to Policy Review Team
	Transportation	The number one issue for residents is that the regional road network is lacking. We need to improve what we have before building new infrastructure and adding more growth.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Transportation	York Region should support development of the Go Station at Kirby Road.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Transportation	York Region should undertake Environmental Assessments to correct missing link links in the regional road network.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Transportation	Need to explore and address transportation; The Region has tremendous amount of money in the budget for transportation but it never seems to be enough.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Transportation	York Region needs to ensure that missing links on Teston Road, Dufferin Road and Kirby Road are addressed.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
Transportation	We need to prioritize transit; buses need to move faster than traffic; transit needs to be convenient and affordable.	Coordination occurring between Transportation Master Plan Update and Policy Review Team	

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Local Municipality	Policy Area	Comment	Response
	Transportation	Langstaff - Creditstone and Keele is a huge transportation issue because truck traffic is forced onto Highway 7. The Federal Government should be involved in helping to secure a crossing over the CN rail to alleviate this issue.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Transportation	Missing links and bottlenecks on regional road network is a very important issue (i.e. Teston, Pine Valley and Highway 7); Infrastructure investments made don't benefit the entire road network because of the bottlenecks and missing links.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
Whitchurch-Stouffville	Growth Management	Council received the presentation.	N/A
Local Municipal Staff Comments			
	Agriculture	We are looking for flexibility for local municipalities to further define Agricultural and Rural land use designations based on existing uses and ground truthing of the Region's LEAR.	Agricultural considerations referred to Policy Review Team
	Agriculture	Definitions - The restrictions within the current definitions for "agriculture-related uses" and "secondary agricultural uses" that speak to "small in scale" and "on the property" do not assist the agricultural economy, and can hinder the viability of farming operations. These definitions could be updated in a similar manner to the definitions within the 2014 Provincial Policy Statement for "agriculture-related uses" and "on-farm diversified uses".	To be addressed through Provincial Policy Statement (2014) conformity
	Agriculture	More policies and direction regarding near-urban agriculture; particularly the interface between farming operations and new communities in the Urban Area. Should requirements or buffers be introduced, efforts should be made to apply these to the urban area and minimize the impacts on agricultural lands.	Agricultural considerations referred to Policy Review Team
	Agriculture	Staff support policies which aim to recognize and protect the Rural Areas as a natural resource. The Town wishes to leave a legacy of environmental lands that will be protected and enhanced over the long-term.	Agriculture considerations referred to Policy Review Team
	Agriculture	We interpret policy 6.4.3 to mean that such uses are permitted where they conform to the policies of the Provincial Plans and local municipal official plans and zoning by-laws. As such, we suggest changing the wording of this policy to read "may be permitted" rather than "are permitted".	Agriculture considerations referred to Policy Review Team

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Local Municipality	Policy Area	Comment	Response
	Cemeteries	Are cemeteries permitted in the Rural Area or Agricultural Area if they are within the whitebelt? This policy is specific to the Rural Area within the Greenbelt Plan. Clarification regarding the whitebelt lands would be helpful.	Cemetery Needs Analysis underway to determine policy approach
	Cemeteries	“Green burial” could be formally included in the ROP. “Alternate internment” could be expanded to include green burial, as an example.	Cemetery Needs Analysis underway to determine policy approach
	Cemeteries	To provide clarity and certainty, the ROP should provide some direction related to permissions for cemetery uses within the urban areas.	Cemetery Needs Analysis underway to determine policy approach
	Cemeteries	It is the Town's interpretation that policy 6.4.8 (c) directs cemetery uses to urban areas and that cemeteries are only be located within rural areas where lands for cemetery uses are not available in the existing Urban Areas. If this is the case, we recommend that the ROP clearly reflect this policy direction.	Cemetery Needs Analysis underway to determine policy approach
	Cemeteries	The ROP should consider addressing the permanency of cemeteries as a land use. The ROP should also recognize that the planning horizon for cemeteries has a different timeline than the 20 year planning horizon.	Cemetery Needs Analysis underway to determine policy approach
	Economic Development	We suggest including a reference to Local / Regional partnerships in developing CIPs in policy 4.2.2 to assist in attracting office and major office in the Regional Centres and Corridors.	Economic Development considerations referred to Policy Review Team
	Economic Development	While policy 8.3.6 of the ROP authorizes regional and local CIP partnerships, there is no policy direction for the use of CIPs as part of the “City Building” policies of the ROP and the provisions related to Economic Development / Economic Vitality.	Economic Development considerations referred to Policy Review Team
	Economic Development Employment	To further strengthen policy 4.1.5, we suggest that sub (a) be modified to include the words “over the long-term” to emphasize the Region's long term support for employment lands. We also suggest adding sub (g) to address policy 1.3.1(c) of the PPS, 2014, which states that economic development and competitiveness [shall be promoted by] “encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities.”	Employment and economic development considerations referred to Policy Review Team
	Employment	The requirement to conduct 5-year reviews seems premature in East Gwillimbury, especially when crossed referenced with policy 4.3.22 that limits employment applications in privately serviced lands. The majority of the Town's employment lands are on private services and the timelines for	A number of considerations informed the identification of the preferred growth scenario

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Local Municipality	Policy Area	Comment	Response
		serviced employment lands is uncertain. The ROP could clarify that this process could be combined with the Town's official plan review (when integrating the Region's growth targets), as opposed to a separate formal review.	Coordination occurring between Water and Wastewater Master Plan Update and Policy Review Team
	Employment	Consistent application of the 'Strategic Employment Lands – Conceptual' symbol on Figure 2 – the symbol currently only appears at the north limit of Hwy 404 and east limit of Hwy 407 whereas there are other segments of these highways which are arguably of equally 'strategic' importance; staff would appreciate the opportunity to comment on draft mapping changes.	Employment considerations referred to Policy Review Team
	Employment	Addressing the issue of sensitive land uses within employment areas – consider including a policy that requires consideration of the long term viability of employment areas before permitting the introduction of sensitive land uses within employment areas containing manufacturing, processing and warehousing.	Employment considerations referred to Policy Review Team
	Employment	Clarification of policy 4.3.11 with respect to maximum 15% ancillary uses in employment areas – there has been some confusion as to what the 15% applies to, for example, land area or Gross Floor Area (GFA) of ancillary uses. Our position has been that GFA is easier to control on an application by application basis. If the policy is confirmed to apply to land area rather than GFA, it may be necessary to exempt established employment lands from the policy.	Employment considerations referred to Policy Review Team
	Employment	Policies 4.3.6 and 4.3.7 of the ROP speak to the protection of "strategic employment lands". The Region's policies identify these lands based on their proximity to existing or planned 400-series highways and direct that they be designated and given priority for employment land uses in local municipal official plans. The Region should include additional policies in the ROP clarifying the intent of whitebelt strategic employment lands and the importance of other employment lands, and also provide a definition for "employment land uses" in policies 4.3.6 and 4.3.7 to specify what types of employment should be directed to these areas. Alternatively, we support policy direction allowing municipalities to define this term in local OP's.	Employment considerations referred to Policy Review Team
	Employment	With respect to the types of employment in employment areas, the Region should consider advocating to the Province for stronger employment land policies which would enable municipalities in York Region to plan for different types of employment (jobs) as part of locally planned urban	Employment considerations referred to Policy Review Team

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Local Municipality	Policy Area	Comment	Response
		structures. Employment lands should be protected over the long term for employment-land-employment uses such as industrial and manufacturing, which often cannot locate in areas other than designated employment areas due to land use compatibility. More policy direction at the Regional level is needed to allow municipalities to direct certain types of employment uses to areas of the urban structure.	
	Employment	The Region should consider providing a definition for the term "non-employment use" or provide direction to allow local municipalities to define this term in their respective official plans.	Employment considerations referred to Policy Review Team
	Employment	The provision of retail, commercial and office uses through mixed use development is important to the success of the Centres and Corridors as focal points for transit and pedestrian activity. To ensure an appropriate mix and amount of population-related employment in the centres and corridors, the Region should consider including policies in the ROP that enable municipalities to establish (area by area) mixed-use ratios in local municipal OP's to ensure an appropriate relationship between residential uses and population-serving employment uses.	Employment considerations referred to Policy Review Team
	Employment	The Region should consider amending the wording to Section 4.3 of the ROP or consider adding a new policy to address Policy 1.3.2.3 of the PPS 2014 which speaks to the protection of employment areas in proximity to major goods movement facilities and corridors. This policy direction should be incorporated into the ROP and could be combined with the existing ROP policies that apply to employment areas along the 400-series highways to strengthen the importance of preserving designated employment lands along major transportation corridors. In addition, we would also suggest adding a definition for "major goods movement facilities and corridors" to reflect the definition provided in the PPS which includes rail facilities. This policy direction would potentially assist with conversion pressures in older, existing industrial areas that are also adjacent to major transportation corridors (other than a 400-series highway) such as the Newkirk Business Park.	Employment considerations referred to Policy Review Team
	Employment	Overall, the Region should maintain the employment land conversion policies as currently set out in the ROP.	Employment considerations referred to Policy Review Team
	Employment	Consideration should be given to include a figure in the ROP which identifies designated employment lands within the Region in the same way that the ROP includes Region-wide schedules for other matters.	Employment considerations referred to Policy Review Team

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Local Municipality	Policy Area	Comment	Response
	Employment	The PPS 2014 includes policy language related to protecting employment areas in proximity to major goods movement (i.e. transportation) facilities and corridors for employment uses that require those locations. Policy 4.3.6 of the ROP should also be updated to reflect the importance of “major goods movement facilities and corridors” and not just existing or planning 400-series highways.	To be addressed through Provincial Policy Statement (2014) conformity
	Employment	To further strengthen policy 4.3.9, the Region should consider defining the term “non-employment land uses”.	Employment considerations referred to Policy Review Team
	Employment	While the general intent of this policy is understood, it is unclear what the 15% provision represents in policy 4.3.11. Is this a restriction on GFA or a ratio of ancillary uses relative to the total acreage of lands designated for employment uses?	Employment considerations referred to Policy Review Team
	Employment	The Region should consider adding the words “Regional Corridors and” before the words “Local Corridors” in policy 4.3.13. This would help prevent pressure for conversion(s) on designated employment lands along the Yonge Street and Highway 7 Regional Corridors through Richmond Hill.	Employment considerations referred to Policy Review Team
	Growth Management	East Gwillimbury is at risk of becoming a bedroom community. The reference to infrastructure that supports the economy needs to be strengthened. Perhaps including language about this infrastructure being a “priority”.	Coordination occurring between Water and Wastewater Master Plan Update and Policy Review Team
	Healthy Communities	A number of policies in section 7.5 refer to “investigating”, “engaging” or “working with”. These policies could be refined to include more details regarding the work that still needs to occur or targets to be met.	Editorial, mapping and policy implementation challenges to be addressed to the extent possible through Official Plan Update
	Healthy Communities	Consider modifying the goal statement in Chapter 3 to include “resilience” and revise the remainder of the ROP to reflect this new terminology in PPS 2014.	Healthy Communities considerations referred to Policy Review Team
	Healthy Communities	Policy 3.1.7 speaks to designing “communities to be more resilient to the effects of climate change”. The ROP should articulate in greater detail policy direction for how best to design York Region’s communities to be more resilient to climate change.	Healthy Communities considerations referred to Policy Review Team
	Healthy	Consider revising the ROP to include specific actions York Region and its	Healthy Communities considerations

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Local Municipality	Policy Area	Comment	Response
	Communities	partner municipalities could undertake together to achieve climate change objectives.	referred to Policy Review Team
	Healthy Communities	The Region should consider integration recommendations of York Region's Draft Climate Change Adaptation Strategy Nov 2011 into the ROP and/or finalizing this document.	Healthy Communities considerations referred to Policy Review Team
	Healthy Communities	Consider including new policies to address the Region's approach to climate change/resiliency. Policies could be included in Chapter 5, and specifically within the Sustainable Buildings policies.	Healthy Communities considerations referred to Policy Review Team
	Healthy Communities	Undertake a Region-wide Community Improvement Plan (CIP) project to target strategic development or redevelopment that would address climate change adaptation or mitigation (e.g. building retrofits for energy efficiency, renewable and district energy systems, water conservation and efficiency systems).	Healthy Communities considerations referred to Policy Review Team
	Healthy Communities	<p>Include policies in the ROP which encourage local municipalities to develop programs to ensure the successful implementation of the ROP's climate change and sustainable building policies, such as the Award-winning Sustainability Metrics program developed and currently being implemented by Richmond Hill, Brampton and Vaughan.</p> <p>Policy 3.1.7 speaks to designing "communities to be more resilient to the effects of climate change". Now that the new PPS 2014 speaks to resiliency in a more policy directive manner, the ROP should articulate in greater detail policy direction for how best to design York Region's communities to be more resilient to climate change.</p>	Healthy Communities considerations referred to Policy Review Team
	Housing	We are generally in support of the ROP's policy direction to provide a mix and range of housing types across York Region. However, without stronger regulatory tools requiring the inclusion of affordable housing as part of that mix of housing types, local municipalities will continue to face significant challenges in implementing the Region's affordable housing policies, as currently set out in the ROP.	Housing considerations referred to Policy Review Team
	Housing	The Region has implemented affordable housing policy direction by establishing minimum targets for affordable housing in the 2009 ROP that is aimed at affordable to low and moderate income households. In general, we do not take issue with the inclusion of targets in the ROP, however local municipalities cannot be expected (and in the ROP's case directed) to meet those targets without a proper implementation framework that ensures a consistent supply of secured affordable housing. What is	Housing considerations referred to Policy Review Team

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Local Municipality	Policy Area	Comment	Response
		needed first and foremost are the tools to secure a consistent supply of affordable housing made up of all housing types.	
	Housing	All housing types within a community should be affordable and the ROP's housing policies should be strengthened to place emphasis on the requirement that affordable housing within local municipalities are to be achieved through the provision of a full mix and range of housing types.	Housing considerations referred to Policy Review Team
	Housing	Over three quarters of the affordable ownership units in York Region are one and two bedroom condominiums. This means that at the 6th decile of income distribution, the bulk of affordable housing is being achieved through the provision condominium development which may not be in suitable locations, be the desired tenure or be large enough to accommodate a family.	Housing considerations referred to Policy Review Team
	Housing	In Policies 3.5.1 and 3.5.2 of the ROP, what role does the York Region Housing Needs Study serve at the Regional and local level? It is understood that the Housing Services Act, 2011 requires that the Region develop a 10-year Housing Plan, however, the status of this study and how it is to relate to housing and affordable housing policies in local municipal OP's is unclear. We recommend that further direction be provided as to how this study is to be used and implemented.	Housing considerations referred to Policy Review Team
	Housing	Consideration should be given to include the words "and transit stations" after the word "corridors" in policy 3.5.11.	Housing considerations referred to Policy Review Team
	Housing	Reference to "ownership" units, in addition to new rental units, should also be included in policy 3.5.20.	Housing considerations referred to Policy Review Team.
	Housing	We agree with the importance of protecting rental housing from both demolition and conversion to condominium or non-residential use. Additional policy direction should be included in the ROP which encourages the development of purpose-built rental apartment buildings. The Region should also consider providing incentives for those who are willing to work with the Region and local partners to provide purpose-built rental housing.	Housing considerations referred to Policy Review Team
	Other	ROPA 52 is applicable to Vaughan only. For clarity and ease of reference, we suggest amending the ROP to include the provisions of ROPA 52 and other ROPA's which have been approved into the parent ROP.	Editorial, mapping and policy implementation challenges to be addressed to the extent possible through Official Plan Update

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Local Municipality	Policy Area	Comment	Response
	Other	The Region should reconsider how the Transition policies are written and arranged in the YROP. This has created some issues for the Town of Georgina. The way the policies are currently arranged, it is unclear if policies currently under "Greenbelt Plan" and "Oak Ridges Moraine Conservation Plan" in Section 8.4 are considered to be part of the "Transition" policies or not.	Editorial, mapping and policy implementation challenges to be addressed to the extent possible through Official Plan Update
	Other	There appears to be some minor errors and omissions in the Mapping for the YROP 2010. Why do the YROP maps cut off the top third of Lake Simcoe?	Editorial, mapping and policy implementation challenges to be addressed to the extent possible through Official Plan Update
	Other	Consider changing the language of "I.R." in relation to Georgina Island and other islands in Lake Simcoe within York Region. 'Fox ' and 'Snake' Islands should be identified properly on the YROP mapping. A number of Regional Roads within the Town of Georgina are not labelled (i.e. Metro, Black River, Baseline). The Region may wish to consider labelling all Regional roads.	Editorial, mapping and policy implementation challenges to be addressed to the extent possible through Official Plan Update
	Other	Correct the location of Purpleville hamlet.	Editorial, mapping and policy implementation challenges to be addressed to the extent possible through Official Plan Update
	Other	Removing the 'Hamlet' designation for Victoria Square on Map 1 Regional Structure to be consistent with the Markham Official Plan (Victoria Square is currently within the urban boundary and therefore doesn't meet the tests of a Hamlet).	Editorial, mapping and policy implementation challenges to be addressed to the extent possible through Official Plan Update
	Retail	Addressing the definition and use of the term 'major retail' – because the definition of 'major retail' seems to vary between jurisdictions, the Markham OP only defines and refers to 'major retail' for the purpose of employment conversion policies. All other large areas of retail in Markham are referred to called 'large scale retail' to avoid confusion. It may be beneficial for the Regional Official Plan to take a similar approach.	Retail considerations referred to Policy Review Team
	Retail	The Region should consider including policies in Section 4.4 of the ROP to enable local municipalities to establish mixed use ratio requirements in local municipal OP's for retail and office development within the centres and corridors.	Retail considerations referred to Policy Review Team
	Retail	The retail policies of the ROP should also include some language on the	Retail considerations referred to Policy

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		need to shift away from the traditional 'big box' major retail development of past decades. This is particularly important to support the Region's objective of creating retail that is integrated within the community.	Review Team
	Retail	Policy 4.4.3 should also recognize the importance of retail uses, including small-scale retail, as part of supporting and protecting the planned function and historical character of mainstreets.	Retail considerations referred to Policy Review Team
	Retail	We suggest deleting the reference to "commercial hierarchy" in policy 4.4.5 and replacing it with "commercial policies". It is also suggested that the words "in their official plans" be added after the word "municipalities".	Retail considerations referred to Policy Review Team
	Retail	The Region should consider modifying sections 4.4.7, 4.4.8 and 4.4.9 of the ROP to encourage the redevelopment of major retail/commercial sites within the centres and corridors to retrofit or redevelop over time into a more compact and integrated built form with a mix of uses.	Retail considerations referred to Policy Review Team
	Retail	Consideration should be given to modify policy 4.4.9 to clearly identify that Regional impact analyses must also address how the proposed development meets the policies of the ROP and the policies of local municipal OP. In addition to the matters set out in Policy 4.4.9, Regional impact analyses should also include an assessment to ensure accessibility by active transportation modes and public transit, and the impacts of socio-economic changes and emerging trends.	Retail considerations referred to Policy Review Team
	Source Water Protection	It is understood that schools, daycares or residences could be subject to policy 2.3.11 based on their potential use of cleaning products that contain organic solvents and DNAPLS or use of road salt on the property. This seems like a broad interpretation that could be easily overlooked. It would be helpful to include a caveat regarding whether it should be interpreted this broadly; or perhaps a sidebar item that either lists the types of uses that could be impacted or the types of products that qualify.	Source Water Protection considerations referred to Policy Review Team
	Source Water Protection	The reference to 'snow storage' in policy 7.3.38 could be broadly interpreted to mean all properties, as all are required to indicate the 'snow storage location' on their site plans. This policy could be clarified to only refer to instances where snow is being stored from off-site, or for on-site storage for land areas above a certain threshold (e.g. a large parking lot).	Source Water Protection considerations referred to Policy Review Team
	Transportation	Map 11 designates Bathurst Street from 19th Ave to Major Mackenzie as a Regional Rapid Transit corridor. In addition, Bathurst between Highway 7 and Major Mackenzie is identified as a "Special Study Area". In reviewing the ROP, staff were unable to locate policies related to this corridor or its	Coordination occurring between Transportation Master Plan Update and Policy Review Team

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Local Municipality	Policy Area	Comment	Response
		designation. In the Richmond Hill OP, Bathurst Street is not identified as a future rapid transit corridor or area for intensification. Concern that a rapid transit designation may put unwanted pressure on lands along the east side of Bathurst Street (already established low-density, single-detached dwellings).	
	Transportation	Transportation and parking policies should provide greater support for urbanizing contexts and communities experiencing intensification. For example, consider allowing on-street parking to support commercial and retail uses along certain segments of Regional corridors.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Transportation	Policy 5.5.6 is unclear. The Region should clarify what is meant by "...consider the Regional Corridor policies of Section 5.4 of this Plan". At what point should Local Corridors consider the Regional Corridor policies of the ROP?	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Transportation	This policy should direct that the Regional Corridor policies of Section 5.4 of the ROP may be considered in the context of Local Corridors only by local area municipalities in consultation with the Region and only at the time of a municipal comprehensive review.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Transportation	Is the requirement for a mobility plan (policy 7.2.25 (j)) necessary for all types of developments and all development applications submitted at the local level? For instance, are local municipalities to require that minor variance and consent applications provide a mobility study? Also, the requirement for a mobility plan is particularly important in certain areas over others, such as the centres and corridors where there is existing and planned public rapid transit service and access to facilities.	Coordination occurring between Transportation Master Plan Update and Policy Review Team
	Transportation	The Buttonville airport is located along the Highway 404 corridor, which is a major goods movement corridor in the Region's urban structure. Given its location along the Highway 404 corridor and its adjacency to other established employment lands in Markham and Richmond Hill, the Buttonville Airport lands serve an important Regional strategic employment land function which should be retained for employment uses and business park function over the long term (policy 7.2.90).	Coordination occurring between Transportation Master Plan Update and Policy Review Team Employment considerations referred to Policy Review Team

York Region Official Plan Review
Landowner Submissions to Municipal Comprehensive Review

	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
1	RJ Forhan & Associates	Romandale Farms Ltd	McGriskin Farm, 4044 Elgin Mills Road E, Markham	Request for lands to be brought into the Urban Area through the MCR, should the Region determine a need for additional 'whitebelt' land.	The lands are within the proposed urban expansion area under the 2041 preferred growth scenario.
2	Brookvalley Project Management Inc.	Various land holdings in Concord Go Center Secondary Plan area	Area 5, Concord Go Centre Secondary Plan, Vaughan	Change in secondary plan designation from Employment Commercial Mixed Use to Mixed Use Commercial to permit residential uses to be incorporated onto these lands.	These lands continue to be identified for employment uses within the Region's forecast and land budget work.
3	Weston Consulting	1606620 Ontario Inc.	12700 7 th Concession, King & 0 Pine Valley Drive, Vaughan	The portion of the lands in Vaughan currently designated 'whitebelt' maintain the designation and this portion of the property be added to the Urban Area should the Region determine a need for additional 'whitebelt' land.	<p>Work completed to date through York Region's Municipal Comprehensive Review indicates that York Region has sufficient land outside of Provincial Plan areas to accommodate projected growth in employment and population to 2041.</p> <p>For the 'whitebelt' portion of the lands, a number of considerations informed the identification of the proposed urban expansion area under the preferred growth scenario. These lands have not been identified to accommodate growth to 2041.</p>
4	Weston Consulting	Mrs. Orah Buck	5511 King Vaughan Road, Vaughan	The portion of the lands in Vaughan currently designated 'whitebelt' maintain the designation and this portion of the property be added to the Urban Area should the Region determine a need for additional 'whitebelt' land.	<p>Work completed to date through York Region's Municipal Comprehensive Review indicates that York Region has sufficient land outside of Provincial Plan areas to accommodate projected growth in employment and population to 2041.</p> <p>For the 'whitebelt' portion of the lands, a number of considerations informed the identification of the proposed urban expansion area under the preferred growth scenario. These lands have not been identified to accommodate growth to 2041.</p>
5	Cam Milani	Milani Group	1136 Teston Road,	Remove lands from ORMCP Countryside	Work completed to date through York

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Submitted by	On Behalf of	Location or Address	Nature of Request	Comments	
		Vaughan	and Natural Linkage and bring them into the Settlement Area. Consider property for inclusion in the Urban Area should the Region determine a need for additional 'whitebelt' land.	Region's Municipal Comprehensive Review indicates that York Region has sufficient land outside of Provincial Plan areas to accommodate projected growth in employment and population to 2041.	
6	IBI Group	Tormont Industries Ltd.	3230 King Road, King	Remove lands from Protected Countryside and Natural Heritage System designations in Greenbelt Plan, and remove lands from Greenbelt and Agricultural designations in YROP and redesignate land for Employment Use.	Work completed to date through York Region's Municipal Comprehensive Review indicates that York Region has sufficient land outside of Provincial Plan areas to accommodate projected growth in employment and population to 2041.
7	M.A.M. Group Inc.	Westlin Farms Inc., Starlane Home Corporation, Trinison Management Corp., Trinistar Corporation	West side of Weston Road, immediately north of King Vaughan Road, King	Request to maintain 'whitebelt' status.	A number of considerations informed the identification of the proposed urban expansion area under the preferred growth scenario. These lands have not been identified to accommodate growth to 2041.
8	Sorensen Gravely Lowes Planning & Design Inc.	Willowgrove	11737 McCowan Road, Whitchurch-Stouffville	Request that the Willowgrove lands not be considered for any "land swap" to redesignate the lands from 'whitebelt' to greenbelt in the Greenbelt Plan.	A number of considerations informed the identification of the proposed urban expansion area under the preferred growth scenario. These lands have not been identified to accommodate growth to 2041. For the 'whitebelt' portion of the lands, a number of considerations informed the identification of the proposed urban expansion area under the preferred growth scenario. These lands have not been identified to accommodate growth to 2041.
9	Evans Planning Inc.	Ms. Asha Rani Batra	Bart of Lots 1, 2, 3 and 5 Concession 3, (West of Highway 404, North of Stouffville Rd, and Bethesda Road & Ontario Hydro Corridor) Richmond Hill	Remove lands from the Greenbelt Plan and modify ORMCP designation to permit employment uses. Consider adding these lands to Urban Area through MCR and redesignate to permit employment uses.	Work completed to date through York Region's Municipal Comprehensive Review indicates that York Region has sufficient land outside of Provincial Plan areas to accommodate projected growth in employment and population to 2041.

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Landowner Submissions to Municipal Comprehensive Review

Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
10 Vinnie Ussia	11180 Huntington Road, 11420 Huntington Road, 6901 Kirby Road and 7001 Kirby Road	11180 Huntington Road, 11420 Huntington Road, 6901 Kirby Road and 7001 Kirby Road, Vaughan	Include subject lands in the Urban Area through MCR to permit low-rise residential use on the east side and commercial/industrial uses to the west of the railway tracks.	A number of considerations informed the identification of the proposed urban expansion area under the preferred growth scenario. These lands have not been identified to accommodate growth to 2041.
11 Ken Lee	Peoples Gospel Church	5172 Major Mackenzie Drive E, Markham	Include subject lands in Urban Area through MCR to permit construction of the Peoples Gospel Church. Appeal to OMB was withdrawn on June 1, 2015 to participate in MCR process.	The lands are within the proposed urban expansion area under the 2041 preferred growth scenario.
12 Humphries Planning Group Inc.	K & K Holdings Ltd.	NW Corner of Keele St and Kirby Rd, Vaughan	Include subject lands in urban area to align ROP with Vaughan OMB approved Official Plan. This would provide consistency with permissions currently contained in Vaughan OP, which permits transportation and industrial uses (Vaughan OPA 525, ROPA 16)	The lands outside of the Greenbelt Plan area are within the proposed urban expansion area under the 2041 preferred growth scenario.
13 Michael Smith Planning Consultants	1334618 Ontario Inc.	18823 Old Yonge Street, Part of Lot 104, Concession 1, East Gwillimbury	Expresses support for 40% intensification scenario. Request to include subject lands (part of the 'whitebelt') in the Urban Area through MCR to permit low-density development of the lands.	The lands are within the proposed urban expansion area under the 2041 preferred growth scenario.
14 Barbir and Associates	1475153 Ontario Inc.	Part Lot 4, Con 2, Part 1 65R5820, King	Include subject lands in Urban Area. Subject lands are ORMCP Natural Linkage Area connecting the corridor between King City and Richmond Hill.	Work completed to date through York Region's Municipal Comprehensive Review indicates that York Region has sufficient land outside of Provincial Plan areas to accommodate projected growth in employment and population to 2041.
15 Pamela Tang and Peter Chang Sing	Pamela Tang and Peter Chang Sing	11871 Albion Vaughan Road, Part Lots 32 & 33, Concession 11, Kleinburg, Vaughan	Redesignate Greenbelt portion of the lands, and bring entire property from 'whitebelt' into Urban Area.	Work completed to date through York Region's Municipal Comprehensive Review indicates that York Region has sufficient land outside of Provincial Plan areas to accommodate projected growth in employment and population to 2041. For the 'whitebelt' portion of the lands, a number of considerations informed the identification of the proposed urban expansion area under the preferred growth scenario. These lands have not

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				been identified to accommodate growth to 2041.	
16	Dillon Consulting	Mr. Edmund Moss	12441 Woodbine Ave, Whitchurch-Stouffville	Request for an expansion of the Gormley Secondary Plan Area to include the subject lands to be developed as General Commercial and Light Employment. The lands are currently under the protection of the ORMCP.	Work completed to date through York Region's Municipal Comprehensive Review indicates that York Region has sufficient land outside of Provincial Plan areas to accommodate projected growth in employment and population to 2041.
17	Bousfields Inc.	Living Life (Greenwich) Inc.	18618 Yonge St, East Gwillimbury	Request for lands to be brought into the Urban Boundary for East Gwillimbury to permit the development of commercial and residential uses, including affordable, rental and seniors housing.	The lands are within the proposed urban expansion area under the 2041 preferred growth scenario.
18	Delta Urban	Mavrinac East Developments Inc. and Mavrinac West Developments Inc.	Lands located north of Wellington St E on either side of Mavrinac Boulevard, Aurora	Request for conversion of Business Park employment uses to Low – Medium Density Residential and Medium-High Density Residential uses as provided for under OPA 30.	These lands continue to be identified for employment uses within the Region's forecast and land budget work. Will work with Aurora to better understand their desires.
19	Bousfields Inc.	Ms. Lesa Cozzi	1070 Nashville Road, Vaughan	Request for lands to be brought into the urban boundary through MCR.	A number of considerations informed the identification of the proposed urban expansion area under the preferred growth scenario. These lands have not been identified to accommodate growth to 2041.
20	Davies Howe Partners LLP	Warden North GP Inc	11691 Warden Ave, Whitchurch-Stouffville	Request for lands to be brought into the urban boundary through the MCR.	A number of considerations informed the identification of the proposed urban expansion area under the preferred growth scenario. These lands have not been identified to accommodate growth to 2041.
21	Humphries Planning Group Inc.	1453941 Ontario Ltd.	4995-5015 Lloydtown/Aurora Road and 16425 8 th Concession, Part of Lot 28 and 29, Concession 7, King	Request for lands to be brought into Pottageville Hamlet Plan boundary through the MCR. Property is currently designated as Protected Countryside and Natural Heritage System in the Greenbelt Plan.	Work completed to date through York Region's Municipal Comprehensive Review indicates that York Region has sufficient land outside of Provincial Plan areas to accommodate projected growth in employment and population to 2041.

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22	MMM Group Ltd.	Nizza Enterprises	2354 Ravenshoe Road, Part Lot 1, Concession 4 Georgina	Request for lands to be included in the Urban Area, as well as re-designate the lands from Agricultural Protection Area to Employment, as part of the Town of Georgina and York Region's Official Plan Reviews.	Work completed to date through York Region's Municipal Comprehensive Review indicates that York Region has sufficient land outside of Provincial Plan areas to accommodate projected growth in employment and population to 2041.
23	Owners of the Bradford Inn	N/A	20590 Yonge Street (Hwy 11), King	Request for additional permissions under the Greenbelt Plan to permit the development of a seniors housing complex or an expansion to the existing hotel use. Further request for municipal servicing to be extended to this area of Yonge Street.	Work completed to date through York Region's Municipal Comprehensive Review indicates that York Region has sufficient land outside of Provincial Plan areas to accommodate projected growth in employment and population to 2041.
24	KLM Planning Partners Inc.	Melrose Properties Inc., Ironrose Investments Inc., MCN (Pinevalley) Inc., Mel-Terra Investments Inc., Azure Woods Home Corp., and Lazio Farms Holdings Inc.	Block 42 (bound by Weston Rd to the east, King/Vaughan municipal boundary to the north, Pine Valley Dr to the west and Kirby Rd to the south) Vaughan	Request for lands to be considered to be brought into the urban area through the MCR.	The lands are within the proposed urban expansion area under the 2041 preferred growth scenario.
25	Randy Peddigrew, Senior Vice President, Land Development, The Remington Group	Neamsby Investments Inc.	Southwest corner of Middlefield Road and 14 th Ave, Markham	Request for redesignation of a portion of the lands from employment to residential. Have recently submitted an application for an Official Plan Amendment to the City of Markham.	York Region forecast and land budget work reflects Regional Council resolutions of April 23, 2015 regarding employment land conversions.
26	Bousfields Inc.	Owners of 198 Oriole Drive, East Gwillimbury	198 Oriole Drive, East Gwillimbury	Request for lands to be brought into the urban boundary through the MCR.	The western portion of the lands continue to be identified for employment uses within the Region's forecast and land budget work. For the 'whitebelt' portion of the lands, a number of considerations informed the identification of the proposed urban expansion area under the preferred growth scenario. These lands have not been identified to accommodate growth to 2041.
27	Malone Given Parsons Ltd.	King City East Landowners Group	139 ha in northeast quadrant of King City,	KCE Group has submitted an Official Plan Amendment Application to King Township	The Region applied a lower density than the proposed 10 uph based on

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	(KCE Group)	King	seeking to increase the densities permitted on the subject lands from 3.0-5.0 uph to 10.0 uph.	discussions with King Township Staff (7.0 uph) during forecast and land budget work.	
28	KLM Planning Partners Inc.	2154000 Ontario Inc.	59.14 acres in the southwest corner of 18 th Sideroad and Bathurst Street, King	Request for lands to be brought into the urban boundary through the MCR. Property is currently designated as Countryside in the Oak Ridges Moraine Conservation Plan.	Work completed to date through York Region's Municipal Comprehensive Review indicates that York Region has sufficient land outside of Provincial Plan areas to accommodate projected growth in employment and population to 2041.
29	Dorsky + Yue International, UrbanMetrics	Rice Commercial Group, 'Mackenzie Commons'	43.4 acres in the southwest corner of Major Mackenzie Drive and Highway 404, Richmond Hill	Request to convert employment lands to amenity-driven business park with high density residential component.	These lands continue to be identified for employment uses within the Region's forecast and land budget work.
30	Humphries Planning Group Inc.	Western Point Builders Inc.	11421 Weston Road (Block 34), Vaughan	Request to convert employment lands to mixed-use to allow for the development of residential uses alongside employment uses.	The lands continue to be identified for employment uses within the Region's forecast and land budget work. The portion of the lands designated mixed use in Vaughan OPA 637 have been modeled as community lands. However, no residential units have been allocated per the permitted uses in the OPA.
31	John Zipay and Associates	Owners of 10436/10450 Huntington Road	10436/10450 Huntington Road, Vaughan	Request for lands to be brought into the urban boundary through the MCR. Property is currently within the 'whitebelt' in Block 66 in Vaughan.	The lands are within the proposed urban expansion area under the 2041 preferred growth scenario.
32	Weston Consulting	P. Campagna Investments Ltd.	12162 Woodbine Ave 11670 Woodbine Ave 11851 Woodbine Ave 11767 Woodbine Ave 11674 Warden Ave Whitchurch-Stouffville	Request for lands to be brought into the urban boundary through the MCR for employment purposes. The properties are primarily within the Oak Ridges Moraine Conservation Plan and Greenbelt Plan areas. A small portion of land is 'whitebelt'.	Work completed to date through York Region's Municipal Comprehensive Review indicates that York Region has sufficient land outside of Provincial Plan areas to accommodate projected growth in employment and population to 2041. For the 'whitebelt' portion of the lands, a number of considerations informed the identification of the proposed urban expansion area under the preferred

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				growth scenario. These lands have not been identified to accommodate growth to 2041.