

Growth Management Report

Prepared by:



February 16, 2010

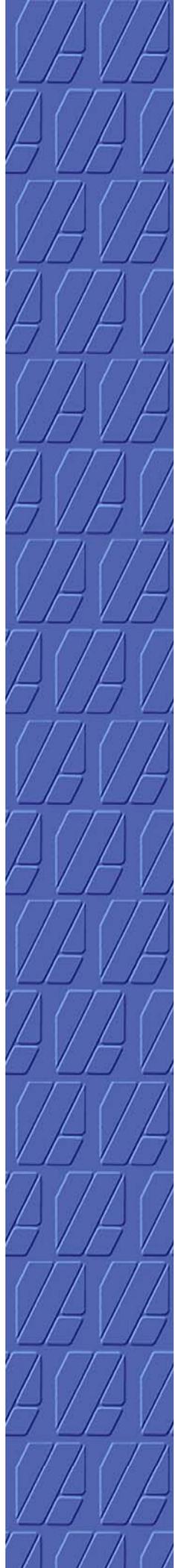


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1.0

INTRODUCTION

Continuing Malone Given Parsons Ltd.'s retainer by the Town of East Gwillimbury to conduct its growth management study, the goal of this report is to finalize the basis for Settlement Area Boundary Expansion to 2031 and the policies related to growth management. The report does this by:

1. Providing responses to comments received in relation to the growth management process; and,
2. Outlining new recommendations to the growth management strategy that implement York Region's growth management exercise.

The conclusions of this report, in combination with the findings of the Growth Management Status (September 2008) and Recommendations (May 2009) reports will be used by Town staff to craft growth management policies and land use schedules that will form part of the proposed Official Plan.

This overall body of work supports the creation of employment opportunities in the Highway 404 corridor and a mix of uses in the Green Lane corridor to the limit of the growth allocated by York Region to the Town by 2031; 34,400 jobs and 88,000 people. It also lays the foundation for planning of the whitebelt lands, which are required to achieve the build-out of the Growth Management Areas of the Town to 2051 of 75,000 jobs and 150,000 people.

1.1 Work to Date

In 2005, the Town commenced its growth management exercise by commissioning C.N. Watson to undertake a report entitled *Town of East Gwillimbury: Future Economic Lands Economic Review*. The report established corridor study areas and assessed the employment potential of these areas as a precursor to the Town designating these lands for growth. The report also estimated the total build-out population and employment potential and identified

the need to provide additional employment opportunities to move towards balanced growth.

In 2006, Malone Given Parsons Ltd. (MGP) was retained by the Town to conduct a growth management exercise and continue the assessment commenced by C.N. Watson as part of the Town's overall comprehensive Official Plan Review.

Over the next 2 years, MGP consulted with Regional and Town staff as well as interested landowners to assess the full growth potential for areas of the Town that could accommodate urban growth. This process included:

- the establishment of a methodology for estimating growth and land needs with York Region staff;
- the integration of numerous background studies and findings of the Official Plan Review to determine key growth areas; and,
- the review and consideration of development concepts and preliminary planning reports from interested whitebelt landowners.

The September 2008 Growth Management Status Report (GMSR) outlined major assumptions and the basis for a growth management strategy for the Town to 2031, including next steps to finalize the Town's growth management work. The May 2009 Growth Management Recommendations Report (GMRR) provided 'Made in East Gwillimbury' solutions to growth management issues, and recommended a growth management strategy and related policies for inclusion within the proposed Official Plan.

This Growth Management Report (GMR) concludes the growth management study process commenced in 2005. It provides recommendations in addition to those provided in the GMRR (discussed in Section 4) resulting from comments received on the growth management work (discussed in Section 2) and in response to the conclusion of York Region's growth management process (discussed in Section 3).

1.2 Alignment with York Region's Growth Management Exercise

In December 2009, York Region Council adopted a new Official Plan, bringing to conclusion the Region's Comprehensive Official Plan review and conformity exercises with the Provincial Greenbelt and Growth Plans. The Town's Official

Plan implements these documents at the local level, and as such, the growth management strategy must conform to the Region’s growth allocation, density and intensification and land supply assumptions, and policies regarding community building.

In the initial growth management work prepared for the Town, both Town and Region scenarios were examined to determine the appropriate allocation of growth to the Town of East Gwillimbury to facilitate its growth as a complete community. In the GMRR, it was recommended that the Town generally move forward using the Region’s growth management scenario, thereby ensuring that the Town conforms to the York Region Official Plan and Provincial Growth Plan with regard to population and employment forecasts, designation of land, and minimum density and intensification targets.

This report reaffirms that position and recommends that the Town be consistent with the Region’s growth management work to ensure that the Town contributes to the Region’s achievement of the Provincial Growth Plan targets. In particular, this requires that the Town designate new Employment Areas within the land budgeting exercise of the Region, rather than using a longer-term planning horizon for employment, or using lower employment densities.

1.3 Implementation into the Official Plan

This report provides final recommendations on the growth management strategy that implements York Region’s allocation of growth to the Town under the Provincial Growth Plan. The conclusions of this report, in combination with the findings of the Growth Management Status (September 2008) and Recommendations (May 2009) reports will be used by Town staff to craft growth management policies and land use schedules that will form part of the proposed Official Plan.

1.0 INTRODUCTION

2.0

WHAT WE HEARD

This section of the report discusses key issues raised in comments received to-date and, where required identifies the need for new recommendations to the growth management strategy.

A summary of, and response to all comments received as part of the growth management study is provided in Appendix A.

2.1 Requests for lands to be included within the 2031 timeframe

Many landowners in the whitebelt have expressed the opinion that their lands should be included in the 2031 Settlement Area Boundary. In consultation with Town staff, MGP has reviewed all of the submissions made by landowners as input in considering the recommended Settlement Area Boundary expansion. The submissions have been helpful in determining both the nature and location of settlement area expansion. After reviewing these submissions, it remains the opinion of MGP and Town Staff that the Green Lane and Highway 404 corridors provide the best option to plan for new growth within the allocation of growth from the Region to 2031.

Given the nature of the overall Growth Management Area of the Town (consisting of 4 existing secondary plans situated closely together yet separated by whitebelt lands), it is recognized that all lands within the whitebelt will be needed for long-term growth and will connect the existing Green Lane West, Holland Landing, Queensville and Sharon secondary plans into an overall urban fabric by 2051. As a result, all whitebelt lands have the potential to provide key infrastructure and community elements that contribute to the creation of a complete community and should be considered as part of future Official Plan Reviews to accommodate growth allocations to the Town beyond 2031.

2.2 Greenfield Undevelopable Lands

Requests were received for immediate allocation of the estimated undevelopable lands in new Community and Employment Areas – which in many comments are referred to as a growth management reserve. To clarify: the quantum of Greenfield land that is undevelopable (under the definitions of the Provincial Growth Plan) as a result of the Town’s Natural Heritage System and the Lake Simcoe Protection Plan cannot be determined until Secondary Plan level studies have been completed. Once the area of this land is known, a process for settlement expansion within the existing comprehensive review is proposed in the policies of the proposed Official Plan.

The 77 hectares quoted in the GMRR is an estimate of the quantum of what the takeout could be; this must be verified by environmental field work and the outcomes of the definition of Key Natural Heritage features under Technical Papers that have yet to be released for the Lake Simcoe Protection Plan. Accordingly, it is not recommended that any expansion occur beyond the Region’s allocation, using the Region’s approach to environmental/non-developable lands described in the GMRR.

2.3 Recommended Settlement Area Boundary Expansion: Green Lane and Highway 404 Corridors

Some landowners have requested additional planning rationale to support Green Lane as the location for a new Community Area Secondary Plan. The following summarizes the rationale for directing New Community Area growth to Green Lane and New Employment Area growth to Highway 404, originating from the information and rationale provided in the previous growth management reports, Town staff reports, public meetings and open houses, and stakeholder meetings with interested parties.

For Community Areas, it is recommended that the settlement area expansion:

1. Be directed to a single, large area to accommodate New Community Area required outside of existing designated Greenfield to 2031. Focusing growth into large contiguous areas allows for the creation of secondary plans of approximately 400 hectares in size. This facilitates the achievement of all the policies contained within Section 5 of the York Region Official Plan, specifically sections 5.1.6 regarding the

preparation of phasing plans and 5.6 – policies for New Communities Areas. With regard to the host of community building policies in this section, the Green Lane corridor has the best potential to achieve these policies, particularly as it is a designated Regional Corridor, and contains 2 Major Local Centres near to the GO Station at 2nd Concession and at Yonge Street on Green Lane.

2. Facilitate the delivery of water and wastewater servicing into the municipality from the south. Development along the Green Lane corridor will allow for the cost-effective extension of servicing infrastructure into the municipality. It will also facilitate the expeditious servicing of the Highway 404 employment lands. The Green Lane expansion can provide the most financially sustainable provision of infrastructure to support growth, while ensuring that all new growth in the Secondary Plan Area will occur on municipal water and wastewater systems.
3. Facilitate the delivery of key transportation links within the Town. Development along the length of the Green Lane corridor will allow for the construction of a new east-west collector road connecting Yonge Street and the extension of Harry Walker Parkway, providing a crucial alternative to Green Lane.
4. Facilitate the delivery of sustained high-order transit service to the Town. Growth along the Green Lane corridor provides opportunity for near-term residential and population related employment growth along the regional corridor designated at Yonge Street and Green Lane, which would result in activity and ridership within walking distance of a future rapid transit service in this corridor. Over the long-term, the corridor is planned to provide higher-density mixed use development, the opportunity for which must be protected in the near-term.
5. Provide opportunity for population related employment contributing to the municipalities overall employment needs. The Green Lane Corridor has the potential to provide population related employment uses close to transit and new residents in a mixed-use format. By locating these types of uses at the south end of the municipality, activity can be focused near to transit and the uses can be close to the maximal amount of existing and future activity and residents.
6. Provide opportunity for a full range and mix of land uses, including higher density forms of residential housing. This corridor provides the opportunity to protect for and ultimately realize higher density forms of housing and a full mix and range of Community Area uses in the regional corridor and in the Major Local Centre.

7. Provide for an attractive, pedestrian friendly built environment through a high-standard of urban design. Growth in the Green Lane corridor has potential to provide transit-oriented development and an attractive 'face' to the municipality for people travelling along Green Lane. The proximal location of higher-order transit can be a catalyst for the realization of pedestrian friendly development and built form.
8. Have the least impact on agricultural operations. Development in the Green Lane corridor is the furthest away from the permanent agricultural areas in the Greenbelt Plan, and will continue the urban fabric existing to the south.

For Employment Areas, it is recommended that the settlement area expansion:

1. Provide opportunities for employment lands type jobs along the 400 series highways. The Highway 404 corridor can accommodate employment uses that rely on the easy access to Highway 404 for the movement of goods and will maximize the benefits that accrue from locating employment lands adjacent to 400 series highways (such as visibility, minimization of incompatible land uses, clustering of primary and supporting businesses and easy access to the rest of the GTA).
2. Ensure the availability of sufficient employment land in close proximity to the largest Urban Area and concentration of population in the Town. By locating new employment growth in the Highway 404 corridor, opportunity will be created to minimize commuting distances and enable the maximal amount of residents to live and work in the same municipality, potentially without the use of an automobile.

2.4 Planning for Future Urban Areas

It was requested that some policy vehicle be provided to allow for planning in Future Urban Areas. At the outset of the growth management process, interested landowners were invited to prepare preliminary assessments in new urban areas to aid MGP and the Town in determining the full build-out potential of the whitebelt, and to assess the potential for community building in new areas of the municipality. Interested landowners submitted land use concepts demonstrating the potential development of their lands. These concepts became invaluable in determining a realistic growth potential on their lands, and in determining the recommended Settlement Area Boundary Expansion.

There is a distinct difference between the designation of land for urban uses (which essentially confers a development right through a statutory planning document), and a pure planning exercise to anticipate the potential use of land. Provincial and regional staff have expressed concern with the designation or depiction of land use designations, or the crafting of any policy that would infer any development right within the Future Urban Areas in the proposed Official Plan. Designation of land to permit development beyond a 20 year planning horizon is not permitted by provincial legislation and plans governing land use planning. However, there is no such sanction on conducting land use planning exercises to determine the potential long-term development of lands not currently designated for growth.

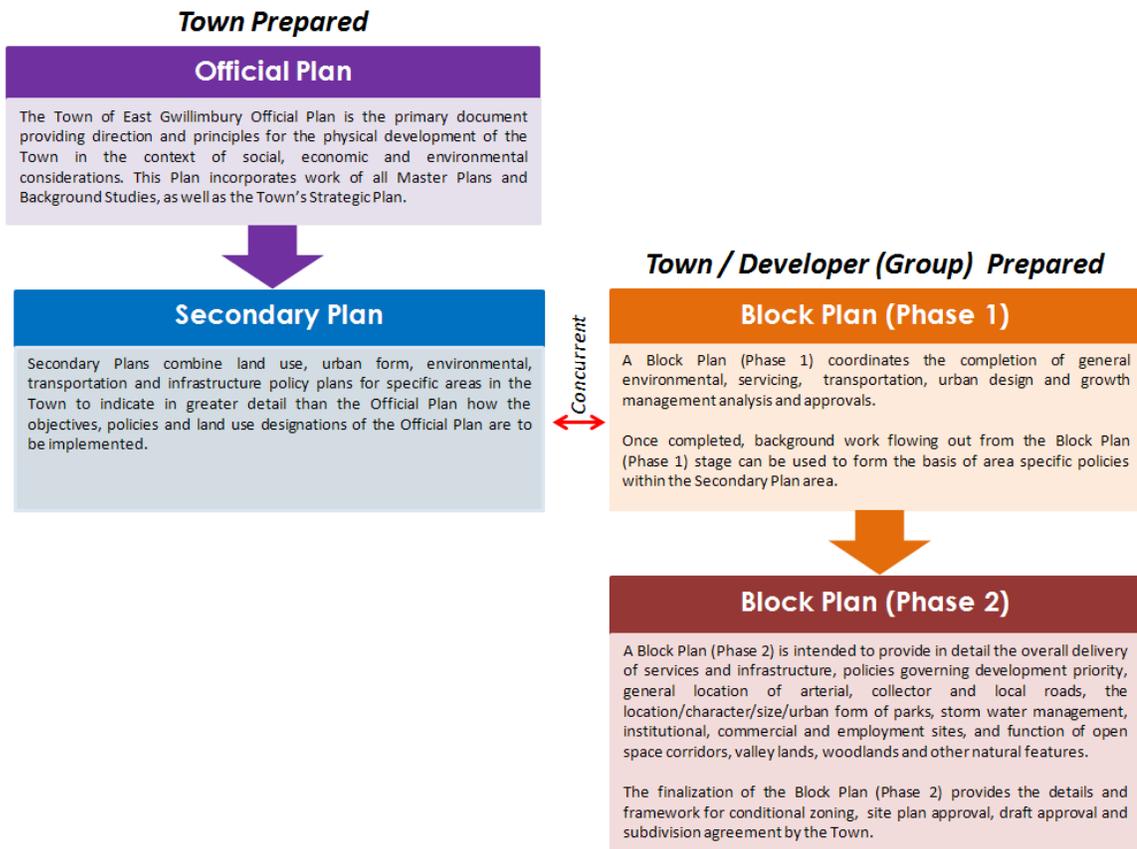
Given the comments of the Province and Region and the policies of the Growth Plan and Provincial Policy Statement, it is recommended that the Town respect the prohibition of urban land use designations or provision of urban type development or rights outside of settlement boundaries established through the proposed Official Plan. However, given the positive experience in conducting preliminary planning exercises during this growth management exercise, and the numerous comments received from other whitebelt landowners now wishing to undertake a similar process, it is recommended that policies of the proposed Official Plan identify and outline the process for preparation of preliminary planning assessments, to be used by Town Council and planning staff in considering the need for future settlement area boundary expansions.

2.5 Phasing: The Secondary/ Block Plan Process

In the GMRR a process for implementing the growth management strategy through Secondary and Block Plans was described. In comments received from landowners and stakeholders, greater clarity was requested as to the process for phasing growth in relation to this process and for the background studies and role of the Secondary Plan and Block Plan documents.

A Settlement Area expansion occurs at Council’s discretion within the growth allocation of the Region, usually during the mandatory 5-year comprehensive Official Plan Review. Prior to a comprehensive review, the policies of the proposed Official Plan permit an expansion to occur only within the bounds of the existing growth management work and land budget.

Once an expansion of the settlement area boundary has been completed, a Secondary Plan and supporting Phase 1 Block Plan will be prepared, which leads to the creation of implementing Draft Plans of Subdivision and supporting Phase 1 Block Plan. The relationship of these documents is shown in the flowchart below.



Within secondary plans, phasing will be premised primarily on the availability of servicing and transportation infrastructure / capacity, and will have a goal of creating complete neighbourhoods in each phase of development, leading to the early and cost effective extension of infrastructure and transit as well as the early delivery of sites for community/institutional/employment uses into the secondary plan. In accordance with policies 5.1.6 of the adopted York Region OP, a phasing plan must be prepared for new Community Areas that directs growth in the Secondary Plan to occur in phases that match the Region's master planning (as embodied in the development timeframes identified in the policies of the proposed official plan) and achieve the policies relating to New Community Areas. In preparing the Secondary Plan, the Town will identify phases of development based on the Phase 1 Block Plan work prepared by landowners, and will require each phase of development built to 75% of the residential land area prior to granting registration of a new phase.

Concurrent with the Secondary Plan preparation, a landowner-driven block plan process will be undertaken. Appendix B provides a summary of the purpose and studies that may be required by the Town in the preparation of a Phase 1 and Phase 2 Block Plan. It is intended that landowners, under the direction of the Town, will undertake a Phase 1 Block Plan and required studies, thereby providing the technical and background study work necessary to support the Town's creation of a Secondary Plan document.

Once the Secondary Plan and Phase 1 Block Plan are complete, landowners will then prepare a Phase 2 Block Plan which provides the more detailed and geographic-specific study required to obtain approval of draft plans of subdivision and establish the specific units/areas in each phase of development.

2.6 The need for a Town-wide Commercial Study

As recommended in the GMRR and identified in comments received, there is a need to conduct additional study work to identify the type, amount and land requirements of population related employment required to 2031, specifically with regard to retail commercial requirements. The Town has retained a consultant to undertake this work, which will provide input into the preparation of a secondary plan for a new Community Area.

2.7 Identification of Secondary Plan Areas

Based on the Region's approach to planning new Communities and comments from landowners, it is recommended that the land requirements for Community and Employment Areas required to 2031 should be used to identify large Secondary Plan Areas. This approach allows for a more comprehensive approach to planning and consequently facilitates conformity with all of the policies of the York Region Official Plan. It also allows for the completion of technical and background studies in a manner that eliminates duplication of effort in the preparation of Phase 1 Block Plans. The population, employment and land targets for the recommended Secondary Plan areas are discussed in Section 3 of this report.

It is also recommended that the proposed Official Plan not depict future Secondary Plan areas in the whitebelt. This requires that the Secondary Plan areas shown outside the recommended Settlement Area expansion on Schedule B be removed from the proposed Official Plan. The change is necessary as a direct response to comments received from the Province and Region directing that no development rights or land use designations be conferred beyond the 2031 timeframe on schedules in the Official Plan.

As an alternative to showing future Secondary Plan areas in the whitebelt, this report provides a framework and conceptual mapping of Preliminary Planning Assessment Areas that could be the subject of future Preliminary Planning Assessments. The policies that would direct the preparation of and the mapping of conceptual Preliminary Planning Assessment Areas are discussed in Section 4 of this report.

2.8 Identification of Intensification Areas

York Region staff, both in written comment and through the release the Region's Intensification Strategy, has requested that the 1,030 units of intensification assigned to the Town be assigned to different intensification areas in the Town. Building on the preliminary work completed in the GMRR, this report provides a summary of the recommended intensification areas in the Town, and the potential for intensification units under the Region's typology for these areas. This work is described in Section 4 of this report, which provides the allocation of intensification units. Mapping of these areas is also provided and is based on the proposed Official Plan.

3.0

LAND REQUIREMENTS

This section of the report reviews York Region's growth management work with regard to 2031 land requirements through expansion of the Settlement Area into the whitebelt.

For the 2031 planning horizon, it is recommended that the Town use the Region's land budget as a basis for designating new Employment and Community Areas. This would result in the proposed Official Plan designating approximately 427 hectares of New Community Area in the Green Lane corridor and 150 hectares of New Employment Area in the Highway 404 Corridor, consistent with the Potential Urban Expansions designated on Map 1 of the adopted York Region Official Plan. These figures are subject to slight change based on the Region's final land budget, expected to be completed in March 2010.

As noted in the York Region's January 2009 reports and the adopted position of Regional Council, all of the whitebelt lands in the Region will be required to meet forecasted growth to 2051.

3.1 York Region Growth Management Review

York Region is in the process of updating and completing a final land budget to 2031. A revisiting of this work was necessary to respond to Provincial direction to reduce the employment forecast in the York Region Official Plan by approximately 20,000 jobs to match the forecast in Schedule 3 of the Provincial Growth Plan. Based on discussions with York Region staff, it is not anticipated that land budget for the Town of East Gwillimbury will change substantially.

With regard to employment lands type employment, the overall employment allocation to East Gwillimbury increased in the adopted York Region Official Plan from 31,800 assessed in the GMSR, to 34,400. The additional jobs will be comprised of employment lands type employment, and will require an additional 65 hectares of employment land using the Region's measure of 40 jobs/hectare. Such an increase would mean that the northern limit for a settlement area

boundary expansion for employment lands along the Highway 404 corridor would be Mount Albert Road.

Although final figures have yet to be released by York Region, based on MGP's estimates from the York Region growth management work, the following minimum targets should be used for planning of new Secondary Plan areas in the Town to 2031:

New Community Area Secondary Plan - Population, Job and Land Requirements to 2031

		Population Related Employment			
	Population	Major Retail	Major Office	Other	TOTAL
People/ Jobs	20,000	2,800	580	5,760	29,140
Land Required (hectares)	368	56	3	(included in area for population)	427

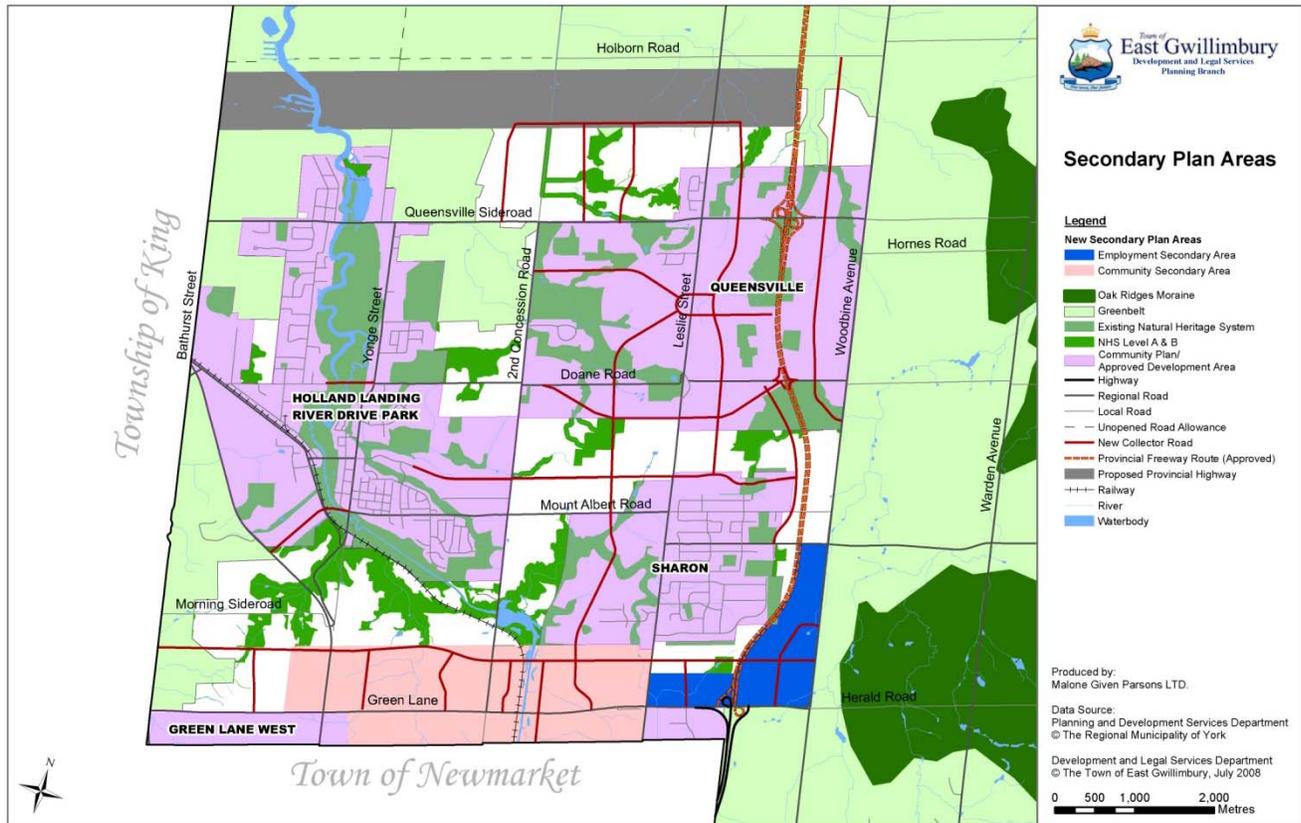
New Employment Area Secondary Plan - Job and Land Requirements to 2031

	Employment Land Type Jobs
Jobs	6,000
Land Required (hectares)	150

It is NOT recommended that a growth management reserve be withheld at this time to accommodate future growth.

As discussed earlier in this report, it is recommended that a single Community Area Secondary Plan be designated along the Green Lane corridor consistent with York Region's allocation of growth and land to East Gwillimbury (427 hectares). This area is depicted in the GMRR and on the recommended Secondary Plan Area schedule shown below. Using all of the allocation of growth and land allows for the creation of a Secondary Plan area in Green Lane that has logical boundaries and is large enough to be suitable for a secondary plan area level of planning and study.

Similarly, it is recommended that the full Employment Area allocation from the Region (150 hectares) be used to identify an Employment Secondary Plan Area at the south end of Highway 404, as depicted on the figure below.



After study of the new Green Lane Community Area and Highway 404 Employment Area Secondary Plans is concluded, any undevelopable Greenfield land that has not been allocated may be used at Council’s discretion, within the current land budget (total of 427 hectares of Community Area and 150 hectares of Employment Area required in the whitebelt) subject to the policies of the proposed Official Plan.

3.0 LAND REQUIREMENTS

4.0

GROWTH MANAGEMENT STRATEGY: NEW RECOMMENDATIONS

This section provides new recommendations regarding residential intensification and outlines the process for, and identifies conceptual areas in which Preliminary Planning Assessments may be done for lands in the whitebelt.

4.1 Intensification Analysis and Strategy

York Region's intensification strategy and typology of intensification areas was used to assess the potential for residential intensification in East Gwillimbury's Built Boundary. This approach began with a preliminary search using aerial images for all possible locations for intensification, and culminated with a more detailed estimate of unit potential based the policy context and existing conditions. The exact methodology was as follows:

- 1) *Overlay the Provincial Built Boundary on 2006 aerial images.*
- 2) *Identify Local Centres and Corridors and the residual Local Infill within the Provincial Built Boundary.*

Local and Minor Centres and Local Corridors from the Draft Land Use Plans for each of the Town's Secondary Planning Areas (Schedule C1-3 and D1) and overall Land Use Structure (Schedule A) were overlaid onto aerial images.

- 3) *Identify possible parcels for intensification:*

The York Region parcel fabric was overlaid with aerial images and a cursory search was conducted to identify vacant parcels with no structures

or noticeable uses or underutilized parcels (i.e. large side or rear yards with suitable access, large parking areas).

The potential for redevelopment of estate residential dwellings within the Built Boundary was assessed. However, it was concluded that these dwellings will not redevelop within the 2031 horizon.

Parcels that contained existing or proposed community use (i.e. standalone school, public or private community centre, public park etc.) were also not included in the supply of land for intensification.

4) *Identify Constraints:*

Parcels with constraints were subtracted from the potential sites previously identified. Constraints considered were:

- Presence of the delineated Natural Heritage System (from the proposed Official Plan);
- Proximity of General Employment areas delineated in the proposed Official Plan;
- Irregular lot size or configuration; and,
- Lack of frontage.

5) *Forecast the dwelling count*

Where townhouse block, apartment building or mix-use multi-storey complex are appropriate along Local Centres or Corridors, the following assumptions were used to estimate potential unit yield:

- Average unit size of 100 sq m
- An FSI between 1.0 and 2.0 in Local Centres; and,
- An FSI of 0.65 along Local Corridors.

Units developed through local infill were generally estimated one-by-one given most were single lots in single-detached residential neighbourhoods.

6) *Correct for Mix-Use Component*

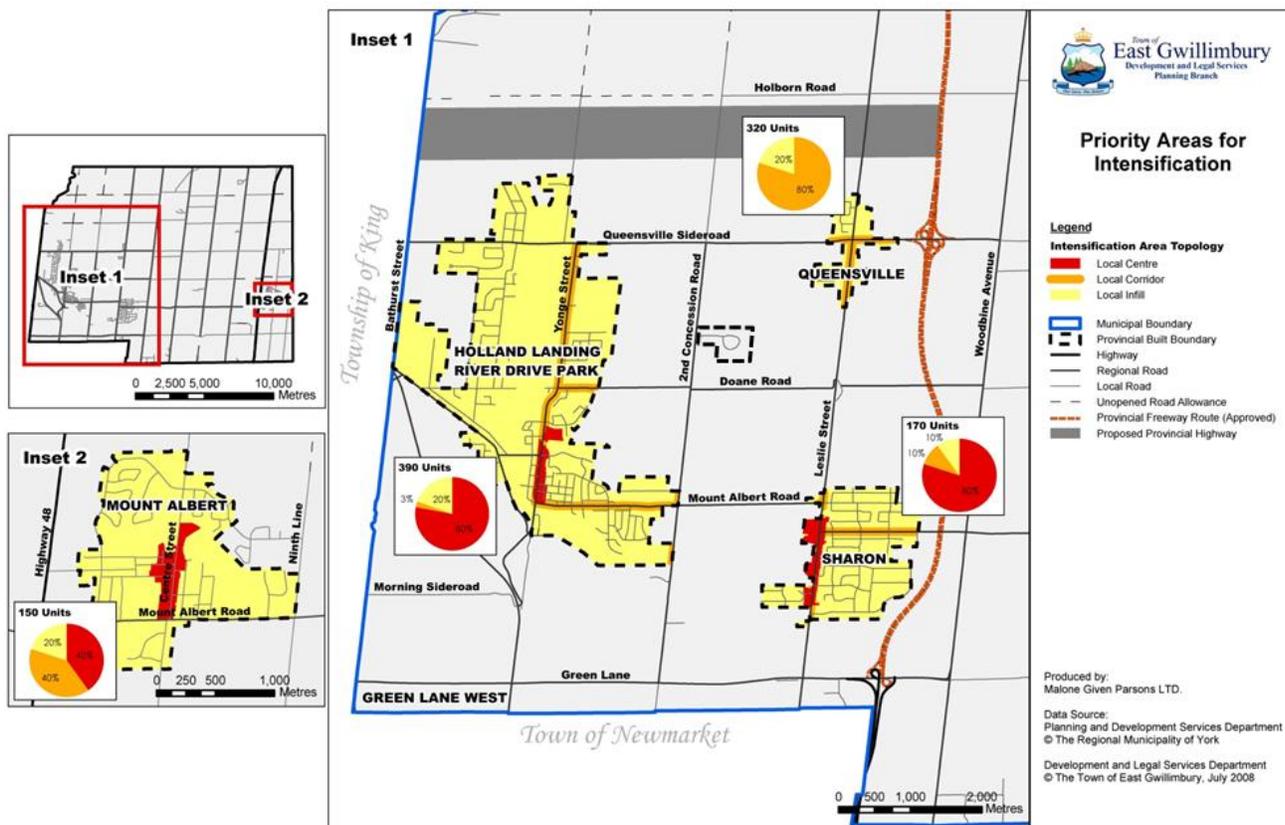
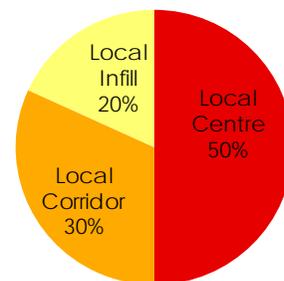
Parcels located along Local Corridors were considered suitable for mix-use development, particularly at the junction of two arterial roads. A factor of 25 per cent of estimated floor space was removed to account for commercial use.

7) *Other Assumptions - Garden Suite*

The results produced using Steps 1 through 6 produce a conservative estimate. This method does not forecast the potential of Garden Suites (i.e. basement apartment or accessory apartment). Policy 5.12.7 of the Draft Official Plan allows such units on the same lot as an existing single detached dwelling. However, single detached dwellings are typically in stable neighbourhoods and are less likely to be redeveloped. The development of a Garden Suite is at the discretion of a homeowner and cannot be estimated. Nevertheless, it is expected that some Garden Suites will be developed in the current planning horizon, in excess of the units potential calculated. The occurrence of such redevelopment should be monitored by the Town to assess yearly achievement of intensification.

4.1.1 Results

Conservative results show that the Town of East Gwillimbury can meet the Region’s intensification target. Without accounting for Garden Suites or redevelopment of estate residential dwellings in the Built Boundary, the forecasted growth through intensification is at least 1,030 units. Exactly half of this potential is located in Local Centres, 30 percent front onto Local Corridors (outside of Local Centres) and the remaining are Local Infill.



Holland Landing

	Res. Units	
Local Centre	300	80%
Local Corridor	10	3%
Local Infill	80	20%
TOTAL	390	100%

Of the 1,030 units, Holland Landing is estimated to provide 390 units. The majority of these units come from the potential for development in Holland Landing’s proposed Local Centre. The remainder comes from Local Infill.

In total, it is estimated that 280 units will come from development within the proposed Local Centre. There are vacant parcels east of Yonge Street. These parcels present an opportunity to increase the mix of housing options in a neighbourhood otherwise predominantly comprised of large lot single detached dwellings. Vacant parcels also exists along Yonge Street, and could support low-rise mixed-use development.

Approximately 80 units of intensification can be achieved from Local Infill in existing residential subdivisions. These areas are designated for low density residential development.

Development along Local Corridors outside Holland Landing’s Local Centre is limited. Conservatively, only 30 units are forecasted for Local Corridors.

Queensville

	Res. Units	
Local Centre	0	0%
Local Corridor	240	80%
Local Infill	80	20%
TOTAL	320	100%

Queensville can accommodate an estimated 320 units through intensification, which is mostly located along Local Corridors. In particular, there are significant opportunities to develop along Leslie Street and Queensville Side Road. In total, an estimated 240 units could be developed along these corridors. For example, vacant and underutilized sites exist directly across from the proposed site for a post-secondary institution. Together, these sites could be developed as a multi-storey mixed-use building.

An estimated total of 80 units may be accommodated through Local Infill. The majority of this would come from a single detached or semi-detached subdivision east of Leslie Street.

Queensville’s designated Local Centre is not part of the Province’s built boundary, and therefore, does not contribute towards the Town’s attainment of the 1,030 unit target.

Sharon

Sharon can accommodate approximately 170 units. Nearly all intensification in Sharon will come from development within its designated Local Centre. There are some vacant lots or lots dominated by parking area. Most vacant and large parking areas can be expected to be developed at higher densities as two storey apartment buildings and townhouse blocks while respecting built heritage along Leslie Street.

	Res. Units	
Local Centre	140	80%
Local Corridor	10	10%
Local Infill	20	10%
TOTAL	170	100%

Sharon’s Local Centre has the capacity to start changing in form and function. Moderately increasing the intensity and mix of uses along Leslie Street will create a “main street” affect and support efficient use of transit services currently operating along this corridor.

Sharon has limited potential for further low-density residential development within the built boundary through Local Infill. Most areas designated as Low Density Residential in the Town’s Draft Official Plan are fully developed and appear to be stable residential neighbourhoods.

Mount Albert

Mount Albert can accommodate approximately 150 residential units on vacant lands.

	Res. Units	
Local Centre	60	40%
Local Corridor	60	40%
Local Infill	30	20%
TOTAL	150	100%

Most of the intensification potential comes from development of vacant parcels within Mount Albert’s designated Local Centre and along Mount Albert Road, to be designated a local corridor. Multiple vacant sites exist at the south most limit of the Local Centre which presents an opportunity to create a gateway effect using design treatments (i.e. commercial uses at grade and architectural features).

4.2 Preliminary Planning Assessments

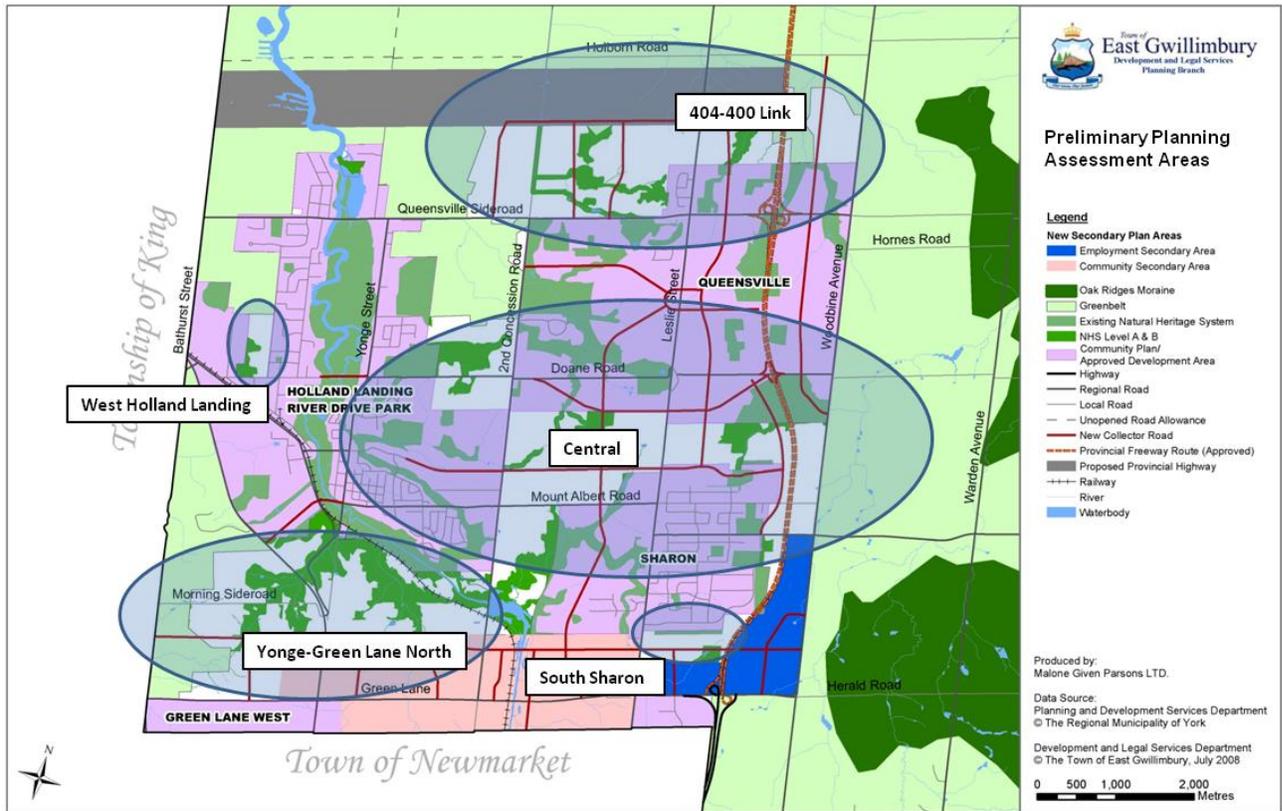
The Preliminary Planning Assessment (PPA) is a means for the Town to assess the potential growth of future urban areas. The PPA would be prepared by interested landowners and taken into consideration by Town Staff and Council when assessing the need to expand the settlement area boundary to include future urban areas. As previously noted, settlement area boundary expansions usually occur during a comprehensive official plan review, but may occur prior to this to designate land to meet unallocated growth within the Region's current land budget. In addition the PPAs will be subject to Provincial and Regional policy and servicing considerations.

In essence, the PPA settles the development limit of the land and provides a preliminary assessment of its natural features, use, servicing, and access through transit and roads. Such a report would generally necessitate, even in a preliminary fashion, the completion of studies required as part of the Phase 1 Block Plan. The specific studies required and level of detail to which they would need to be completed would be discussed and agreed to by Town staff prior to undertaking of the PPA. PPA submissions are subject to consideration and endorsement by Council. The PPA and required studies should be completed so that they may be expanded upon and completed at a later time in support of the Town's creation of a Secondary Plan. Given that the purpose of the document is to inform Town staff and Council when considering a settlement area expansion, a PPA should generally be prepared for:

1. The potential area for a new secondary plan: approximately 400 hectares in size;
2. The rounding out of Settlement Area Boundaries to accommodate stand-alone areas that would not logically be included in a new Secondary Plan Area.

The graphic on the follow page shows the conceptual locations for which a PPA could be prepared.

The 404-400 Link, Central and Yonge-Green Lane North areas make logical areas of approximately 400 hectares in size that could be considered for future Secondary Plan areas. The West Holland Landing and South Sharon areas are small stand-alone Future Urban Areas that could be considered for inclusion respectively into the Holland Landing and Sharon Secondary Plan areas through a rounding out of those Settlement Area boundaries.



In addition to the completion of certain studies associated with a Phase 1 Block Plan, the PPA should specifically address the following:

1. Conformity with the Lake Simcoe Protection Plan. In particular the Designated Policies associated with the Planning Act (listed in the Appendix to the Plan);
2. Conformity with the York Region Official Plan. In particular Section 5: An Urbanizing Region: Building Cities and Complete Communities;
3. Conformity with the East Gwillimbury Official Plan. In particular the policies relating to Sustainability, Environmental Protection, Servicing and Phasing.
4. Implementation of the York Region and Town of East Gwillimbury Master Plans, particularly Transportation and Water and Wastewater.
5. Sustainability initiatives and demonstration of commitment to high performance measures in terms of energy and infrastructure efficiency;

6. Commitment to environmental stewardship in relation to a defined Natural Heritage System;
7. Provision of community linkages and the provision of community/social infrastructure and facilities;
8. Access and transportation through a preliminary road network and community transit/mobility plan and routes;
9. Servicing through a preliminary water/wastewater infrastructure servicing network;
10. Compliance with the Town's employment/residential linkage policy;
11. Population and Employment potential and Phasing through a preliminary growth management analysis.

APPENDIX A

Public Comment Matrix

Comment Origin	Date Received	Comment	Staff Response	MGP Response
<p>Jamie Bennett (MMM Group) on behalf of Royal Park Homes and Signature Developments (Green Earth Village)</p>	<p>Sept. 3, 08</p>	<ul style="list-style-type: none"> • Proposing to develop lands north of Queensville as a sustainable demonstration village (green roofs, permeable pavement, zero-waste targets); will help to implement Town’s sustainability policies; • Draft OP proposes to designate lands <i>Future Urban Area & Natural Heritage System</i> on Schedule C; • Request lands be included in the 2031 urban boundary; • GEV represents logical location for urban expansion b/c <ul style="list-style-type: none"> ○ Lands directly abut existing built area in Queensville and designated urban boundary ○ Lands previously identified as <i>Community Plan Study Area</i>, but ultimately excluded from Queensville Plan ○ Extension would round out Queensville community ○ Lands would not require large extensions to servicing and infrastructure ○ GEV can incorporate semi-agricultural and open space uses adjacent to Greenbelt ○ Development of GEV will support and further justify need for proposed Bradford Bypass ○ Hydro corridor provide opportunity for GEV to benefit from and even contribute to hydro grid through energy-producing design elements (ie. solar panels) 	<ul style="list-style-type: none"> • All new urban expansion areas will be subject to the Sustainable Development Evaluation System (SDES) requirements (section 2.4). • Noted. • Given the Town’s recommended growth management approach to urban expansion based on the Region’s land budget, inclusion of GEV lands within the settlement area boundary is not recommended at this time. • Urban expansion for Community Area recommended along the Green Lane corridor. • Section 5.11 - <i>Future Urban Area</i> designation recognizes that lands will be required to accommodate long term growth. 	<ul style="list-style-type: none"> • Settlement Area Expansion required to meet forecasted growth within the 2031 timeframe is recommended to occur in the Green Lane Corridor and within the 404 corridor south of Queensville, within the land supply budget allocated by the Region. However, the area north of Queensville is recommended as Future Urban Area, recognizing its importance in providing for the long-term growth needs of the municipality.
<p>Jamie Bennett (MMM Group) on behalf of Royal Park Homes and Signature Developments (Green Earth Village)</p>	<p>Oct. 14, 08</p>	<p><u>MGP’s Growth Management Status Report (GMSR)</u></p> <ul style="list-style-type: none"> • GEV lands should be included in 2031 urban boundary: <ul style="list-style-type: none"> ○ proposed sustainable development will require a long design and approvals process, and if included in 2031 boundary, this process could start sooner • Support proposed employment growth scenarios and prefer option 1 re Regional Market Approach; • GMSR indicates 746 ha land needed to accommodate development to 2031, but only 670 ha of land shown within the urban boundary – 76 ha remaining can be accommodated by GEV; 	<ul style="list-style-type: none"> • Staff have met with GEV representatives on several occasions to discuss their proposal. • Given the Town’s recommended approach to urban expansion based on YR’s land budget, inclusion of the GEV lands within the settlement area boundary is not recommended at this time. • Noted. • Approx. 77 ha represents an estimate of additional environmental take-outs pending the details of the Lake Simcoe Protection Plan and will be determined through the Green Lane Secondary Plan process. 	<ul style="list-style-type: none"> • See above response. • The 77 hectares of land that could potentially be required would only be designated within the current land budget should otherwise developable lands be precluded from growth by the Town’s NHS or Provincial Plans. Only through completion of forthcoming Secondary Plan level studies of new Secondary Plan areas can this be determined. Until such study work is complete, the recommended

Comment Origin	Date Received	Comment	Staff Response	MGP Response
		<ul style="list-style-type: none"> • Additional lands will be required to make up for high density residential ‘shortfall’ that may not be built before 2031; • Policies should be clear that residential development proposed along Queensville Sdrd, with employment uses only contemplated along Bradford Bypass; • OP should include policies that allow for reconsideration of boundary/phasing once timing of Bradford Bypass is determined. 	<ul style="list-style-type: none"> • Comment referred to MGP to consider as part of the final Growth Management Strategy. • Town’s intent to provide long term protection for future employment uses subject to Province’s commitment to the Hwy 400-404 link. • Detailed land uses to be determined through a future Secondary Plan process. • In addition to the mandatory 5 year review, the final Growth Management Strategy will include a policy approach for Future Urban Areas to address future urban expansions. 	<p>expansion is within the Region’s land budget and within the 2031 time horizon of the Growth Plan.</p> <ul style="list-style-type: none"> • The proposed Official Plan policies identify this area as a strategic employment area, anticipating the construction of the Hwy. 400-404 Link and the creation of new employment lands proximal to this future highway. As of the completion of this growth management exercise there is no firm timing for the Link. A future comprehensive review will address land uses in proximity to the Link when there is clarity on the timing and routing of this new Highway.
Brad Rogers on behalf of Green Earth Village	Mar. 6, 09	<ul style="list-style-type: none"> • Request GEV lands be incorporated in the settlement area boundary as part of the OP Review, so sustainable village demonstration project can be realized; • Rationale for including within the urban boundary: <ul style="list-style-type: none"> ○ Will lead change towards sustainable development ○ Lands directly abut existing built area in Queensville and designated urban boundary ○ Lands can be readily accommodated through existing and planned infrastructure ○ GEV can proceed in addition to urban expansion in Green Lane corridor ○ Can make post-secondary institution and community centre happen through provision of land and partnerships ○ Job creation through green industries ○ Help remove traffic from Green Lane ○ Advance the timing of the Bradford By-pass ○ Reduce per capita water demand and sewage generation through innovative technologies ○ Create an area for clustering surplus heritage home 	<ul style="list-style-type: none"> • Given the Town’s recommended approach to urban expansion based on YR’s land budget, inclusion of the GEV lands within the settlement area boundary is not recommended at this time. • Submission referred to MGP to consider as part of the final Growth Management Strategy. • The final Growth Management Strategy will include a policy approach for Future Urban Areas to address future urban expansions. 	<ul style="list-style-type: none"> • Settlement Area Expansion required to meet forecasted growth within the 2031 timeframe is recommended to occur in the Green Lane Corridor and within the 404 corridor south of Queensville, within the land supply budget allocated by the Region. However, the area north of Queensville is recommended as Future Urban Area, recognizing its importance in providing for the long-term growth needs of the municipality.

Comment Origin	Date Received	Comment	Staff Response	MGP Response
Brad Rogers on behalf of Green Earth Village	July 7, 09	<p><u>GEV Rationale Report:</u></p> <ul style="list-style-type: none"> • GEV proposed as a prototype for sustainable community development that reduces carbon footprint and serve as a catalyst for positive change; • GEV brings many economic and social benefits; • Partnership with Heather Glen, a Rotary Club sponsored, sustainable and mixed use community for active retirees will form first phase of GEV; • Basis for accommodating GEV through growth management work and OP Review: <ul style="list-style-type: none"> ○ Compatible with growth management and policy directions ○ provides many public benefits and partnerships ○ offers fiscally sustainable approach to growth ○ will enable Town to accommodate additional residential development to 2031 beyond Green Lane ○ will generate economic benefits for EG and YR ○ will assist EG to reduce operating costs associated with new development • Suggest policy approach to include GEV by scaling back lands designated along Green Lane corridor <u>or</u> include policies to ‘cap’ population growth on Green Lane in short term to create flexibility for Town to approve further settlement area expansion; • Provided proposed policy framework to implement this ‘balanced growth’ approach. 	<ul style="list-style-type: none"> • Given the Town’s recommended approach to urban expansion based on YR’s land budget, inclusion of the GEV lands within the settlement area boundary is not recommended at this time. • Submission referred to MGP to consider as part of the final Growth Management Strategy. • The final Growth Management Strategy will include a policy approach for Future Urban Areas to address future urban expansions. • Staff do not support scaling back expansion or a population restriction for the proposed Community Area expansion along the Green Lane corridor in the Draft OP. • Staff will review proposed policy modifications and incorporate into Draft OP where appropriate. 	<ul style="list-style-type: none"> • Settlement Area Expansion required to meet forecasted growth within the 2031 timeframe is recommended to occur in the Green Lane Corridor and within the 404 corridor south of Queensville, within the land supply budget allocated by the Region. However, the area north of Queensville is recommended as Future Urban Area, recognizing its importance in providing for the long-term growth needs of the municipality. • Green Lane provides the best potential for realizing higher density development in new Secondary Plan Areas of the Town given the potential for rapid transit and connection to the GO Station.
Rowan Faludi (urbanMetrics) on behalf of Green Earth Village	July 25, 09	<p><u>MGP’s Growth Management Recommendations Report</u></p> <ul style="list-style-type: none"> • In general, no issues with the methodology employed; • Insufficient analysis undertaken as to why Green Lane corridor chosen over other parts of the Town; 	<ul style="list-style-type: none"> • Submission referred to MGP to address as part of the Final Growth Management Strategy which will be presented to Council in early 2010, pending receipt of YR’s final land budget. 	<ul style="list-style-type: none"> • Refer to body of final Growth Management Report. The area of the Green Lane corridor provides opportunity to realize a host of benefits to the municipality and achieve the best planning outcome for new growth by focusing an expansion in this area and along the Highway 404 corridor.

Comment Origin	Date Received	Comment	Staff Response	MGP Response
		<ul style="list-style-type: none"> Housing projections in Town’s 2009 DC Background Study suggest residential development in Green Lane will be comprised almost exclusively of low density housing; There will not be sufficient demand to support employment allocated to Green Lane to 2031; Employment allocated to Green Lane is not clearly defined and may simply lead to a predominantly retail corridor; Even recognizing the residential units allocated to the whitebelt in the GMRR, additional residential lands will be required in the Whitebelt; There is an inherent inconsistency in the recommendations related to retail commercial uses: retail land needs were determined through population-employment ratios in York Region not through a market study which is forthcoming; Major retail development with a .25 FSI in Centres and Corridors seems to work against compact transit supportive format. 	<ul style="list-style-type: none"> Quantity and timing of commercial and retail land uses within the Green Lane corridor are subject to Council’s consideration and approval of the Green Lane Secondary Plan and Town-wide Commercial Retail Needs Study. 	<ul style="list-style-type: none"> The policies of the Official Plan require that secondary plans identify and protect corridors and centres for medium and high density forms of housing and population related employment. Employment on Green Lane is based on the Region’s allocation of employment required to be planned for by the Town. The employment opportunities planned for the Green Lane corridor are anticipated to be primarily population related in nature. The potential for new Major Retail is anticipated in this area, as well as employment related from office sectors, institutional uses, and professional and personal services. Specific uses will be determined through the Town’s employment study and subsequent Secondary Plan. The focus of the growth management work is to provide sufficient land for a full range and mix of uses. Agreed that additional units will be required in the whitebelt to accommodate the long-term growth of the municipality beyond the 2031 planning horizon. However, within the limit of the 2031 planning horizon, and the allocation of units to the Town from the Region, no additional units are required in the whitebelt over and above those identified in the recommended Settlement Area Boundary Expansion. Confirm that the major retail requirements were derived from population ratios to estimate land need over the next 25 years, anticipating that market studies required in the draft official plan will determine the appropriate timing and nature of these uses, and Secondary Plans will identify appropriate location of these uses. As part of the Secondary Plan process achievement of overall FSI in centres and corridors will have to be addressed. Additionally, Major Retail sites are encouraged to be developed in mixed-use formats.
<p>Jamie Bennett (MMM Group) on behalf of Green Earth Village</p>	<p>Oct 16, 09</p>	<ul style="list-style-type: none"> Draft OP policies supportive of GEV; Under 5.3.2 & 5.3.35 GEV considered a priority development as meets all of the criteria outlined; 5.3.33 doesn’t create a meaningful opportunity for additional settlement area expansions, relies on additional environmental take-outs to create reserve; 	<ul style="list-style-type: none"> Noted. 5.3.33 allows for the consideration of Green Lane Secondary Plan densities and take-outs to result in additional Community Area land budget. 	<ul style="list-style-type: none"> Settlement Area Expansion required to meet forecasted growth within the 2031 timeframe is recommended to occur in the Green Lane Corridor and within the 404 corridor south of Queensville, within the land supply budget allocated by the Region. However, the

Comment Origin	Date Received	Comment	Staff Response	MGP Response
		<ul style="list-style-type: none"> • Draft OP approach to providing flexibility for inclusion of additional whitebelt lands in the settlement area boundary is not consistent with GEV's interpretation of Council's direction <ul style="list-style-type: none"> ◦ Understanding that Council wishes to create a community area reserve sufficient to accommodate significant number of new dwelling units, such as the first phase of GEV • The only way to create a Community Area reserve is to restrict, on an interim basis, the population (not land area) attributed to new urban expansion area along GL; • Section 5 (paragraph 1) – add ‘...will accommodate majority of growth anticipated’; • 5.2 (paragraph 2) – Add “<i>However, limited further Settlement Area Boundary expansions may be permitted within the timeframe Planning Horizon of this Plan in accordance with policies 5.3.33, 5.3.34, 5.3.35 of this Plan.</i>”; • 5.2 (Staging and Phasing of Growth) – add 3rd paragraph “<i>In order to create a community area reserve that can accommodate exemplary projects that advance Town objectives or to accommodate unforeseen opportunities, in accordance with Sections 5.3.33-5.3.35 of this Plan, the population within the Green Lane Community Area shown on Schedule A will be capped on an interim basis, in accordance with Section 5.3.18</i>”; • 5.3.4 – add “...Sharon and in <i>new Secondary Plan areas within the Settlement Area boundary, with associated...</i>”; • 5.3.18 – add new policy prior to existing 5.3.18 “<i>The population of the Green Lane Community Area designated on Schedule A shall not exceed ___ residents until such time as additional population growth is justified through future Town comprehensive reviews. However, development in the Green Lane Community Area shall proceed at densities that recognize the ultimate population in the area as determined through the Secondary Plan process. The Green Lane Community Area shall be considered a priority</i> 	<ul style="list-style-type: none"> • In addition to the mandatory 5 year review, the final Growth Management Strategy will include a policy approach for Future Urban Areas to address future urban expansions • Staff do not support a population restriction for the proposed Community Area expansion along the Green Lane corridor in the Draft OP. • Staff recommend modifying Section 5 wording as proposed. • Staff recommend modifying Section 5.2 as proposed. • Town staff do not recommend the proposed approach to creating a Community Area reserve and therefore, no modifications are recommended. • Staff recommend modifying Section 5.3.4 as proposed. • Staff do not recommend the proposed approach to creating a Community Area reserve and therefore, no modifications are recommended. 	<p>area north of Queensville is recommended as Future Urban Area, recognizing its importance in providing for the long-term growth needs of the municipality.</p> <ul style="list-style-type: none"> • Land use details will be determined by staff when finalizing the Town Official Plan.

Comment Origin	Date Received	Comment	Staff Response	MGP Response
		<p>area when considering allocation of additional population resulting from future comprehensive reviews.”;</p> <ul style="list-style-type: none"> 5.3.19(iii) – modify “development within approved community expansion areas, with higher intensity uses within key Centres and Corridors”; 5.3.33 – modify “Further Settlement Area Boundary expansions may be considered within the 2031 Community Area population forecasts where such expansion would have significant benefits to the Town and where the criteria identified in Sections 5.3.2 and 5.3.35 are satisfied.” 	<ul style="list-style-type: none"> Staff recommend modifying Section 5.3.19(iii) as proposed. Staff do not recommend the proposed approach and therefore, no modifications are recommended. 	
Richard Calvert (19836 & 20541 Woodbine, 2156 Queensville Sdrd)	Oct. 30, 08	<ul style="list-style-type: none"> Industrial sector of Queensville should have priority over Green Lane employment area; Queensville industrial zone has been approved for 20 years and the Green Lane industrial planning is recent; Believes term “phasing” is unclear, specifically pg 89. 	<ul style="list-style-type: none"> EG’s Growth Management work identified the need to designate of additional employment lands in order to conform with Places to Grow and YR’s land budget. Given the importance of providing and facilitating employment growth, the draft OP includes a progressive set of policies designed to ensure delivery of serviced employment land in accordance with the principles outlined in Section 5.3.29, with the highway interchanges identified as priority areas (5.3.2.7). 	<ul style="list-style-type: none"> The GM work anticipates the realization of all designated employment lands to meet the employment needs of the municipality to the 2031 horizon: there is no prioritization of employment lands. The development in the Urban Area (including employment lands) is premised on the delivery of full municipal servicing, which should occur in a cost-effective and efficient manner. Areas that benefit from servicing extensions achieved in this manner will be the first to be developed. The GMRR recommended overarching phasing principles for inclusion in the proposed Official Plan that Council may have consideration for in considering any development application. It is anticipated that detailed phasing policies will be determined through the Secondary Plan process, and the determination of phasing specific areas for development will occur during the Block Plan process.
Richard Calvert (19836 & 20541 Woodbine, 2156 Queensville Sdrd)	July 30, 09	<p><u>Growth Management Recommendations Report</u></p> <ul style="list-style-type: none"> Town should focus on build-out proposed in Queensville Plan from 20 years ago; Reserves right to take the Town to the OMB on the build-out plan. 	<ul style="list-style-type: none"> Given the importance of providing and facilitating employment growth, the draft OP includes a progressive set of phasing policies designed to ensure early delivery of serviced employment land (5.3.29), with the highway interchanges identified as priority areas (5.3.2.7). No comment. 	<ul style="list-style-type: none"> See comments above.

Comment Origin	Date Received	Comment	Staff Response	MGP Response
Deborah Alexander (Humphries Planning Group) on behalf of Stone Valley Developments (Lot 10, Conc 2)	Sept. 8, 08	<ul style="list-style-type: none"> Oppose redesignation of client's lands from <i>Estate Residential</i> to <i>Future Residential</i>, which will remove development opportunities from lands for foreseeable future. 	<ul style="list-style-type: none"> Draft OP proposes to maintain the <i>Estate Residential</i> designation as currently approved. 5.9.4.43 encourages the landowner to consider more urban, fully serviced forms of development through more detailed secondary plan work as part of future whitebelt areas. In addition to the mandatory 5 year review, the final Growth Management Strategy will include a policy approach for Future Urban Areas to address future urban expansions. 	<ul style="list-style-type: none"> Subsequent to the submission of these comments, it is understood that the comments have been addressed by Town Staff to the satisfaction of the commenter.
Nicholas Macos (Black, Sutherland LLP) on behalf of Stone Valley Developments (Lot 10, Conc 2)	Feb. 9, 09	<ul style="list-style-type: none"> Client's lands excluded from current development, even though located within an existing area of settlement; Draft OP prefers development of lands outside of existing settlement areas. 	<ul style="list-style-type: none"> Staff are of the opinion that the property is not currently located within the Settlement Area boundary, as defined by the Growth Plan. 5.3.4 outlines the near term growth priority to develop within the existing communities of Holland Landing, Queensville and Sharon, with additional growth along the Green Lane and Hwy 404 corridors subject to further planning approvals and servicing allocation. 	<ul style="list-style-type: none"> Subsequent to the submission of these comments, it is understood that the comments have been addressed by Town Staff to the satisfaction of the commenter.
Rosemarie Humphries (Humphries Planning) on behalf of Stone Valley (Lot 10, Conc 2)	Mar. 11, 09	<ul style="list-style-type: none"> Proposed wording for site specific exception for Stone Valley Developments to be inserted after 5.10.3.47: <i>Notwithstanding any other policy in this Plan, lands which are designated Estate Residential and located within the Central Planning District and which provide key municipal infrastructure and/or community benefit to the Town of East Gwillimbury, shall be considered for development approvals and servicing allocation in the absence of any Secondary Plan or Block Plan. Development application submission requirements will be reviewed in accordance with Section 8.7.27 of this plan. In addition, a concept plan for the area bounded by Mount Albert Road to the North, Second Concession to the west and the natural heritage system lying to the south and east, which addresses the goals outlined in Section 8.7, i) ii) and iii) shall be required for approval in principle by Council.</i> 	<ul style="list-style-type: none"> Submission referred to MGP to consider as part of the final Growth Management Strategy, particularly as it relates to a policy approach to address future urban expansions, reflecting the provisions of the Stone Valley Developments Ltd Acknowledgement and Settlement Memorandum. 	<ul style="list-style-type: none"> Subsequent to the submission of these comments, it is understood that the comments have been addressed by Town Staff to the satisfaction of the commenter.

Comment Origin	Date Received	Comment	Staff Response	MGP Response
Rosemarie Humphries (Humphries Planning Group) on behalf of Stone Valley Developments (Lot 10, Conc 2)	July 31, 09	<p><u>Growth Management Recommendations Report (GMRR)</u></p> <ul style="list-style-type: none"> • Site currently undeveloped, but subject to approved site specific OP and zoning which permit estate residential development; • In accordance with the Greenbelt Plan definition for Settlement Areas, subject lands are located within the Settlement Area; • Request include lands in the growth capacity assessment together with associated policies to guide development of lands, recognizing lands may develop without requirement for a settlement area expansion; • Update all charts to include lands in near term development capacity calculations; • Assign density targets to lands which are appropriate to location on a local corridor; • GMRR’s approach to NHS protection of Levels A, B, and C inconsistent with Beacon’s NHS Study and should be reviewed; • Subject lands excluded from servicing capacity in the near term, which contradicts recent discussions with Town staff that suggest lands eligible for servicing capacity given development status and ability to provide key infrastructure – final GM strategy should respond to the Town’s stated intentions and servicing capacity should be allocated to the property. 	<ul style="list-style-type: none"> • Noted – Draft OP proposes to maintain the <i>Estate Residential</i> designation as currently approved. • Staff are of the opinion that the property is not currently located within the Settlement Area boundary, as defined by the Growth Plan. • Submission will be referred to MGP to consider as part of the Final Growth Management Strategy. • To accommodate more urban, fully serviced forms of development on the property a settlement area expansion would be required. • Local corridor policies permit a mix of uses and increased residential densities, subject to further development approvals (ie. Zoning, subdivision, site plan, etc). • GMRR approach to NHS protection consistent with the NHS Study and the Lake Simcoe Protection Plan. • Settlement outlines that servicing will not be provided to these lands prior to the Upper York Servicing System (UYSS). 	<ul style="list-style-type: none"> • Subsequent to the submission of these comments, it is understood that the comments have been addressed by Town Staff to the satisfaction of the commenter.
Rosemarie Humphries (Humphries Planning Group) on behalf of Stone Valley Developments (Lot 10, Conc 2)	Oct. 19, 09	<ul style="list-style-type: none"> • Site currently undeveloped, but subject to approved site specific OP and zoning which permit estate residential development; • Believe lands located within the Settlement Area; • Request Town modify the Draft OP to recognize this land within the Settlement Area, while noting the ongoing discussions with Town staff. 	<ul style="list-style-type: none"> • Noted – Draft OP proposes to maintain the <i>Estate Residential</i> designation as currently approved. • Staff are of the opinion that the property is not currently located within the Settlement Area boundary, as defined by the Growth Plan, therefore, no modifications are recommended. 	<ul style="list-style-type: none"> • Subsequent to the submission of these comments, it is understood that the comments have been addressed by Town Staff to the satisfaction of the commenter.

Comment Origin	Date Received	Comment	Staff Response	MGP Response
Mark Pavkovic (Venturon Development) 20946 Woodbine Ave	Oct. 30, 08	<ul style="list-style-type: none"> Proposed designation is <i>Whitebelt</i>; Request be designated <i>Employment</i>; Development of property would provide jobs, tax base, maximize investment of Hwy 404 infrastructure, falls within Region of York's Strategic Employment Lands; Proposal includes such uses as building supply, manufacturing, automotive sales, hotel, office, commercial, and seniors housing. 	<ul style="list-style-type: none"> Given the Town's recommended approach to urban expansion based on YR's land budget, inclusion of this property within the settlement area boundary is not recommended at this time - urban expansion for employment recommended along the Hwy 404 corridor east of Sharon Draft OP designates property as <i>Future Urban Area</i> and <i>Greenbelt Prime Agricultural (Schedules C and D)</i>. Staff's intent to establish a policy approach similar to YR's draft OP, in order protect strategic employment lands in proximity to 400-series highways over the long term. Residential and non-ancillary commercial uses are not permitted within Employment Areas (5.8). 	<ul style="list-style-type: none"> Settlement Area Expansion required to meet forecasted growth within the 2031 timeframe is recommended to occur in the Green Lane Corridor and within the 404 corridor south of Queensville, within the land supply budget allocated by the Region. However, the area north of Queensville is recommended as Future Urban Area, recognizing its importance in providing for the long-term growth needs of the municipality.
Mark Pavkovic (Venturon Development) 20946 Woodbine Ave	Jul. 28, 09	<p><u>Growth Management Recommendations Report</u></p> <ul style="list-style-type: none"> Area east of Hwy 404 extension north of Queensville Sdrd should develop as part of Queensville community; Lands east of Hwy 404 extension along Woodbine should be brought into 2031 planning horizon; Subject lands will have water/wastewater servicing and access to Hwy 404 so they fit with Town's vision of vibrant employment lands. 	<ul style="list-style-type: none"> Constraints in employment forecasts and associated land budget prevent the inclusion of lands north of Queensville within the urban boundary at this point in time. Part of property within the Greenbelt and rest of property is proposed to be designated <i>Future Urban Area</i> in the draft OP. Intent to establish a policy approach similar to YR's draft OP to protect strategic employment lands in proximity to 400-series highways over the long term. 	<ul style="list-style-type: none"> Settlement Area Expansion required to meet forecasted growth within the 2031 timeframe is recommended to occur in the Green Lane Corridor and within the 404 corridor south of Queensville, within the land supply budget allocated by the Region. However, the area north of Queensville is recommended as Future Urban Area, recognizing its importance in providing for the long-term growth needs of the municipality.
Wendy Nott (Walker Nott Dragicevic & Associates LTD) & Audrey Jacob (IBI Group) on behalf of Tribute and Vogue Development Group	Oct. 31, 08	<ul style="list-style-type: none"> Assuming Town's growth projections and land requirements, 2031 proposed settlement area expansion does not respond to population projections; Proposed settlement area expansions do not contain sufficient residential lands to accommodate the projected population and exceed that required to accommodate projected employment (jobs); 	<ul style="list-style-type: none"> Submission referred to MGP to be considered as part of the final Growth Management Strategy. Final settlement area boundary expansions subject to further discussions and YR's revised land budget, but will be established in accordance with YR's allocated growth forecasts. 	<ul style="list-style-type: none"> As per May 2009 GMRR, and in accordance with policy 5.1.13 of the adopted York Region Official Plan it is recommended that the Town use the Region's growth projections and land requirements to ensure the Region can achieve conformity with the Provinces Growth Plan. The proposed settlement area expansion provide sufficient land to accommodate projected growth, while achieving the Town's portion of the Region's overall target for Greenfield densities of a minimum of 50 people and jobs per hectare.

Comment Origin	Date Received	Comment	Staff Response	MGP Response
		<ul style="list-style-type: none"> Following principles should be recognized and integrated into the growth management strategy: <ul style="list-style-type: none"> balanced and complete communities economic opportunities and serviceability securing future infrastructure needs natural heritage features planning for post-2031 Concur that Green Lane/2nd Concession corridors should be protected for higher density residential/mixed-use development over long term; There's a deficiency in low density residential lands to 2031 that's not adequately addressed, additional residential lands should be identified; Area between Sharon and Queensville should be identified as residential because the area will experience strong development demands, it's well located and easily serviceable urban land supply; All whitebelt lands required to accommodate the post-2031 growth projections should be identified as 'Future Urban Areas' 	<ul style="list-style-type: none"> Staff support the proposed principles and have integrated such principles into Section 5.3 of the Draft OP. Noted. It is staff's opinion that there is a sufficient amount of land currently already designated for low density residential purposes within existing Secondary Plan Areas and recommended urban expansion areas in the medium term. Given the Town's recommended growth management approach to urban expansion based on the Region's land budget, inclusion of these lands within the settlement area boundary is not recommended. Whitebelt lands, including subject lands, have been designated <i>Future Urban Area</i> in the Draft OP to recognize lands will be required to accommodate long term growth 	<ul style="list-style-type: none"> Concur, these principles are incorporated into later GMR reports. Agree that Green Lane provides the best potential for realizing higher density development in new Secondary Plan Areas of the Town given the potential for rapid transit and connection to the GO Station. Concur with staff, sufficient land exists depending on unit density assumptions in low density areas; the land area identified is sufficient using the recommended unit density permissions in the draft Official Plan and in order to achieve the minimum density target identified by the Region. Settlement Area Expansion required to meet forecasted growth within the 2031 timeframe is recommended to occur in the Green Lane Corridor and within the 404 corridor south of Queensville, within the land supply budget allocated by the Region. However, the area between Queensville and Sharon is recommended as Future Urban Area, recognizing its importance in providing for the long-term growth needs of the municipality. Agreed, complimenting the Greenbelt Plan which identifies places not to grow, the remaining areas addressed by the Province's Growth Plan are considered either as places to grow by 2031, or post-2031. The proposed Official Plan identifies all of the whitebelt not included in the 2031 planning horizon as Future Urban Area.
<p>Wendy Nott (Walker, Nott, Dragicevic Associates Ltd) on behalf of Tribute Communities & Vogue Development</p>	<p>June 25, 09</p>	<p><u>Growth Management Recommendations Report</u></p> <ul style="list-style-type: none"> Proposed Community Area expansion deficient by 77 ha (based on total of 427 ha allocated by YR); Additional Community Area required to meet forecasts should be identified in OP now to coordinate planning of infrastructure; General area between Sharon and Queensville represents a logical location for additional growth and logical infilling between presently-designated settlement areas; 	<ul style="list-style-type: none"> 77 ha identified in the GMRR represents an estimate of additional environmental take-outs pending the details of the Lake Simcoe Protection Plan and will be determined through the Green Lane Secondary Plan. Given the Town's recommended growth management approach to urban expansion based on the Region's land budget, inclusion of these lands within the settlement area boundary is not recommended. 	<ul style="list-style-type: none"> The 77 hectares of land that could potentially be required would only be designated within the current land budget should otherwise developable lands be precluded from growth by the Town's NHS or Provincial Plans. Only through completion of forthcoming Secondary Plan level studies of new areas can this be determined. Until such study work is complete, the recommended expansion is within the Region's land budget and within the 2031 time horizon of the Growth Plan.

Comment Origin	Date Received	Comment	Staff Response	MGP Response
		<ul style="list-style-type: none"> • Subject lands provide following benefits: <ul style="list-style-type: none"> ○ Helps facilitate the extension of Col. Wayling & Thompson Dr ○ Ability to be serviced with currently planned infrastructure ○ Completion of school and park sites advanced through the Tribute plan of subdivision ○ Will facilitate servicing of current and future employment lands along Hwy 404 ○ Completion of the north-south collector road up to Queensville 	<ul style="list-style-type: none"> • In addition to the mandatory 5 year review, the final Growth Management Strategy will include a policy approach for <i>Future Urban Areas</i> to address future urban expansions. 	
<p>Wendy Nott (Walker, Nott, Dragicevic Associates Ltd) on behalf of Tribute Communities & Vogue Development</p>	<p>Oct. 15, 09</p>	<ul style="list-style-type: none"> • Understand that Town’s proposed Community Area expansion is deficient by 77 ha, based on certain assumptions subject to further review; • General area between Sharon and Queensville (ie. Central Secondary Planning Area) represents logical infilling between presently-designated settlement areas and therefore, a logical first phase for future urban expansion; • Support Town’s position that lands required beyond 2031 should be identified in the OP (ie. <i>Future Urban Area</i>); • Town should prioritize <i>Future Urban Area</i> to establish a logical and realistic framework for the future expansion of the Town’s urban land supply, which would allow for comprehensive planning of such areas to proceed; • Subject lands provide following benefits: <ul style="list-style-type: none"> ○ Helps facilitate the extension of Col. Wayling & Thompson Dr ○ Ability to be serviced with currently planned infrastructure ○ Completion of school and park sites advanced through the Tribute plan of subdivision ○ Will facilitate servicing of current and future employment lands along Hwy 404 ○ Completion of the north-south collector road up to Queensville 	<ul style="list-style-type: none"> • 77 ha identified in the GMRR represents an estimate of additional environmental take-outs pending the details of the Lake Simcoe Protection Plan and will be determined through the Green Lane Secondary Plan. • Given the Town’s recommended growth management approach to urban expansion based on the Region’s land budget, inclusion of these lands within the settlement area boundary is not recommended at this time. • Noted; • In addition to the mandatory 5 year review, the final Growth Management Strategy will include a policy approach for <i>Future Urban Areas</i> to address future urban expansions. • Noted. 	<ul style="list-style-type: none"> • See comment above RE: 77 ha. • See comment above RE: Settlement Expansions and Future Urban Areas. • Following consultation with Provincial and Regional staff it is recommended that no depiction of future Settlement Area Expansion be shown in the proposed Official Plan. The process for preparation of a preliminary planning report is outlined in the final GMR and recommended for inclusion into the proposed Official Plan to provide the opportunity for landowners in the Future Urban Areas to conceptually plan for their lands prior to a Settlement Area Boundary Expansion. The completion of such a report may serve to inform Council’s consideration of future Settlement Area Boundary expansions, as required in accordance with the proposed Official Plan, Regional Official Plan and Provincial Growth Plan.

Comment Origin	Date Received	Comment	Staff Response	MGP Response
		<ul style="list-style-type: none"> Request modify Draft OP to identify phasing of future expansions within the <i>Future Urban Area</i> set out in Schedule A, and address the preferred location for the potential for an additional 77 ha within 2031 horizon. 	<ul style="list-style-type: none"> Staff recommend that future Settlement Area expansions not be identified geographically in the Draft OP, but be subject to the criteria outlined in 5.3.35 and 5.3.38. 	<ul style="list-style-type: none"> See Comment Above.
Louis Greenbaum (Vogue Development)	July 30, 09	<ul style="list-style-type: none"> Request West Sharon Holdings Inc lands adjacent to, but outside of the Sharon Community be included in the urban boundary and designated for residential purposes in the Town's new Draft OP. 	<ul style="list-style-type: none"> Given the Town's recommended growth management approach to urban expansion based on the Region's land budget, inclusion of these lands within the settlement area boundary is not recommended at this time. Therefore, Draft OP designates portion of property outside of the Sharon boundary as <i>Future Urban Area & NHS</i>. 	<ul style="list-style-type: none"> Settlement Area Expansion required to meet forecasted growth within the 2031 timeframe is recommended to occur in the Green Lane Corridor and within the 404 corridor south of Queensville, within the land supply budget allocated by the Region. However, the subject area is recommended as Future Urban Area, recognizing its importance in providing for the long-term growth needs of the municipality.
Bob Forhan (iPLANcorp) on behalf of 18444 Yonge Street and 14, 22, 262 Green Lane West	Nov. 4, 08	<ul style="list-style-type: none"> Supportive of the 2 new development approval levels (planning district and detailed development plan); Request Town pursue a planning district plan process prior to 2016 for the Green Lane area in anticipation of additional servicing in 2016; Green Lane corridor should be prioritized above other areas because of rapid transit plans for the corridor; Owners are supportive of retail uses as well as retail-supportive commercial uses (ie offices, commercial); Request same buffer zones be applied to all community plans and whitebelt lands for environmental setback standardization. 	<ul style="list-style-type: none"> Noted – revised terminology in Draft OP relates to the proposed Secondary Plan and Block Plan development approvals process. Council has directed staff to initiate a Secondary Plan process for the proposed Community Area expansion along the Green Lane corridor. Staff support position and recommend an urban expansion along the Green Lane corridor. Noted – detailed land uses to be determined through the Green Lane Secondary Plan process. Buffer widths subject to Lake Simcoe Protection Plan regulations, which have yet to be provided and will be dealt with through the Secondary Plan process. 	<ul style="list-style-type: none"> Green Lane provides the best potential for realizing higher density development in new Secondary Plan Areas of the Town given the potential for rapid transit and connection to the GO Station. Environmental buffers and take-outs to be determined at the Secondary Plan / Block Plan stage.
David Charezenko (iPLANcorp) on behalf of North Market Holdings (18444 Yonge St) and Dalton Faris (14, 22, 262 Green Lane West)	Mar. 10, 09	<ul style="list-style-type: none"> Majority of subject properties identified in the Urban Area and Community Plan Area on Schedule A; Appears to be significant reduction (approx. 23 acres) in land coverage of Community Area on clients' lands and request that approx. 92 acres of lands consistently identified as Yonge St corridor continue in Draft OP as Community Area; 	<ul style="list-style-type: none"> Noted. EG limited under YR's land budget allocation of 427 ha for Community Area. 	<ul style="list-style-type: none"> Settlement Area Expansion required to meet forecasted growth within the 2031 timeframe is recommended to occur in the Green Lane Corridor and within the 404 corridor south of Queensville, within the land supply budget allocated by the Region. However, the subject area outside of the urban boundary is recommended as Future Urban Area, recognizing its importance in providing for the long-term growth needs of the municipality.

Comment Origin	Date Received	Comment	Staff Response	MGP Response
		<ul style="list-style-type: none"> Support proposed Secondary Plan approach and committed to participating with all landowners, but site specific development approvals should not assume the coordinated approach to determining land use regime; Want to confirm that Schedule A is the intended land use plan and that Schedule C is simply a consolidation effort not proposed land uses; Northmarket Holdings have no interest in continuing the <i>Recreation</i> land use designation on their property. 	<ul style="list-style-type: none"> Staff recommend modifying the Secondary Plan boundaries on Schedule B of the Draft OP to outline a single Secondary Plan Area for the Community Area expansion along Green Lane. Schedule A sets out the urban area structure, while Schedule C sets out the land use designations. Through consolidation, the Town has maintained the existing <i>Recreation</i> land use designation, but based on comment, Town staff recommend property be designated <i>Community Area</i> (within the proposed urban boundary) and <i>Future Urban Area</i> (outside of the proposed boundary). 	<ul style="list-style-type: none"> In order to promote good planning on all new lands, and in conformity with the York Region Op, the recommended growth management strategy is to require Secondary Plans be prepared prior to permitting the approval of implementing development approvals. Settlement Area Expansion required to meet forecasted growth within the 2031 timeframe is recommended to occur in the Green Lane Corridor and within the 404 corridor south of Queensville, within the land supply budget allocated by the Region. However, the subject area outside of the urban boundary is recommended as Future Urban Area, recognizing its importance in providing for the long-term growth needs of the municipality.
<p>David Charezenko (IPLANcorp) on behalf of Dalton Faris (14, 22, 262 Green Lane West) & North Market Holdings (18444 Yonge St) & Ballantry Homes (18474 Yonge St)</p>	<p>Oct. 16, 09</p>	<ul style="list-style-type: none"> Support the preferred location of the urban area expansion along the Green Lane corridor; Urge Town to get urban boundary expansion adopted by Council and incorporated into the YR OP through amendment prior to Provincial approval of the YR OP, so there's no deferral or delay to the next municipal comprehensive review in 5 years. 8.5.4-8.5.5 - Support draft OP's intent to facilitate a flexible Secondary Plan/Block Plan approvals process; Clients comfortable with a single Secondary Plan for the Green Lane corridor but request Schedule B amendment identify Bathurst Street as western boundary of the Secondary Plan Area Request 18444 Yonge St be identified as <i>Community Area</i> rather than <i>Recreational Area</i> to allow Secondary Plan process to specify land use designations Support Major Local Centre policies of the Draft OP; 	<ul style="list-style-type: none"> Noted Acknowledged - Town staff continue to work with YR staff to coordinate the delineation of the proposed urban boundary expansions within the YR OP. Noted Staff recommend modifying the Secondary Plan boundaries on Schedule B of the Draft OP to outline a single Secondary Plan Area for proposed Community Area expansion along Green Lane, with scope of area to be considered to be dealt with through the Terms of Reference for the Secondary Plan. Town staff recommend the property be designated <i>Community Area</i> (within the proposed urban boundary) and <i>Future Urban Area</i> (outside of the proposed boundary). Noted. 	<ul style="list-style-type: none"> Settlement Area Expansion required to meet forecasted growth within the 2031 timeframe is recommended to occur in the Green Lane Corridor and within the 404 corridor south of Queensville, within the land supply budget allocated by the Region. However, the subject area outside of the urban boundary is recommended as Future Urban Area, recognizing its importance in providing for the long-term growth needs of the municipality.

Comment Origin	Date Received	Comment	Staff Response	MGP Response
		<ul style="list-style-type: none"> Support direction to position large scale retail and employment uses along Green Lane and more specifically in centres (as per Commercial Study TOR); Request consider revising Centre policies to reflect the fact that mixing of residential and non-residential land uses will occur over time and that non-residential development free of servicing constraints may occur in advance of residential development. 	<ul style="list-style-type: none"> Detailed land uses to be determined through the Green Lane Secondary Plan and Town-wide Commercial Retail Needs Study. 5.7.3.7.6 allows for and anticipates phasing and staging of growth with consideration for Town's long-term vision. 	<ul style="list-style-type: none"> Agree that Green Lane provides the best potential for realizing higher density development in new Secondary Plan Areas of the Town given the potential for rapid transit and connection to the GO Station. Land use details will be determined by staff when finalizing the Town Official Plan.
Howard Friedman (HBR Planning) on behalf of 31 Sand Road	July 28, 09	<p><u>Growth Management Recommendations Report</u></p> <ul style="list-style-type: none"> While the GMRR encourages intensification and infill, the working draft OP policies are not clear with respect to proposed phasing policies and employment linkage to residential growth policies; Unclear as to applicability of Secondary and Block Plan policies with respect to infill developments; Clarify housing mix requirement (ie. single and semi-detached units shall not exceed 70% of total residential units within a Secondary Plan area) and request do not apply to infill developments because they are often small in size and must be compatible with surrounding development <ul style="list-style-type: none"> Draft OP should recognize issue, particularly where existing Community Plan Areas may already have in excess of 70% single & semi-detached units 	<ul style="list-style-type: none"> Draft OP policies re employment linkage would apply to all new development, staff will review applicability of employment linkage policies for small-scale infill developments. Acknowledged - staff recommend a policy approach to recognize a less rigorous approvals process to promote smaller infill developments. Greenfield development areas within existing Secondary Plan Areas (HL, Queensville and Sharon) may be subject to further Block Plan approvals in accordance with Section 8.5. Acknowledged – Staff recommend reviewing and modifying policies as they relate to housing mix requirements to provide clarity. 	<ul style="list-style-type: none"> Seeking a balance between employment and residential growth is good target for ensuring that residents have opportunity to live and work in the same municipality. Potential to broaden the means of achieving this target on individual sites/development proposals will be explored with staff prior to finalization of the Official Plan. Land use details will be determined by staff when finalizing the Town Official Plan.

Comment Origin	Date Received	Comment	Staff Response	MGP Response
Howard Friedman (HBR Planning) on behalf of 31 Sand Road	Oct. 7, 09	<ul style="list-style-type: none"> In regards to the Secondary Planning Areas, a Block Plan for small infill developments is inappropriate; Clarify that the policies in Section 8.5 only apply to New Secondary Plan Areas and not existing communities of Sharon, Holland Landing and Queensville; Clarify between Secondary Plan and Secondary Planning areas application to existing approved Secondary Plan Areas, like Holland Landing - where it may be difficult to achieve due to historical patterns of development - in 5.9.4.4. 	<ul style="list-style-type: none"> Acknowledged - staff will work to clarify and modify the wording of Section 7.3 Acknowledge issue - staff recommend a policy approach to recognize a less rigorous approvals process for smaller infill developments. Greenfield development areas within existing Secondary Plan Areas (HL, Queensville and Sharon) may be subject to further Block Plan approvals in accordance with Section 8.5. 5.9.4.4. intended to achieve targeted density over the planning period on a Town-wide basis in accordance with Places to Grow. 	<ul style="list-style-type: none"> Depending on the nature of the application, some or all studies maybe required at the Secondary Plan / Block Plan stage. Land use details will be determined by staff when finalizing the Town Official Plan.
Claudio Brutto (Brutto Consulting) on behalf of Wycliffe Thornridge	June 10, 09	<ul style="list-style-type: none"> Request remaining portion of Wycliffe Thornridge Ltd property be included in the 2031 urban boundary of Sharon Community; There's an identified need for additional low density residential land beyond what's already designated; Lands and future urban lands to the north (Tribute) situated between Sharon and Queensville and will be under pressure for future urban residential development to connect communities; These lands represent next logical urban expansion from land use and servicing perspectives: property also preferred location for extension of the North-South Sharon Collector road. 	<ul style="list-style-type: none"> Given Town's recommended approach to urban expansion based on YR's land budget, inclusion of the remainder of the property within the settlement area boundary is not recommended at this time – Community Area urban expansion recommended along the Green Lane corridor. It is staff's opinion that there is a sufficient amount of land currently already designated for low density residential purposes within existing Secondary Plan Areas and recommended urban expansion areas in the medium term. Draft OP designates portion of property outside of the urban boundary as <i>Future Urban Area</i>. In addition to the mandatory 5 year review, the final Growth Management Strategy will include a policy approach for Future Urban Areas to address future urban expansions. 	<ul style="list-style-type: none"> Settlement Area Expansion required to meet forecasted growth within the 2031 timeframe is recommended to occur in the Green Lane Corridor and within the 404 corridor south of Queensville, within the land supply budget allocated by the Region. However, the subject area is recommended as Future Urban Area, recognizing its importance in providing for the long-term growth needs of the municipality. Concur with staff, sufficient land exists depending on unit density assumptions in low density areas; the land area identified is sufficient using the recommended unit density permissions in the draft Official Plan and in order to achieve the minimum density target identified by the Region. See comment above. See comment above.

Comment Origin	Date Received	Comment	Staff Response	MGP Response
Mike Domovitch (20733 Leslie)	June 17, 09	<ul style="list-style-type: none"> • South half of property within the urban boundary of Queensville, while north half outside of the boundary; • Object to Town proposing to redesignate north half of property for employment uses; • Request Town designate west part of property between Leslie St and the creek as <i>residential</i> and the east part of the property for <i>university uses</i>, which are a continuation of designations abutting to the south; • The amount of land set aside for the university will probably not be enough; • Difficult and not cost efficient to develop residential component as it because it's too small ; • Northern half of the property should have been included in the urban boundary and it's not proper to divide property with an urban boundary – this error can be corrected through this OP Review • Leslie St frontage should not be wasted on employment, there's ample other employment land designated at suitable locations in Queensville. 	<ul style="list-style-type: none"> • Noted. • Draft OP designates portion of property outside of the urban boundary as <i>Future Urban Area</i>. • Specific land uses for the area designated <i>Future Urban Area</i> will be determined through a future Secondary Plan process. • Given that there is currently no specific plan or development proposal for the Post-Secondary Institution site, it is not possible to determine if the existing designation area is sufficient in size. • Noted - it is anticipated that the lands will be developed in conjunction with the <i>Post-Secondary Institution</i> lands. • Given the Town's recommended approach to urban expansion based on YR's land budget, inclusion of the remainder of this property within the settlement area boundary is not recommended at this time - urban expansion recommended along the Green Lane and Hwy 404 corridors. • Staff's intent to establish a policy approach similar to YR's Draft OP, in order protect strategic employment lands in proximity to 400-series highways over the long term. 	<ul style="list-style-type: none"> • Settlement Area Expansion required to meet forecasted growth within the 2031 timeframe is recommended to occur in the Green Lane Corridor and within the 404 corridor south of Queensville, within the land supply budget allocated by the Region. However, the subject area outside of the urban boundary is recommended as Future Urban Area, recognizing its importance in providing for the long-term growth needs of the municipality.
Jim Hughes (Trispire Management) on behalf of Pickseed	July 24, 09	<ul style="list-style-type: none"> • Due to proximity to Green Lane, request land be included as urban in Secondary Plan Area; • Proposed phased development for pick lands: <ul style="list-style-type: none"> ○ Phase 1 = 12-hole golf course and related buildings; 45 acres reserved for mixed-use development including residential, seniors services, business, commercial, etc.; ○ Phase 2 = assess redeveloping golf course into residential/employment uses. 	<ul style="list-style-type: none"> • Given the Town's recommended approach to urban expansion based on YR's land budget, inclusion of these lands within the settlement area boundary is not recommended at this time - urban expansion recommended along the Green Lane corridor. • Phase 1 development proposal re mixed use development is not supported by Town staff given the recommended urban expansion boundary. • Draft OP maintains the existing <i>Recreation Area</i> designation, which would permit the proposed golf course, together with the <i>NHS</i> designation. 	<ul style="list-style-type: none"> • Settlement Area Expansion required to meet forecasted growth within the 2031 timeframe is recommended to occur in the Green Lane Corridor and within the 404 corridor south of Queensville, within the land supply budget allocated by the Region. However, the subject area is recommended as Future Urban Area, recognizing its importance in providing for the long-term growth needs of the municipality. • Current permissions in the Official Plan would permit a golf course use of the lands, this permission is carried through to the proposed Official Plan. Urban uses and development may only occur within a Settlement Area Boundary.

Comment Origin	Date Received	Comment	Staff Response	MGP Response
Thomas Pick (Pickseed) North of Green Lane Corridor	Oct. 14, 09	<ul style="list-style-type: none"> Provided reasons why their property should be included in the Settlement Area and Employment Area Expansion 	<ul style="list-style-type: none"> Given the Town's recommended approach to urban expansion based on YR's land budget, inclusion of these lands within the settlement area boundary is not recommended at this time. In addition to the mandatory 5 year review, the final Growth Management Strategy will include a policy approach for Future Urban Areas to address future urban expansions. 	<ul style="list-style-type: none"> Settlement Area Expansion required to meet forecasted growth within the 2031 timeframe is recommended to occur in the Green Lane Corridor and within the 404 corridor south of Queensville, within the land supply budget allocated by the Region. However, the subject area is recommended as Future Urban Area, recognizing its importance in providing for the long-term growth needs of the municipality.
Roy Mason (KLM Planning) on behalf of Green Lane/Yonge Landowners Group	Sept. 21, 09	<ul style="list-style-type: none"> Supportive of a singular secondary plan process along Green Lane from Leslie to Yonge St; Concerned about a potential duplication of works and overlap of studies (servicing, EIS, transportation analysis) if subject to separate secondary plans; Individual Block Plans could be prepared for individual areas in the Draft OP. 	<ul style="list-style-type: none"> Staff recommend modifying the Secondary Plan boundaries identified on Schedule B to develop a single Secondary Plan for the proposed Community Area expansion along Green Lane. Draft OP policies provide flexibility to allow Phase 2 Block Plans to be completed for appropriate individual areas. Staff continue to evaluate the relationship between the Secondary Plan and Block Plan processes with MGP, as the Town's growth management consultant. 	<ul style="list-style-type: none"> Agreed. Further to consultation with landowners, and Provincial and Regional staff, a single Community Area Secondary Plan area is recommended for the Green Lane corridor to allow for the comprehensive study and planning of this area. Similarly, a single Employment Area Secondary Plan area is recommended for the Highway 404 employment area south and east of Sharon.
Gord Mahoney of (Michael Smith Planning Consultants) on behalf of Kashani & Co. Investments Inc (2050 Mount Albert Rd)	Oct. 15, 09	<ul style="list-style-type: none"> Subject lands identified as <i>Whitebelt Area</i>, which would suggest lands are intended to develop post-2031 Would like to move forward with development of site much sooner than 2031 timeframe 5.3.12 of Draft OP supports inclusion of lands within the urban boundary to provide for the Sharon East Employment Collector Evident that Town has an interest in securing land for north/south local collector road (ie. CWB), but not known how Town plans to secure land and why 5.3.12 and 5.3.15 included in draft OP when development in this area appears to be 20 years out 	<ul style="list-style-type: none"> Whitebelt lands designated <i>Future Urban Area</i> to recognize that lands will be required to accommodate long term growth Given the Town's recommended approach to urban expansion based on YR's land budget, inclusion of these lands within the settlement area boundary is not recommended at this time In addition to the mandatory 5 year review, the final Growth Management Strategy will include a policy approach for <i>Future Urban Areas</i> to address future urban expansions. Detailed land uses will be determined through the Central Area Secondary Plan The purpose and intent of 5.3.15 will be reviewed by staff to clarify this issue. 	<ul style="list-style-type: none"> Settlement Area Expansion required to meet forecasted growth within the 2031 timeframe is recommended to occur in the Green Lane Corridor and within the 404 corridor south of Queensville, within the land supply budget allocated by the Region. However, the subject area is recommended as Future Urban Area, recognizing its importance in providing for the long-term growth needs of the municipality.

Comment Origin	Date Received	Comment	Staff Response	MGP Response
		<ul style="list-style-type: none"> ○ Most common way to secure land for roads is through development, but problematic if outside of urban boundary • Request Town rethink urban expansion and include the lands between the Sharon boundary and the Hwy 404 extension in the urban boundary <ul style="list-style-type: none"> ○ Would complete the Sharon community, allow for development & help secure lands for proposed road • Request Town designate lands for commercial and residential uses. 	<ul style="list-style-type: none"> • Submission to be referred to MGP for consideration as part of the Final Growth Management Strategy. • Staff recommend a modification to the Draft OP to provide an overlay designation of minor local centre and local corridor which would permit a broader range of uses within the urban boundary (section 5.7). 	<ul style="list-style-type: none"> • See comment above.
Rudy Buczolits (Rice Group) on behalf of Green Lane North Realty Inc	Oct. 15, 09	<ul style="list-style-type: none"> • 5.6.1 (Employment Areas) – OMB confirmed that retail uses in Employment Areas generate employment jobs; • 5.8 – policies should clarify implementation of major commercial designation in Employment Areas b/c unclear how various designations layer along GL; • 8.5 - Phase 2 Block Plan may not be necessary. 	<ul style="list-style-type: none"> • Noted – Town’s OP policies need to conform with Provincial and Regional policy documents. • Staff recommend a policy modification to add clarity regarding land use permissions in the area of Green Lane/Hwy 404. • Noted – Staff will refer this comment to MGP to consider as part of the Final Growth Management Strategy. 	<ul style="list-style-type: none"> • Depending on the nature of the application, some or all studies maybe required at the Secondary Plan / Block Plan stage.
Jim Dymont and Mark Stone (Meridian Planning Consultants) on behalf of Kilpatrick Family (66 Park Ave)	Oct 15, 09	<ul style="list-style-type: none"> • Request Town consider including subject lands in the Holland Landing Community Area boundary; • Inclusion of lands in the urban boundary: <ul style="list-style-type: none"> ○ Represents logical infilling of HL Community ○ Will help to expedite extension of sewers to northern part of HL Community; • While recommend immediate inclusion, also support Town’s planning approach for future urban expansion in the whitebelt area during the planning horizon; • Suggest criteria be included in OP to prioritize areas for future urban expansion that: <ul style="list-style-type: none"> ○ Constitute logical rounding-out/infilling of existing Community Plan Areas 	<ul style="list-style-type: none"> • Given the Town’s recommended approach to urban expansion based on YR’s land budget, inclusion of these lands within the settlement area boundary is not recommended at this time, Community Area urban expansion recommended along the Green Lane corridor. • Noted. • In addition to the mandatory 5 year review, the final Growth Management Strategy will include a policy approach for <i>Future Urban Areas</i> to address future urban expansions. • 5.3.38 outlines criteria to be addressed as part of future urban expansions. 	<ul style="list-style-type: none"> • Settlement Area Expansion required to meet forecasted growth within the 2031 timeframe is recommended to occur in the Green Lane Corridor and within the 404 corridor south of Queensville, within the land supply budget allocated by the Region. However, the subject area is recommended as Future Urban Area, recognizing its importance in providing for the long-term growth needs of the municipality. • Following consultation with Provincial and Regional staff it is recommended that no depiction of future Settlement Area Expansion be shown in the proposed Official Plan. The policies of the proposed Official Plan outline the items Council should have regard to when considering future settlement area boundary expansions as required.

Comment Origin	Date Received	Comment	Staff Response	MGP Response
		<ul style="list-style-type: none"> Contribute to objectives of increasing density in existing communities 		
Ben Quan of QX4 Investments Ltd on behalf of Living Water Faith Fellowship (18293 Leslie St)	Oct. 16, 09	<ul style="list-style-type: none"> Support proposed Settlement Area expansion and extension of municipal services to the property; Engaged in the Hwy 404 Employment Corridor Secondary Plan process with Rice Group; Would like written confirmation that Town's Draft OP permit's lands to be designated for a place of worship through a Secondary Plan. 	<ul style="list-style-type: none"> Detailed land uses will be determined through the Hwy 404 Employment Corridor Secondary Plan. 5.9.8. of the Draft OP does not permit Places of Worship within Employment Areas. Staff recommend deletion of the <i>Local Corridors</i> identified within Employment Areas (ie. along Woodbine), while continuing to support connectivity and transit within these areas. 	<ul style="list-style-type: none"> Settlement Area Expansion required to meet forecasted growth within the 2031 timeframe is recommended to occur in the Green Lane Corridor and within the 404 corridor south of Queensville, within the land supply budget allocated by the Region. Specific lands uses will be dealt with at the Secondary Plan / Block Plan stages.
James Claggett (IBI Group) on behalf of the Preston Group (northeast quadrant of Yonge Street and Green Lane)	Oct. 16, 09	<ul style="list-style-type: none"> 5.7.3.7 - defines Yonge St/Green Lane as a Major Local Centre, but height and massing expectation of 4 storeys does not provide for higher level density and needs to be reconsidered or evaluated as part of the Secondary Plan process; 5.7.3.7.6 & 5.7.2.2 – the application of such policies should be clarified and prescriptive policies are best addressed at the Secondary Plan level; 5.9.4.2 – requirement to intersperse medium-density residential development with low density development is highly prescriptive and should be implemented at the Secondary Plan level; Request Town's OP reflect intent to consider reduce parking standards particularly for high, medium and mixed use developments associated with centres and corridors at the Secondary Plan level as per ROP 5.2.10. 	<ul style="list-style-type: none"> 5.9.4.2 is an existing policy from the Green Lane West Community Plan (OPA 110) and was therefore, incorporated into the Draft OP as part of the consolidation of existing community plans. Therefore, no policy modifications recommended. Agreed – Staff will review this matter under section 7.2.2, with criteria subject to transit availability, in accordance with YR's new OP. 	<ul style="list-style-type: none"> As per the York Region Official Plan, only portions of a corridor – the Key Development Areas or major local centres will be planned to achieve an overall average of 2.5 FSI. It is anticipated that the achievement of this ultimate built form may occur outside the planning horizon of the Official Plan; accordingly, it is recommended that the policies of the Official Plan allow Council to consider development proposals at lower minimum FSIs so long as the proponent demonstrate that the ultimate built form has been contemplated and not precluded by providing options for re-use or intensification of the site. Specific land uses will be determined at the Secondary Plan / Block plan stage.
Scott Arbuckle (IBI Group) on behalf of Dorzil Developments (574 Green Lane)	Oct 19, 09	<ul style="list-style-type: none"> Section 5.7 - Concerned with viability of achieving density averaging 2.5 FSI per development block proposed along Green Lane Corridor <ul style="list-style-type: none"> Density not desirable in terms of built environment To assist Council in understanding scale of density and height – provided a density study Approx. 1.6 million SF of mixed use, including residential towers between 7-18 storeys required to 	<ul style="list-style-type: none"> Staff will refer comment to MGP as part of the Final Growth Management Study; Density proposed along Green Lane intended to support transit investments. 	<ul style="list-style-type: none"> As per the York Region Official Plan, only portions of a corridor – the Key Development Areas or major local centres will be planned to achieve an overall average of 2.5 FSI. It is anticipated that the achievement of this ultimate built form may occur outside the planning horizon of the Official Plan; accordingly, it is recommended that the policies of the Official Plan allow Council to consider development proposals at lower minimum FSIs so long as the proponent demonstrate that the ultimate built form has been

Comment Origin	Date Received	Comment	Staff Response	MGP Response
		<p>achieve 2.5 FSI</p> <ul style="list-style-type: none"> ○ Density provisions in Town’s Draft OP ambitious but likely achievable in the long term, while YR’s 2.5 FSI proposed requirement is not • 5.7.3.8 – request moving the symbol representing the Major Local Centre to more accurately depict its application to the 4 quadrants of the 2nd; • 5.3 – request clarification regarding the phasing of development of the subject lands; • 5.3.21 and 5.3.22 - Client does not support proposed sections b/c represents an unfair practice which would negatively impact growth and development and there is no statutory basis for these provisions. • 5.9.4.2 – highly prescriptive approach that is best left to the Secondary Plan stage. 	<ul style="list-style-type: none"> • Major Local Centre symbol is conceptual, to be implemented through the policy framework outlined in 5.7.3.8 • 5.3.4 outlines the near term growth priority to develop within the existing communities of Holland Landing, Queensville and Sharon, with additional growth along the Green Lane and Hwy 404 corridors subject to further planning approvals and servicing allocation. • Detailed phasing plans will be established through the Green Lane Secondary Plan process • Employment linkage policies considered critical to support balanced growth and to help establish complete communities. • 5.9.4.2 intended to ensure different forms of development are integrated and not segregated from each other. 	<p>contemplated and not precluded by providing options for re-use or intensification of the site.</p> <ul style="list-style-type: none"> • Concur with staff, the Major Local centre is conceptual, where the implementing Secondary Plan shall discretely define its boundaries using the general criteria in the Official Plan. • The determination of phasing of development within a Secondary Plan area will be determined through the preparation of the Secondary Plan and related Block Plans. • Seeking a balance between employment and residential growth is good target for ensuring that residents have opportunity to live and work in the same municipality. Potential to broaden the means of achieving this target on individual sites/development proposals will be explored with staff prior to finalization of the Official Plan. • Medium density types of housing (street townhomes and low-rise apartments) are permitted in areas designated low density residential, within the density limits established in the Official Plan. The intent of this policy is to ensure medium density housing is interspersed within low density areas, providing a break from monotonous rows of housing, and not segregating this type of housing in small areas. The precise wording of this policy will be reviewed with staff prior to the finalization of the Official Plan.

APPENDIX **B**

Study Components for Secondary/Block Plans

Block Plan (Phase 1)	
PURPOSE	<p><i>For predominantly Community Areas, a Phase 1 Block Plan determines:</i></p> <ul style="list-style-type: none"> (i) The overall capacity and density of development related to road and service infrastructure opportunities or constraints; (ii) The overall mix of housing including the forms and density of residential dwellings for the Secondary Plan Area; (iii) The location and area of community services based on an adequate assessment of community service needs; (iv) The location and area of open space, recreation facilities, school sites and conservation lands; (v) The location and area of commercial and industrial land uses; (vi) The conceptual alignment and right-of-way of the arterial and collector road network; (vii) Identification of environmental and other constraints to development and the manner in which environmental concerns will be addressed in the development of the secondary plan area; (viii) The population and employment projections for the Secondary Plan Area; and, (ix) Urban design guidelines and architectural control standards reflective of the intended residential character of the secondary plan area. <p><i>For predominantly Employment Areas, a Phase 1 Block Plan determines:</i></p> <ul style="list-style-type: none"> (i) The location of Open Space lands; (ii) The location and area of population-related, community services and employment land uses; (iii) The alignment and right-of-way of the arterial and collector road network, railroad main and spur lines, and major transportation features and public utilities; (iv) Identification of environmental and other constraints to development and the manner in which environmental concerns will be addressed in the development of the secondary plan area; (v) The overall transportation capacity and development density for the Secondary Plan Area; and, (vi) Urban design guidelines.

BACKGROUND STUDIES

The minimal background studies which are typically required in conjunction with the preparation of a Phase 1 Block Plan include, but are not limited to the following:

- Phase 1 Block Plan document (planning analysis / justification);
- Master Environmental Servicing Plan;
- Subwatershed plan;
- Regional Greenlands System Plan;
- Transportation / Mobility plan;
- Community Energy Plan;
- Urban design guidelines and streetscape plan;
- Master open space and recreation plan;
- Affordable housing strategy;
- Heritage / Cultural study;
- Community service study; and
- Commercial and employment allocation study;
- Financial and phasing plan policies;
- Residential and housing allocation policies.

Block Plan (Phase 2)	
PURPOSE	<p><i>The purpose of a Phase 2 Block Plan is to identify the required background studies and sufficiently advance the necessary research such that a community block plan concept can be developed based on a comprehensive understanding of key structural requirements including:</i></p> <ul style="list-style-type: none"> (i) Articulating the community vision (overall urban form, character, connections and relationships between various components of the community); (ii) Demonstrating the recommendations of the subwatershed study as it relates to the conservation and restoration of the natural heritage features and functions; (iii) A community conceptual map (to include layout of the arterial, collector and local roads, transit routes, trails, development blocks, land use, community design elements, housing form, buffers, open space and stormwater management facilities); (iv) A Block Plan Concept Plan, a Block Plan Principles document and a Block Plan Design Guidelines document will be required for submission; (v) Core infrastructure requirements; and, (vi) Phasing and staging policies including establishing priorities and setting specific growth targets and limitations.
BACKGROUND STUDIES	<p><i>The minimal background studies which are typically required in conjunction with the preparation of a Phase 2 Block Plan include, but are not limited to the following:</i></p> <ul style="list-style-type: none"> • Phase 2 Block Plan document (planning analysis / justification); • Environmental Impact Studies / Implementation report; • Functional servicing report; • Detailed Community Design Guidelines document including architectural and landscape guidelines to provide standards for development and site plan applications in terms of urban form, character, massing and materials; • Preliminary noise assessment; • Transportation impact study including transit; • Phase 1/2 archaeological study and heritage impact statement; • Growth Management Analysis; • Staging and sequencing analysis; and, • Landowner Cost Sharing Agreement(s).