



Excellence Reliance Innovation

Planning Justification Report

Northwest Yonge Green Lane

Landowners Group Inc.

Town of East Gwillimbury

Community Design Plan

February 2025

The Jones Consulting Group Ltd.

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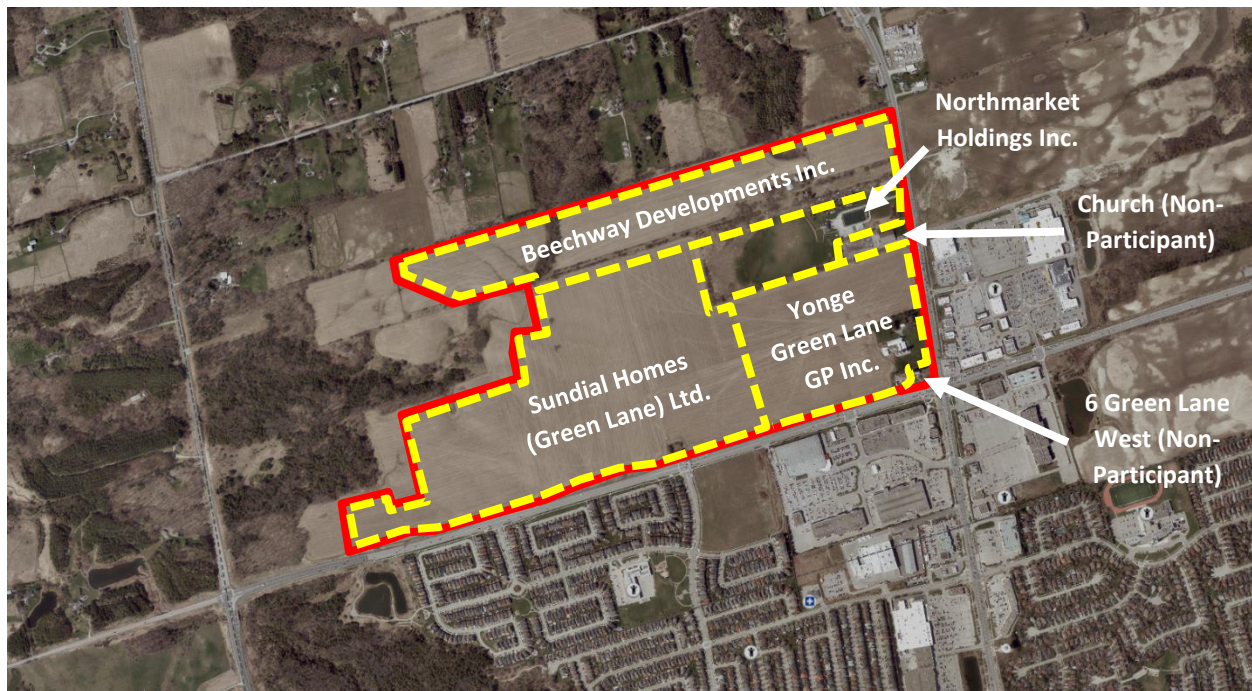
1.0 INTRODUCTION

On behalf of our client, Northwest Yonge Green Lane Landowners Group Inc., we are pleased to provide this Planning Justification Report in support of a Community Design Plan submission for lands located north of Green Lane West and west of Yonge Street in the Town of East Gwillimbury, Region of York.

The subject lands comprise approximately 117.72 hectares (outlined in red on **Figure 1**), and consists of eight (8) parcels owned by four (4) landowner groups, as well as two (2) non-participants (outlined in yellow on **Figure 1**):

- Beechway Developments Inc. owns the eastern portion of the lands municipally known as 18474 Bathurst Street.
- Northmarket Holdings Inc. owns the entirety of the lands municipally known as 18444 Yonge Street.
- Yonge Green Lane GP Inc. (also known as the Rice Group) owns the eastern portion of the lands municipally known as 22 Green Lane West and the entirety of 14 Green Lane West.
- Sundial Homes (Green Lane) Ltd. owns the eastern portion of the lands municipally known as 22 Green Lane West and the entirety of 262 Green Lane West.
- The Victory Baptist Church owns the lands municipally known as 18408 Yonge Street, who are not participating in the Community Design Plan process.
- The owners of the entirety of the lands municipally known as 6 Green Lane West are not participating in the Community Design Plan process.

Figure 1. Aerial Photograph of Subject Lands



This Planning Report examines the subject lands, site context, land use policies, and the form and design of development that is proposed. This Report concludes that the proposed Community Design Plan represents appropriate land use planning.

2.0 PROPERTY LOCATION AND SITE DESCRIPTION

The lands subject to the application consist of eight (8) parcels which are located to the northwest of the intersection of Green Lane West and Yonge Street in the Town of East Gwillimbury (**Figure 1**). The lands contain several existing uses including agriculture, a golf range, single detached dwellings and environmental lands. All existing buildings on lands owned by the Landowner Group are proposed to be demolished. The subject lands also contain two (2) non-participants including the lands known as 18408 Yonge Street, which contains the Victory Baptist Church (**Figure 7**), and the lands known as 6 Green Lane West, which contains a single detached dwelling.

The subject lands are surrounded by existing commercial, residential, and agricultural uses (**Figure 2**). The immediate surrounding land uses are as follows:

- **North:** Single detached dwellings and agricultural uses (**Figure 4**).
- **West:** Environmental protected lands, as well as the municipal boundary of the Township of King. (**Figure 5**).
- **South:** Single detached dwellings, elementary school and commercial plazas are located to the south. Further south is the City of Newmarket which contains single detached dwellings, commercial uses along Yonge Street and a high school. (**Figure 6**).
- **East:** Commercial plazas along Yonge Street and agricultural uses are located further to the east (**Figure 8**).

Figure 2. Surrounding Land Uses



Figure 3. Agricultural Uses on Subject Lands

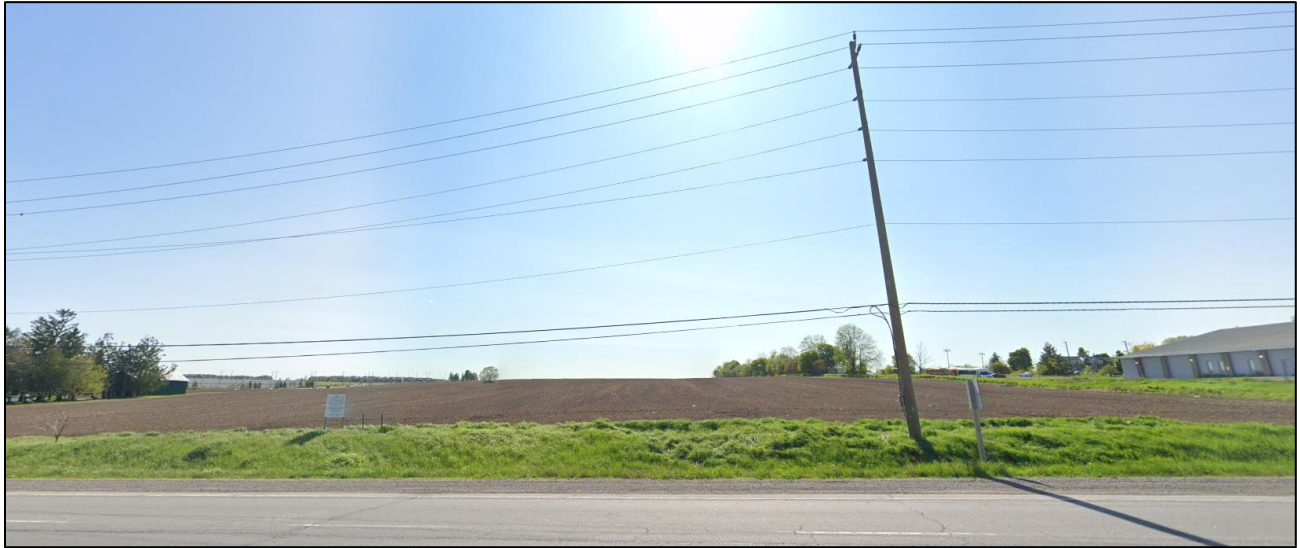


Figure 4. Single Detached Dwellings and Agricultural Uses on Morning Sideroad to the North



Figure 5. Woodlot along Bathurst Road located to the West



Figure 6. Commercial Uses along Yonge Street to the South



Figure 7. Church located along Yonge Street within the Subject Lands



Figure 8. Commercial Uses Located to the East



3.0 PROPOSED DEVELOPMENT

The Community Design Plan proposes a mixed-use development on the subject lands (**Figure 9**). A number of features of the proposed development are summarized below:

1. **Access:** The site offers three accesses from Green Lane West and three accesses from Yonge Street, which are further described below.
2. **Roads:** The transportation network generally reflects the proposed roadways delineated in the Green Lane Corridor Secondary Plan Schedule of the Town Official Plan (Schedule 3D).
 - a. **Major Collector Roads:** An East-West Major Collector Road is proposed along the northern boundary of the lands, which was identified through an Environmental Assessment reviewed by the Town dated May 2015.
 - b. **Minor Collector Roads:** The Plan proposes five (5) 22 metre collector roadways. Three collector roads are proposed north-south to connect the lands to Green Lane West, including the extension of Lady Gwillim Avenue and Woodspring Avenue. In addition, one east-west collector road is proposed to connect the lands to Yonge Street.
 - c. **Local Streets:** The Plan proposes multiple 18 metre local streets throughout the Community Design Plan, which will connect to Green Lane West and Yonge Street.
3. **Housing:** A total estimated unit count of 6,986 is proposed, which includes single detached dwellings, townhouses, retirement hotels, mixed use buildings and high density residential buildings, as shown on the Community Design Plan and in the chart below:

Unit Type	Number of Units
Single Detached Dwellings	570
Street Townhouses	959
Back-to-Back Townhouses	704
Block Townhouses	113
High Density	1,033
Residential Mixed Use	1,951
Commercial Mixed Use	1,656
TOTAL	6,986

4. **Institutional:** Two school blocks are proposed in the central area of the site.
5. **Parkland:** A parkland block is proposed adjacent to the school blocks to provide recreational opportunities.
6. **Natural Heritage:** The site contains an environmental protection area that contains a stream and respective buffer. Any proposed refinement of the natural heritage limits and buffers will be reviewed at the detailed site-specific application stage.
7. **Infrastructure:** The Plan proposes three (3) stormwater management blocks, as well as a pump station block.

Figure 9. Proposed Community Design Plan



3.1 Servicing Phasing Plan

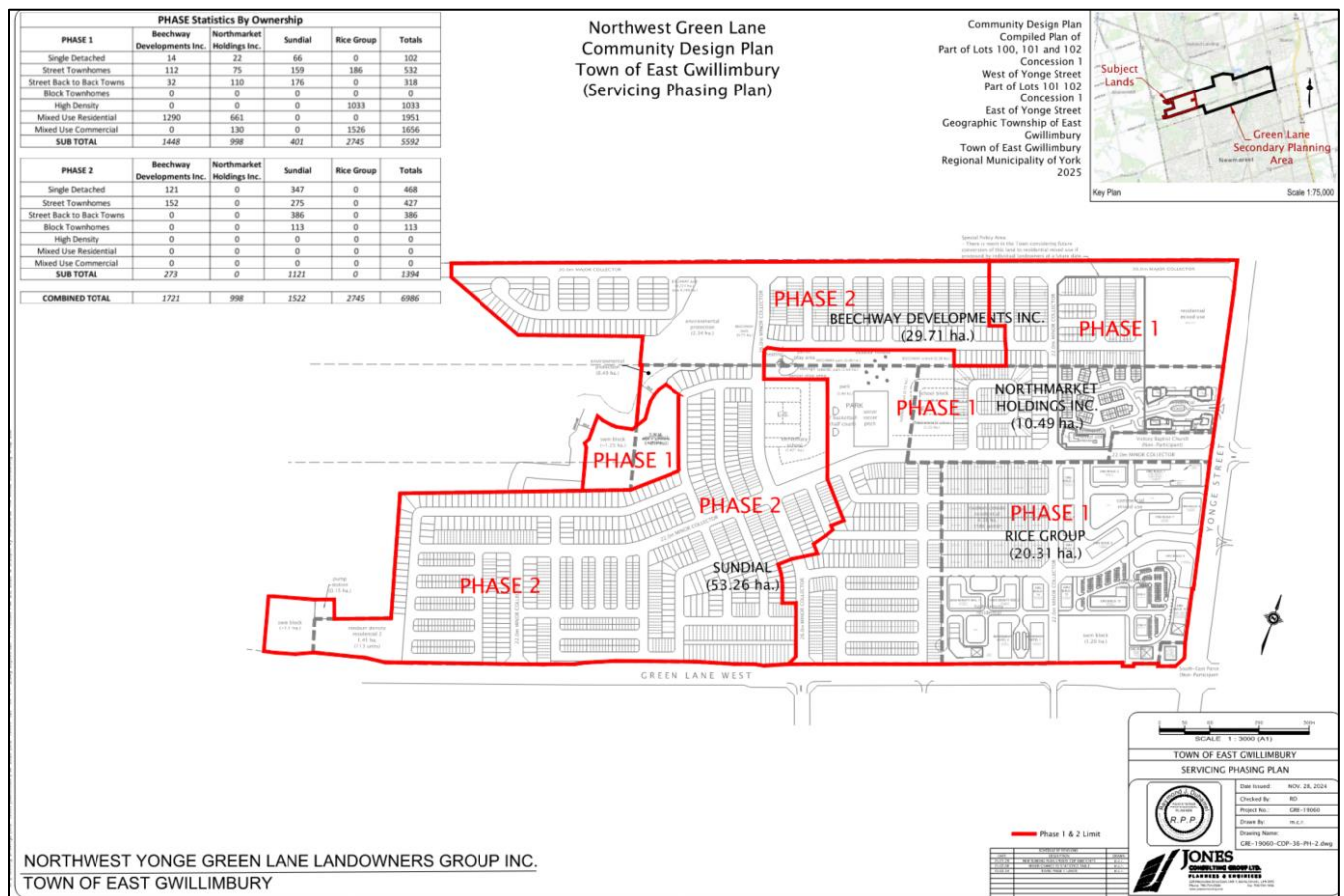
The proposed Servicing Phasing Plan shows two phases (**Figure 10**), which are described as follows:

1. **Phase One:** The Phase One servicing area generally aligns with the eastern portion of the Green Lane Corridor Secondary Plan. Phase One generally comprises the lands stretching from Yonge Street and Green Lane West to the central collector road and the northern boundary. In addition, the Phase One servicing area includes the stormwater management block located adjacent to the environmental protection lands.

Although not to limit the development of units across the Plan, the Phase One servicing area does propose 5,592 units comprising a wide range of residential, commercial and mixed-use unit types. The expectation is that the higher density mixed-use built forms along Yonge Street will be developed over an extended period of time during or after the completion of all ground related housing in the Phase One and Two servicing areas.

2. **Phase Two:** The Phase Two servicing area generally aligns with the western portion of the Green Lane Corridor Secondary Plan. Phase Two comprises of the pump station block, a stormwater management block and a variety of ground related housing types totalling approximately 1,394 units.

Figure 10. Proposed Phasing Plan



3.2 Pre-Consultation

A Pre-Consultation meeting was held with the Town on October 11, 2022, for the proposed Community Design Plan on the lands. Staff provided comments, as well as a submission requirement list outlining items that have already been addressed through the completion of the Secondary Plan, items that have already been completed, items that require an update, and new items needed. The items required for the Community Design Plan submission are detailed in Section 3.3.

One of the key takeaways from Pre-Consultation was that the Town Staff desired accommodation for two centrally located elementary schools and a community park with a linkage to the natural heritage system. This 'campus' style collection of public uses would create a central focal point for the community and enhance shared programming opportunities. This consolidation of land uses was not reflected in the approved Official Plan schedules, but based on discussions with Town staff, it was confirmed that some Official Plan interpretative latitude would be used when reviewing the Community Design Plan's conformity with the Secondary Plan Land Use Schedule.

Refer to the Pre-Consultation plan notes in **Figure 11**.

Northwest Yonge Green Lane Landowners Group Inc., Planning Justification Report
The Jones Consulting Group Ltd.



3.3 Supporting Technical Reports and Plans

The following technical reports have been prepared in support of the proposed Community Design Plan.

1. Planning Justification Report

This Planning Justification Report examines the subject lands, site context, land use policies and form of development. The report concludes that the Community Design Plan represents orderly and proper land use planning that will positively contribute to the quality of life in the Town of East Gwillimbury.

2. Stage 1-2 Archaeological Assessments

Stage 1-2 Archaeological Assessments were previously prepared for the Rice Group and Sundial landowners in March 2015. The Assessment recommended a Stage 3 Assessment at a specific location near the intersection of Yonge Street and Green Lane West, which will be prepared at the time of a formal planning application.

A Stage 1-2 Archaeological Assessment was prepared by the Beechway Developments Inc. landowner in June 2022, which concluded no further archaeological assessment of the property is required.

A Stage 1 Archaeological Assessment was completed by the Northmarket Holdings Inc. landowner in February 2023, which recommends the completion of a Stage 2 Assessment. A Stage 2 Archaeological Assessment will be completed at the time of a formal planning application.

3. Geotechnical Investigation

A Geotechnical Investigation was previously prepared for the subject lands dated June 2015. The Investigation included drilling 21 sampled boreholes to depths of 6.2 metres to 6.6 metres from grade. Free water or wet cave-in was recorded in the open boreholes at depths between 2.7 metres and 6.0 metres from the existing ground level, upon the completion of borehole drilling. The Investigation provided a number of recommendations that will be further determined at detailed design.

4. Sustainable Community Development and Energy Conservation Plan

A Sustainable Community Development and Energy Conservation Plan was prepared by buildABILITY Corporation to demonstrate how the community will be designed to meet the Town of East Gwillimbury and York Region's vision of sustainable communities. The Plan concludes the Northwest Yonge Green Lane community can reduce its energy use and greenhouse gas emissions by implementing energy efficient technologies and measures across all buildings within the proposed development.

5. Commercial Market and Financial Impact Analysis

A Commercial Market and Financial Impact Analysis was prepared for the subject lands by Urban Metrics in March 2016. An updated Commercial Market and Financial Impact Analysis was then prepared by Urban Metrics in October 2024 for the Community Design Plan submission. The Analysis concludes that the market supports the development of commercial space as part of the proposed Community Design Plan, driven by population and expenditure growth within the Community Design Plan area, the rest of the Town, and the Study area. Further, a large potential market is available to support retail and service commercial businesses, along with significant differences in type, scale, commercial function and location between the Green Lane Major Local Centre and other Local Centres within the Town.

6. Transportation Mobility Plan

A Transportation Mobility Plan was prepared by Paradigm Transportation Solutions Limited in February 2025 to assess the proposed community design plan. The Assessment includes a review of background studies for the area, an assessment of existing transportation conditions and future traffic conditions, and recommendations for transportation system improvements to mitigate projected

traffic impacts. The Report concludes all study area intersections and movements are forecasted to operate within capacity with the recommended mitigation measures. Further, the Report includes a Transportation Demand Management (TDM) Plan to further assist in reducing site-generated vehicular trips and associated parking demands.

7. Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared in February 2025 to demonstrate that the development can be graded and serviced in accordance with the Town of East Gwillimbury, Lake Simcoe Region Conservation Authority (LSRCA), and the Ministry of Environment, Conservation and Parks (MECP) design criteria. The Report concludes the lands can be serviced by municipal waste and wastewater through extensions of existing services, as well as a sanitary pumping station. Further, stormwater management will be addressed through the use of wet ponds, private facilities and a treatment train. Please refer to the Report for more information.

8. Public Realm Design and Urban and Neighbourhood Structure, Form and Design

Urban Design Guidelines were prepared by WND Associates in March 2016. A Public Realm Design and Urban Neighbourhood Structure, Form and Design Document was prepared by NAK Design Strategies in February 2025 to provide an update to these guidelines. The document addressed design considerations such as the streetscape, open space, proposed urban structure, and built form, providing design guidance as the basis for development while the detailed plan for each phase evolves. The document concludes the proposed development demonstrates an appropriate plan for the subject lands that aligns with the planning policy direction and urban design goals of the Town of East Gwillimbury.

4.0 LEGISLATION & POLICY REVIEW

This Section provides a brief overview of how the Community Design Plan has regard to the Planning Act, and is consistent with the Provincial Planning Statement, and conforms to the Lake Simcoe Protection Plan, Greenbelt Plan, York Region Official Plan, current in-effect Town of East Gwillimbury Official Plan and new adopted Town of East Gwillimbury Official Plan.

A more site-specific detailed analysis of the policy framework will be provided in support of each formal Planning Act application submitted by each landowner.

4.1 Planning Act (R.S.O. 1990 c. P.13)

Section 2 of the Planning Act contains matters of provincial interest that approval authorities must have regard to in carrying out the responsibilities under the Act. The matters of provincial interest have been listed below, along with an explanation of how the proposed Community Design Plan has regard to those matters.

a) the protection of ecological systems, including natural areas, features and functions;

A Natural Heritage Evaluation was previously submitted to the Town which identified the natural features on the lands. The Community Design Plan will protect these features by proposing an environmental protection area. A major local roadway is proposed through the environmental protection area, which has been reviewed and recommended by the Town's Environmental Assessment dated May 2015.

b) the protection of the agricultural resources of the Province;

The subject lands are located within the Town of East Gwillimbury settlement area boundary, and are within an identified Secondary Plan Area in the Town of East Gwillimbury Official Plan, which permits a range of land uses.

c) the conservation and management of natural resources and the mineral resource base;

No mineral resources have been identified, and natural heritage resources are protected as outlined in point a) above.

d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

Stage 1-2 Archaeological Assessments were previously prepared for the Rice Group and Sundial landowners in March 2015 and recommended a Stage 3 Assessment, which will be prepared at the time of a formal planning application.

A Stage 1-2 Archaeological Assessment was prepared by the Beechway Developments Inc. landowner in June 2022, which concluded no further archaeological assessment of the property is required.

A Stage 1 Archaeological Assessment has been completed for the Northmarket Holdings Inc. landowner in February 2023, which recommends the completion of a Stage 2 Assessment. A Stage 2 Archaeological Assessment will be completed for a formal planning application.

e) the supply, efficient use and conservation of energy and water;

The subject lands are proposed to utilize planned municipal infrastructure, as concluded in the Functional Servicing and Stormwater Management Report. Further, the Sustainable Community Development and Energy Conservation Plan prepared for the application concludes the community can reduce its energy use and greenhouse gas emissions by implementing energy efficient technologies and measures across all buildings within the proposed development.

f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

The Community Design Plan is proposed to conform to the Town's Master Plans.

g) the minimization of waste;

The Community Design Plan has been designed to adhere to the Region of York's waste management program, which will be further reviewed through formal applications.

h) the orderly development of safe and healthy communities;

The subject lands are within a Secondary Plan area which is a master planned community. The lands will contain a range of land uses including residential, commercial, institutional and open space. Further, a servicing phasing plan has been outlined in Section 3.1 of this Report.

i) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

The Community Design Plan will be reviewed by the Town's in-house accessibility coordinator.

j) the adequate provision and distribution of educational, health, social, cultural, and recreational facilities;

The Community Design Plan proposes to contain a mix of land uses including two school blocks and a parkland area.

k) the adequate provision of a full range of housing, including affordable housing;

The Plan provides a range of housing options including single detached dwellings, townhouses, and high density residential uses.

l) the adequate provision of employment opportunities;

The Plan proposes a mix of uses that will contribute to providing employment opportunities.

m) the protection of the financial and economic well-being of the Province and its municipalities;

The Town has prepared an Asset Management Plan in order to ensure the Town's economic well-being is maintained.

n) the co-ordination of planning activities of public bodies;

The Community Design Plan will be reviewed by Town Staff. The future formal applications for each individual landowner will be circulated to all agencies and public bodies identified in the Planning Act.

o) the resolution of planning conflicts involving public and private interests;

Internal and external review will be coordinated once formal applications are submitted.

p) the protection of public health and safety;

The Building Department and Emergency Services will be circulated a copy of the Community Design Plan for comment.

q) the appropriate location of growth and development;

The subject lands are appropriate for development as the site is within the settlement area of Green Lane West, and within a Secondary Plan Area.

r) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

The Transportation Mobility Plan prepared for the submission notes internal site walkways and/or paths will be well designed in terms of accessibility, lighting, and where necessary, wayfinding signage. Further, Green Lane West and Yonge Street are both identified as future rapid transit corridors to be served by the York Region Bus Rapid Transit (VIVA BRT) system.

s) the promotion of built form that,

a. is well-designed,

b. encourages a sense of place, and

c. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

d. the mitigation of greenhouse gas emissions and adaptation to a changing climate.

The Community Design Plan will provide a range of land uses that is consistent with the Town's Secondary Plan, and the design of built form will be further reviewed through formal application submissions. The Plan

will provide parkland and open spaces, small block lengths, a compact form, and will include sidewalks to encourage safety and accessibility.

In our opinion, the proposed Community Design Plan has regard to the matters of Provincial Interest identified in the Planning Act.

4.2 Provincial Planning Statement (PPS), 2024

The new Provincial Planning Statement (PPS) came into effect on October 20, 2024. Planning decisions must consider all components of the PPS and how they interrelate, and decisions must be consistent with the PPS.

The Provincial Planning Statement (PPS) is a policy framework based on the Vision for Ontario's Land Use Planning System. Chapter 1 of the PPS states the Vision is to increase the supply and mix of housing options, address the full range of housing affordable needs, and support a strong and competitive economy. The PPS seeks to protect our cultural and natural heritage resources, direct growth to settlement areas, and to ensure that efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities.

The four (4) principal parts of the PPS include (i) Chapter 2: Building Homes, Sustaining Strong and Competitive Communities, (ii) Chapter 3: Infrastructure and Facilities, (iii) Chapter 4: Wise Use and Management of Resources, and (iv) Chapter 5: Protecting Public Health and Safety. The following sub-sections assess the application's consistency with the PPS.

4.2.1 Building Homes, Sustaining Strong and Competitive Communities

Chapter 2 of the PPS contains policies for building homes and sustaining strong and competitive communities. The applicable policies from this chapter have been listed below followed by an assessment of the application's consistency with the policies.

1) Planning for People and Homes

- a) To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
 - a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and*
 - b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.*

The Community Design Plan is located within an approved master planned community of Green Lane West. The area is planned to contain approximately 6,986 residential units within a variety of low, medium, high density and mixed-use housing types. The Functional Servicing and Stormwater Management Report concludes that municipal services can be efficiently extended to the site.

- 6. Planning authorities should support the achievement of complete communities by:*
 - a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
 - b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
 - c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

The Community Design Plan is located within an approved master planned community of Green Lane West. The area is planned to contain approximately 6,986 residential units, as well as commercial, institutional and open space uses. A Natural Heritage Evaluation was previously prepared to review the natural heritage features on the lands, and no development is proposed in environmental areas. A Functional Servicing and Stormwater Management Report has been

prepared in support of the Community Design Plan. The site is located along future rapid transit corridors, and the proposal will incorporate a pedestrian network.

2) Housing

Policy 2.2.1 states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet the projected needs of current and future residents of the regional market area by:

- a) *establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
- b) *permitting and facilitating: 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
- c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;*
- d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;*

The site will provide a compact built form, while maintaining appropriate levels of public health and safety. The Community Design Plan adheres to the principles of Crime Prevention through Environmental Design, and will provide a range of land uses to encourage active transportation and public transit. The landowners will proceed with formal applications to permit specific development standards for each area. The Community Design Plan allows the lands to redevelop at an appropriate density that will provide a range of housing types for people in all stages of life.

3) Settlement Areas

Policy 2.3 contains policies for settlement areas, which are included below:

- 1. *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
- 2. *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*
 - a) *efficiently use land and resources;*
 - b) *optimize existing and planned infrastructure and public service facilities;*
 - c) *support active transportation;*
 - d) *are transit-supportive, as appropriate; and*
 - e) *are freight-supportive;*
- 3. *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

The subject lands are located within the settlement area of Green Lane West and are designated for a range of land uses within the Green Lane Corridor Secondary Plan area. The area will provide additional housing supply in the Town, and will utilize municipal services as concluded in the Functional Servicing and Stormwater Management Report.

4) Employment

Policy 2.8.1.1 states that planning authorities shall promote economic development and competitiveness by the following:

- a) *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) *identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) *encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and*
- e) *addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.*

The Plan proposes mixed land uses along Yonge Street, as these lands are within a Major Local Centre, which will contribute to employment opportunities in the Town. Further, a Commercial Market and Financial Impact Analysis was prepared in support of the Community Design Plan. The Analysis concludes the current and planned function of the Green Lane West Major Local Centre will serve as a local commercial node for the immediate surrounding communities while retaining a historic main street feel. Further, the market supports the development of the commercial space as part of the proposed Community Design Plan, because of the population and expenditure growth within the area and in the rest of the Town.

5) Energy Conservation, Air Quality and Climate Change

Policy 2.9.1 states planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a) *support the achievement of compact, transit-supportive, and complete communities;*
- b) *Incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
- c) *support energy conservation and efficiency;*
- d) *promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
- e) *take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

The Community Design Plan provides a compact form with a range of land uses, as well as a higher density within the Major Local Centre located along the intersection of Green Lane West and Yonge Street. The Transportation Mobility Plan concludes the site will be accommodated by proposed active transportation infrastructure and planned transit routes. In addition, the Sustainable Community Development and Energy Conservation Plan provides recommendations to implement energy efficient technologies and measures across all buildings within the proposed development for the Community Design Plan.

4.2.2 Infrastructure and Facilities

Chapter 3 of the PPS contains policies for infrastructure and public service facilities. The applicable policies from this section have been listed below followed by an assessment of the application's consistency with the policies.

1) General Policies for Infrastructure and Public Service Facilities

Section 3.1 contains general policies, which are provided below:

1. *Infrastructure and public service facilities shall be provided in an efficient manner while*

accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:

- a) are financially viable over their life cycle, which may be demonstrated through asset management planning;*
- b) leverage the capacity of development proponents, where appropriate; and*
- c) are available to meet current and projected needs.*

The proposed development will extend municipal infrastructure and utilize a proposed pumping station, as concluded in the Functional Servicing and Stormwater Management Report.

2) Transportation Systems

Policy 3.2 contains policies on transportation systems.

- 1. Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.*
- 2. Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*
- 3. As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.*

The Community Design Plan demonstrates connection with existing roadways, including Woodspring Avenue and Lady Gwillim Avenue. The Transportation Mobility Plan reviewed background studies, the proposed area, assessment of existing transportation conditions, and future traffic conditions. The Report provides mitigation measures to address the contributions of general background growth and site traffic generated by the site and surrounding area. Further, the Report concludes the site will be accommodated by proposed active transportation infrastructure and planned transit routes.

3) Sewage, Water and Stormwater

Policy 3.6.1 requires the efficient use and optimization of existing municipal sewage and water services, and to ensure those systems can be provided in a manner that is sustained by the water resources upon which they rely, prepares for the impacts of a changing climate, are feasible and financially viable over their lifecycle and protects human health and safety and the natural environment. Also, water conservation and water use efficiency is promoted, and infrastructure servicing and land use considerations should occur at all stages of the planning process.

The Town has prepared a Water and Wastewater Master Plan that considers the needs and timing of delivery of services and their associated long-term costs. The proposed development will extend municipal infrastructure and utilize a proposed pumping station, as concluded in the Functional Servicing and Stormwater Management Report.

Policy 3.6.8 requires stormwater management planning to achieve the following:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
- b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
- c) minimize erosion and changes in water balance including through the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces; and*
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*

- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale*

A Functional Servicing and Stormwater Management Report has been prepared for the Community Design Plan, which concludes quality and quantity control will be provided through the proposed stormwater management design.

4) Energy Supply

Policy 3.8.1 states planning authorities should provide opportunities for the development of energy supply including electricity generation facilities and transmission and distribution systems, energy storage systems, district energy, renewable energy systems, and alternative energy systems, to accommodate current and projected needs.

New buildings constructed will conform to the energy conservation measures (i.e. windows, insulation, and material types) required by the Ontario Building Code. Further, the Sustainable Community Development and Energy Conservation Plan provides recommendations to implement energy efficient technologies and measures across all buildings within the proposed development for the Community Design Plan.

The landowners have also commenced discussions with Hydro One regarding the provision of electricity to service this master planned community.

5) Public Spaces, Recreation, Parks, Trails and Open Space

Policy 3.9.1 promotes healthy, active communities through the following:

- a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

The Community Design Plan provides a parkland area between the proposed school blocks to encourage recreational opportunities. Further, the site will have pedestrian walkways and connections to provide opportunities for active transportation.

4.2.3 Wise Use and Management of Resources

Chapter 4 of the PPS contains policies for the wise use and management of resources. The applicable policies from this section have been listed below followed by an assessment of the application's consistency with the policies.

1) Natural Heritage

Policy 4.1.1 states that natural features and areas shall be protected for the long term.

A Natural Heritage Evaluation (NHE) was previously prepared to identify the natural heritage features on the subject lands and establish the developable area. The Community Design Plan delineates an environmentally protected area which followed these recommendations.

2) Water

The Policies in Section 4.2 direct planning authorities to protect, improve or restore the quality and quantity of water.

A Hydrogeological and Wellhead Protection Area Impact Assessment was previously prepared for the area and submitted to the Town. Additional work will be undertaken at the time of formal application submissions. A Functional Servicing and Stormwater Management Report has been prepared in support of the Community Design Plan.

3) Cultural Heritage and Archaeology

Policy 4.6.2 requires the conservation of significant built heritage resources and significant cultural heritage landscapes.

Stage 1-2 Archaeological Assessments were previously prepared for the Rice Group and Sundial landowners in March 2015 and recommended a Stage 3 Assessment, which will be prepared at the time of a formal planning application.

A Stage 1-2 Archaeological Assessment was prepared by the Beechway Developments Inc. landowner in June 2022, which concluded no further archaeological assessment of the property is required.

A Stage 1 Archaeological Assessment was completed for the Northmarket Holdings Inc. landowners in February 2023, which recommends the completion of a Stage 2 Assessment. A Stage 2 Archaeological Assessment will be completed at the time of a formal planning application.

4.2.4 Protecting Public Health and Safety

Chapter 5 of the PPS contains policies for protecting public health and safety. The applicable policies from this section have been listed below followed by an assessment of the application's consistency with the policies.

1) General Policies

Policy 5.1.1 states development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.

No human-made hazards exist on or in proximity to the site. The lands contain natural hazards, and a Fluvial Geomorphological Assessment and Erosion Threshold Development was previously prepared for the lands.

2) Natural Hazards

Policy 5.2.2 directs development away from natural hazards such as flooding or erosion hazards.

A Fluvial Geomorphological Assessment and Erosion Threshold Development was previously prepared for the lands to characterize the existing channel processes, degree of stability, and to establish appropriate thresholds for particle entrainment that may be applied in the design of stormwater management facilities to mitigate accelerated channel erosion and degradation associated with land development. The Study provided recommendations to mitigate impacts from natural hazards.

3) Human-Made Hazards

Policy 5.3.1 deals with development on, abutting or adjacent to human-made hazards. No human-made hazards exist on the site, or on adjacent lands.

■ ■ ■

In our opinion, the proposed Community Design Plan is consistent with the Provincial Planning Statement, 2024.

4.3 Greenbelt Plan

The Greenbelt Plan was prepared and approved under the Greenbelt Act, 2005, and was subsequently amended in 2017. The Greenbelt Plan, together with the Oak Ridges Moraine Conservation Plan (ORMCP) and the Niagara Escarpment Plan (NEP), identifies where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological and hydrological features, areas and functions occurring in the Greater Golden Horseshoe.

The following sub-sections assess the Community Design Plan's general conformity with the Greenbelt Plan.

4.3.1 Greenbelt Plan

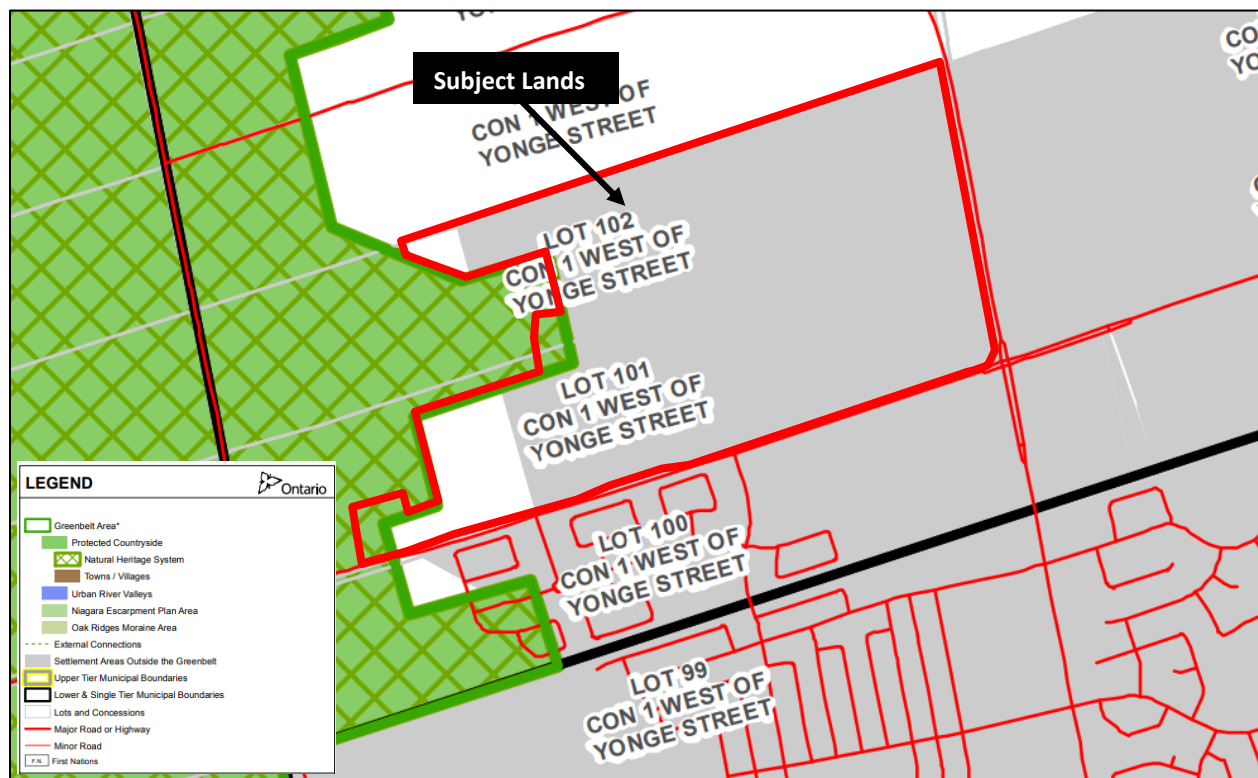
Section 2 of the Greenbelt Plan contains policies applicable to the proposed Plan including: Lands within the Protected Countryside Area (Policy 2.4).

1) Policy 2.4: Lands within the Protected Countryside

Lands within the Protected Countryside, as shown on Schedule 1, are subject to the entirety of the Greenbelt Plan, except Section 6.

A majority of the subject lands are within a Settlement Area, and not subject to the policies of the Greenbelt Plan. Two (2) stormwater management blocks and a pump station block are identified to be located within the Protected Countryside on Schedule 1 and identified to be within the Natural Heritage System on Schedule 4 in the Greenbelt Plan. Refer to **Figure 12**.

Figure 12. Greenbelt Plan – Map 31



4.3.2 Geographic-Specific Policies in the Protected Countryside

Section 3 of the Greenbelt Plan contains general policies and geographic-specific policies that apply to lands within the Protected Countryside, which includes the Agricultural System and Natural System.

1) Policy 3.2.5: Key Natural Heritage Features and Key Hydrologic Features Policies

1. *Development or site alteration is not permitted in key hydrologic features and key natural heritage features within the Natural Heritage System, including any associated vegetation protection zone, with the exception of:*

1. *Forest, fish, and wildlife management;*
2. *Conservation and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest and after all alternatives have been considered; or*
3. *Infrastructure, aggregate, recreational, shoreline and existing uses, as described by and subject to the policies of section 4.*

The proposed development will not impact on key hydrologic features or key natural heritage features, as concluded in the Natural Heritage Evaluation and Hydrogeological Assessment.

4.3.3 General Policies for the Protected Countryside

2) Policy 4.2.1: General Infrastructure Policies

1. *All existing, expanded or new infrastructure subject to and approved under the Canadian Environmental Assessment Act, the Environmental Assessment Act, the Planning Act, the Aggregate Resources Act or the Telecommunications Act or by the National or Ontario Energy Boards, or which receives a similar environmental approval, is permitted within the Protected Countryside, subject to the policies of this section and provided it meets one of the following two objectives:*

- a) *It supports agriculture, recreation and tourism, Towns/Villages and Hamlets, resource use or the rural economic activity that exists and is permitted within the Greenbelt; or*
- b) *It serves the significant growth and economic development expected in southern Ontario beyond the Greenbelt by providing for the appropriate infrastructure connections among urban centres and between these centres and Ontario's borders.*

The proposed infrastructure is located within the Protected Countryside which will service the development proposed in the Community Design Plan.

2) Policy 4.2.3: Stormwater Management and Resilient Infrastructure Policies

1. *Planning, design and construction of stormwater management infrastructure shall be carried out in accordance with the policies in subsection 3.2.7 of the Growth Plan.*

A Functional Servicing and Stormwater Management Report was prepared which outlines how the proposed development can be graded and serviced in accordance with the Town of East Gwillimbury, Lake Simcoe Region Conservation Authority (LSRCA), Lake Simcoe Protection Plan, and the Ministry of Environment, Conservation and Parks design criteria and policies.

In our opinion, the Community Design Plan conforms to the Greenbelt Plan.

4.4 The Lake Simcoe Protection Plan

The Lake Simcoe Protection Plan (LSPP) is a policy and implementation document that guides efforts to protect and restore the ecological health of the Lake Simcoe watershed.

In accordance with policy 6.40-DP, a Natural Heritage Evaluation and Hydrogeological Assessment have been previously prepared to assess groundwater on the site and demonstrate how it will be protected, improved, or restored. The individual site-specific development applications in support of each landowners' development proposal will be accompanied by additional detailed technical information that will be reviewed by the Town and LSRCA for LSPP conformity.

In our opinion, the Community Design Plan conforms to the Lake Simcoe Protection Plan.

4.5 York Region Official Plan

The York Region Official Plan was adopted by Council in June 2022, and approved by the Ministry of Municipal Affairs and Housing in November 2022. On June 6, 2024, the *Cutting Red Tape to Build More Homes Act, 2024* (Bill 185), was given royal assent which revised the Planning Act, Development Charges Act and Ontario Heritage Act. The Bill changed the Regions of York, Peel and Halton to no longer have planning responsibilities and the upper-tier official plans were deemed to be official plans of each of their lower-tier municipalities. Since there have been no updates on how this will be implemented at the local level, a general review of the York Region Official Plan has been included below.

According to Map 1: Regional Structure, a majority of the lands are identified within the Urban Area, and the proposed pump station block and two (2) stormwater management blocks are within the Regional Greenlands System (**Figure 13**). Further, a portion of the proposed east-west major collector roadway along the northern boundary is within the Regional Greenlands System, which was reviewed through the Town's Environmental Assessment.

According to Map 1A: Land Use Designations, the lands are designated as Community Area and Agricultural Area (**Figure 14**).

Figure 13. York Region Official Plan Map 1: Regional Structure

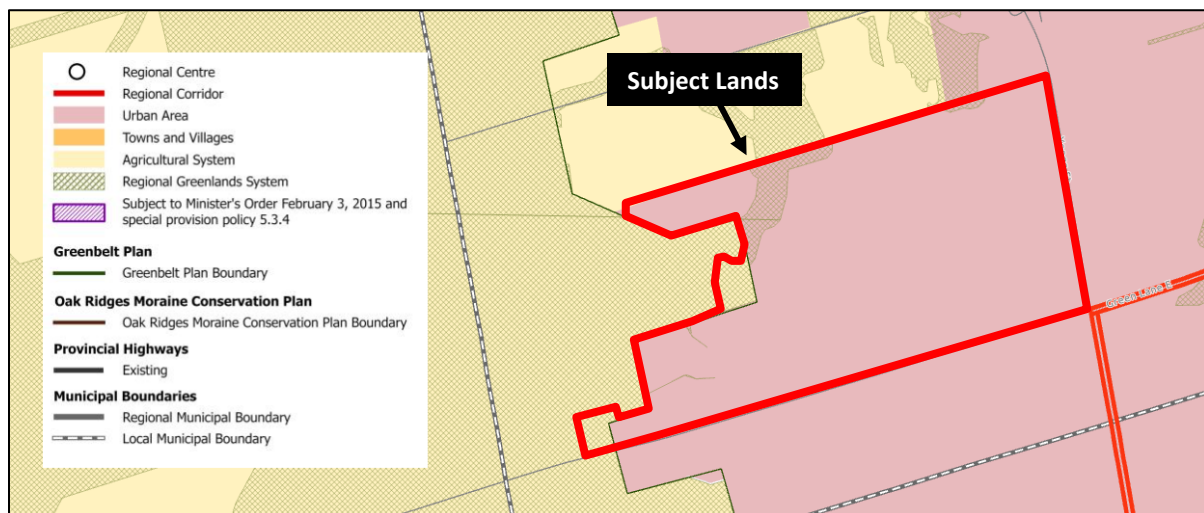
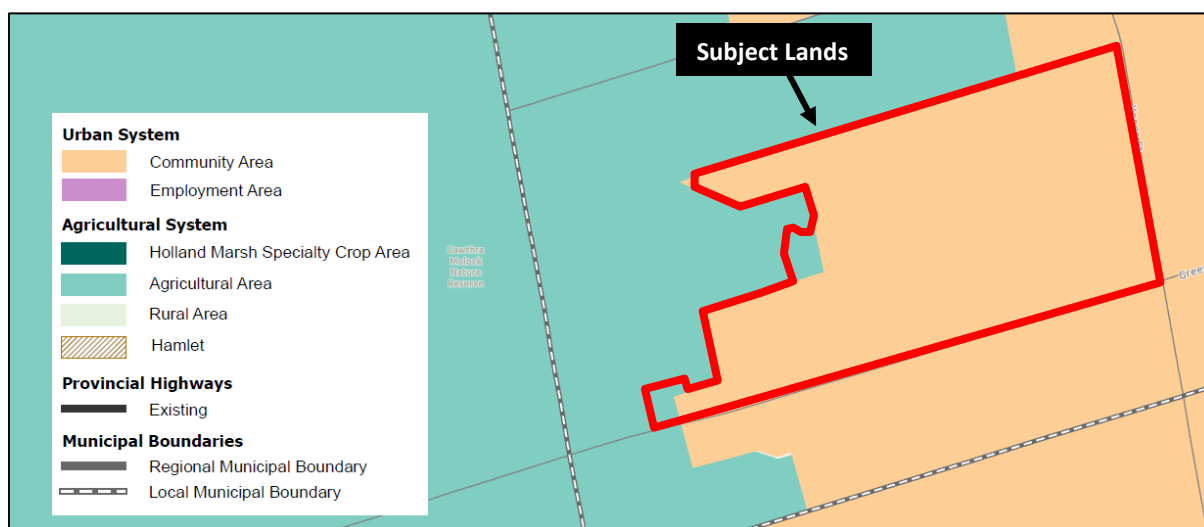


Figure 14. York Region Official Plan Map 1A: Land Use Designations



In addition, the lands are identified on various other schedules in the Official Plan, including the following:

- a) *Map 1B: Urban System Overlays*. The lands are within the Designated Greenfield Area, and a portion of the lands are within the New Community Area. These are lands that were recently included in the urban boundary.
- b) *Map 1C: Provincial ORM Plan and GB Plan*. The portion of the lands proposed to be utilized for infrastructure is within the Greenbelt Plan boundary, and within the Provincial Natural Heritage System. The majority of the lands are identified to be Urban Area.
- c) *Map 2: Regional Greenlands System*. The portion of lands within the Regional Greenlands System is proposed to contain infrastructure and environmental protection lands. A portion of the proposed east-west major collector roadway crosses the Regional Greenlands System, which was reviewed through the Town's Environmental Assessment.
- d) *Map 4: Key Hydrologic Features*. The northeast portion of the lands is identified to be within a Wellhead Protection Area.
- e) *Map 5: Woodlands*. A portion of the lands is identified to contain woodlands, which is located within the environmental protection area on the Community Design Plan.
- f) *Map 6: Wellhead Protection Areas and Intake Protection Zones*. The northeast portion of the lands is identified to be within a Wellhead Protection Area.
- g) *Map 7: Vulnerable Aquifers*. A portion of the lands is located within a Highly Vulnerable Aquifer area.
- h) *Map 9A: Regional Road Cycling Network*. The lands have frontage on Green Lane West and Yonge Street, which are identified as proposed cycling facilities.
- i) *Map 10: Rapid Transit Network*. The lands are located within 1 kilometre of an existing GO Rail Station and Corridor, as well as a Rapid Transit Corridor.
- j) *Map 11: Street Network*. Green Lane West and Yonge Street are identified as Regional Roads. The frontage of Green Lane West along the lands has a planned street width of up to 41 metres, and Yonge Street has a planned street width of up to 45 metres.
- k) *Map 12A: Significant Groundwater Recharge Areas and Recharge Management Areas*. The entirety of the lands is identified to be within a Significant Groundwater Recharge Area and a portion of the lands is identified to be within a Recharge Management Area (WHPA Q1/Q2).
- l) *Appendix 2: Major Transit Station Areas*. The intersection of Green Lane West and Yonge Street is identified to be a Major Transit Station Area.

The following sub-sections assess the general conformity of the Community Design Plan with the York Region Official Plan, which will be further reviewed through future site-specific individual formal application submissions.

4.5.1. Official Plan Policies

4.5.1.1. Section 2 – The Foundation for Complete Communities

The Plan states communities will be planned for healthy and active living and meaningful employment opportunities for local businesses to thrive. Incorporating green development standards in communities continues the commitment to sustainability and climate change resiliency. The applicable policies from this Section have been listed below followed by a general assessment of the Community Design Plan's conformity with the policies.

1) Section 2.1: Regional Structure

- a. *Policy 2.1.4: That in addition to the structural elements and designations shown on Maps 1 and 1A, the urban system is further guided by land use policy areas shown as overlays on Map 1B that provide*

additional direction, assist in the application of policies and measuring and monitoring efforts. The urban system includes the following components:

- a. *Built-up area, based on the Provincially defined built boundary identified in the report Built Boundary for the Growth Plan for the Greater Golden Horseshoe, 2006, where the minimum 50% intensification target applies annually;*
- b. *Designated greenfield area, where the minimum local municipal density targets in the Plan apply; New Community Areas, forming part of the designated greenfield area and consisting of new urban expansion areas required to support growth to the planning horizon, where the minimum target of 65 residents and jobs per hectare applies;*
- c. *Regional Centres and Corridors, the focus of York Region's most intensive development connected by transit-supportive intensification and Regional corridors;*
- d. *Major transit station areas, lands surrounding transit stations or stops, where density targets outlined in Appendix 2 apply; and*
- e. *Future Urban Area, where future urban expansion areas may occur to accommodate growth needs beyond 2051, through a Municipal Comprehensive Review.*

The majority of the Community Design Plan is within the settlement area of Green Lane West and the designated greenfield area. The pumping station block and two (2) stormwater management blocks are located within the Protected Countryside of the Greenbelt Plan, which permits infrastructure. Further, the lands are within a Major Transit Station Area. The Plan proposes a range of uses and densities on lands planned for new growth and development, and the development will assist the Town in meeting the minimum density targets.

4.5.1.2. Section 3 – A Sustainable Natural Environment

The Plan encourages the protection and enhancement of the natural environment to provide an improved quality of life. The applicable policies from this Section have been listed below followed by a general assessment of the Community Design Plan's conformity with the policies.

1) Section 3.2 Regional Greenlands System

- a. *Policy 3.2.1: It is the policy of Council that the Regional Greenlands System consists of cores, corridors, and linkages. These include the Oak Ridges Moraine Conservation Plan Natural Core Area and Natural Linkage Area designations, the Natural Heritage System within the Protected Countryside of the Greenbelt Plan, the Natural Heritage System for the Growth Plan, approved local natural heritage systems, key natural heritage features, key hydrologic features and functions, and the lands necessary to maintain these features within a system.*
- b. *Policy 3.2.3: It is the policy of Council that development and site alteration be prohibited within the Regional Greenlands System.*
- c. *Policy 3.2.5: It is the policy of Council that notwithstanding policy 3.2.3, within the Regional Greenlands System, some uses may be permitted subject to meeting requirements of the applicable Provincial plans such as:*
 - d. *New infrastructure required to service the community including water and wastewater systems, stormwater management systems/facilities and streets if: i. no other reasonable alternative location exists and if an approved environmental impact study demonstrates that it can be constructed without negative impact, and shall be subject to the policies of the relevant Provincial plan, where applicable; or ii. authorized through an Environmental Assessment.*
- d. *Policy 3.2.6: It is the policy of Council that infrastructure planning, design and construction be sensitive to the features and functions of the Regional Greenlands System and include context sensitive design and innovative technologies to minimize impacts and enhance the system.*

Infrastructure within the system should avoid key natural heritage features and key hydrologic features where possible and shall be subject to the policies of applicable Provincial plans, including providing passive recreational amenities and environmental restoration where appropriate.

A portion of the Community Design Plan is within the Regional Greenlands System, which includes blocks for proposed infrastructure, the east-west major collector road, and the environmental protection area. A Natural Heritage Evaluation (NHE) was previously prepared for the lands, which was reviewed by the Town. Further, an Environmental Assessment was previously prepared for the proposed east-west major collector roadway. The Community Design Plan has implemented the recommendations and findings of this technical work, which will be further reviewed in future site-specific submissions.

2) Section 3.3 Water Resource System

- a. Policy 3.3.9: It is the policy of Council that That major development may be permitted within key hydrologic areas of the Protected Countryside where it has been demonstrated that the hydrologic functions, including groundwater and surface water quality and quantity, of these areas shall be protected and, where possible, improved or restored through:*

- a. The identification of planning, design and construction practices and techniques;*
- b. Meeting other criteria and direction set out in the applicable watershed planning or subwatershed plan; and*
- c. Meeting any applicable provincial standards, guidelines and procedures.*

The northeast portion of the lands is identified to be within a Wellhead Protection Area on Map 6, and a portion of the lands is identified to be within a Highly Vulnerable Aquifer area on Map 7. A Hydrogeological and Wellhead Protection Area Impact Assessment was previously prepared for the lands and reviewed by the Town.

3) Section 3.4 Natural Features

- a. Policy 3.4.5: It is the policy of Council to prohibit development and site alteration within key natural heritage features, key hydrologic features, vegetation protection zones and adjacent lands, unless:*
 - a. The use is permitted by the Plan, the applicable Provincial Plan and it is demonstrated through an environmental impact study that the development or site alteration will not result in a negative impact on the natural feature or its ecological functions; or,*
 - b. As authorized through an Environmental Assessment; or*
 - c. For agricultural, agriculture-related and on-farm diversified uses, subject to the applicable Provincial plan.*

A Natural Heritage Evaluation and Hydrogeological and Wellhead Protection Area Impact Assessment were previously prepared for the lands, which has been reviewed in preparation of the Community Design Plan.

4) Section 3.5 Managing Hazards

- a. Policy 3.5.1: It is the policy of Council to direct development and site alteration away from hazardous lands and hazardous sites.*

A Fluvial Geomorphological Assessment and Erosion Threshold Development was previously prepared for the lands to provide recommendations on mitigating impacts from natural hazards.

4.5.1.3. Section 4 – An Urbanizing System

York Region is comprised of Regional Centres, Regional Corridors, Major Transit Station Areas, Local Centres and Corridors, Community Areas and Employment Areas, as well as a number of Towns and Villages. The applicable policies from this Section have been listed below followed by a general assessment of the Community Design Plan's conformity with these policies. The lands are within the Designated Greenfield Area, and a portion of the lands is within the New Community Area.

1) Section 4.2: Community Areas

Community Areas Policies

- a. *Policy 4.2.2: That Community Areas shall contain a wide range and mix of housing types, sizes, tenures that include options that are affordable to residents at all stages of life. To require that local municipal official plans implement this mix and range of housing consistent with other Regional forecasts, intensification and density targets and the objectives of the Plan.*
- b. *Policy 4.2.7: That local municipalities shall plan to meet or exceed the designated greenfield area minimum density targets in Table 4 by 2051. These density targets are measured in people and jobs per hectare in the developable area and shall be implemented through local Official Plans and secondary plans.*

The majority of the Community Design Plan is within the Community Area and will contain a range of residential, commercial and institutional land uses. The Community Design Plan will contribute to the Town meeting and exceeding the designated greenfield area density targets.

New Community Areas Policies

- a. *Policy 4.2.10: That local municipalities, in consultation with York Region, shall prepare comprehensive secondary plans for New Community Areas that meet or go beyond the policies of Section 4.2 and Chapter 2 of the Plan. Secondary plan preparation should include an approach that involves a multidisciplinary team assembled by the local municipality to ensure an integrated and sustainable approach to the planning, design and approval of the secondary plan. Secondary Plans should be undertaken and completed efficiently and in a timely manner.*
- b. *4.2.14 That secondary plans and planning applications in New Community Areas shall demonstrate how development conforms to local municipal community energy plans, or alternatively includes an area-specific energy plan.*
- c. *Policy 4.2.18: That major transit station areas shall be subject to the density target in Appendix 2 and excluded from the density calculation for New Community Areas of 65 people and jobs per hectare.*
- d. *Policy 4.2.20: That New Community Areas shall be designed to meet or exceed a minimum density of 65 residents and jobs per hectare and 18 residential units per hectare in the developable area.*

The western portion of the lands are designated New Community Area as these are lands that were recently brought into the urban boundary through the York Region Municipal Comprehensive Review. Two (2) Official Plan Amendments were recently approved by the Town of East Gwillimbury that included these lands in the Green Lane Corridor Secondary Plan to ensure comprehensive development for the Community Design Plan area. In our opinion, the Community Design Plan will contribute to the Town meeting the minimum density targets in the designated greenfield area and major transit station area through a range of housing forms and land uses. Further, a Sustainable Community Development and Energy Conservation Plan has been prepared for the submission, which demonstrates how development will meet regional and local energy targets.

2) Section 4.4: Intensification

Regional Corridors and Major Transit Station Areas Policies

- a. *Policy 4.4.37: That all major transit station areas identified on Map 1B, with the exception of those identified in policy 4.4.43, are protected under the Planning Act and that policies 4.4.38 to 4.4.46 provide additional direction for development within protected major transit station areas identified on Map 1B, and should be read together with other similar policies regarding major transit station areas in the Plan.*

- b. Policy 4.4.38: That the built form and scale of development within major transit station areas shall further support and implement the Regional intensification hierarchy outlined in policy 4.1.3 in accordance with the intensification level determined by the minimum density targets in Appendix 2.*

The lands are within a Major Transit Station Area at the intersection of Green Lane West and Yonge Street. The Plan proposes higher densities in this area to support intensification targets as shown on the Community Design Plan.

4.5.1.4. Section 5 – Supporting the Agricultural System

The Official Plan requires the protection of the Agricultural, Rural, and Holland Marsh Specialty Crop Areas and provides policies that support the agricultural industry. The proposed pump station block and two (2) stormwater management blocks are designated as Agricultural Area on Map 1A of the Official Plan.

The applicable policies from this Section have been listed below followed by a general assessment of the Community Design Plan's conformity with the policies.

1) Section 5.1 The Agricultural System

- a. Policy 5.1.10: That an application for the development of new or expanding infrastructure in the Agricultural System shall:*
 - a. Demonstrate the need for the project;*
 - b. Demonstrate that there is no reasonable alternative that could avoid or minimize impact on lands designated Agriculture; and*
 - c. Undertake an Agricultural Impact Assessment or equivalent analysis as part of an Environmental Assessment.*

The portion of lands outside of the Urban Area and designated Agricultural Area are proposed to contain infrastructure for the Community Design Plan development. An Agricultural Impact Study and Environmental Site Assessment were previously prepared for the lands and reviewed by the Town.

4.5.1.5. Section 6 – Servicing Our Communities

Section 6 contains policies on the Region's provision of services, which include transit, streets, water, wastewater, waste management, energy, rail, airports, utilities, and communications operated by a variety of public and private sector agencies.

The applicable policies from this Section have been listed below followed by an assessment of the application's conformity with the policies.

1) Section 6.1: Transportation

- a. Policy 6.1.1: It is the policy of Council to prioritize active transportation, transit, and goods movement and require that Transportation Demand Management measures to reduce single occupancy automobile trips are identified in transportation studies and in development applications.*
- b. Policy 6.1.3 It is the policy of Council to require development applications to complete a Mobility Plan to demonstrate how the proposed development is designed to support a transportation system for all users.*

A Transportation Mobility Plan has been prepared for the submission, which concludes all study area intersections and movements are forecasted to operate within capacity with the recommended mitigation measures. Further, the Report includes a Transportation Demand Management (TDM) Plan to further assist in reducing site-generated vehicular trips and associated parking demands.

2) Section 6.3 Moving People and Goods

- a. Policy 6.3.36: It is the policy of Council to limit direct vehicle access from developments adjacent to Regional roads by:*

- a. *Providing connections to local streets; and,*
- b. *Creating shared driveways by creating interconnections between adjacent properties.*

The lands have frontage on Green Lane West and Yonge Street, which are identified as Regional Roads. The Transportation Mobility Plan concludes the proposed internal road network provides connectivity throughout the Secondary Plan Area and aligns with existing intersections along Green Lane West and Yonge Street, which improves continuity with the neighbourhood and commercial land uses to the south and east.

3) Section 6.4 Water and Wastewater Servicing

- a. *Policy 6.4.3: It is the policy of Council that the provision of appropriate water and wastewater infrastructure and servicing capacity is coordinated with plans of subdivision, plans of condominium, site plans or any other development applications by local municipalities in order to ensure services are available prior to occupancy.*

The Functional Servicing and Stormwater Management Report prepared in support of the Community Design Plan demonstrates how the proposed development can be graded and serviced in accordance with the Town of East Gwillimbury, Lake Simcoe Region Conservation Authority, Lake Simcoe Protection Plan, and the Ministry of Environment, Conservation and Parks design criteria and policies. Servicing capacity will need to be further reviewed through individual landowner applications.

4) Section 6.5 Stormwater Management

- a. *Policy 6.5.3: It is the policy of Council to require that development and site alteration proposals meet applicable stormwater management policies, guidelines and best practices.*

The Functional Servicing and Stormwater Management Report prepared in support of the Community Design Plan demonstrates a stormwater management design in accordance with the Town of East Gwillimbury, Lake Simcoe Region Conservation Authority, Lake Simcoe Protection Plan, and the Ministry of Environment, Conservation and Parks design criteria and policies.

5) Section 6.6 Waste Management

- b. *Policy 6.6.3: It is the policy of Council to achieve the waste management reduction and diversion targets identified in the SM4RT Living Waste Management Plan.*

Waste management will be further reviewed at the time of individual landowner submissions.

6) Section 6.7 Energy and Utilities

- c. *Policy 6.7.4: To coordinate the provision of services and encourage the integration of utilities work with corporations, commissions, and government agencies responsible for the regulation, transmission and delivery of utilities.*

The provision of utilities will be further reviewed at the time of individual landowner submissions. The landowner group has retained Hammerschlag & Joffe Inc. to work with Hydro One to review the hydro infrastructure requirements to service this community.

■ ■ ■

In our opinion, the proposed Community Design Plan conforms to the York Region Official Plan.

4.6 Town of East Gwillimbury Official Plan

The current in-effect Town of East Gwillimbury Official Plan was adopted by Town Council on June 28, 2010, and approved by the Ontario Municipal Board (OMB) on July 17, 2014, and consolidated in October 2018. The Town prepared a new Official Plan, which was adopted and endorsed by Council on June 21, 2022. In June 2023, the Regional Municipality of York provided comments on the new Official Plan, and the Town released a proposed modified Official Plan to provide to Council in the near future.

A virtual meeting with Town Staff occurred on February 13, 2024, to discuss whether this Report should assess the currently in-effect Official Plan, and/or the new adopted Official Plan. Staff confirmed the review should be based on the adopted Official Plan due to the fact that the Community Design Plan review is not a formal Planning Act application, and the expectation is that the new Official Plan will be in effect by the time individual site-specific applications are submitted. For further clarity, there was no change in the land use schedule between the in-effect and adopted Green Lane Corridor Secondary Plan area. The only exception is the two small Official Plan Amendments that were approved to bring “Whitebelt” lands into the Green Lane West settlement area boundary.

Although not documented in this report, we have undertaken a review of the currently in-effect Official Plan, and it is our opinion that the proposed Community Design Plan conforms.

With the exception of three (3) blocks proposed for infrastructure, the Community Design Plan is within the Green Lane Corridor Secondary Plan and designated Low Density Residential, Medium Density Residential 1, Medium Density Residential 2, High Density Residential, Commercial Mixed Use, and Environmental Protection Area on Schedule 3D: Green Lane Corridor Land Use Plan. Further the lands are identified to be within a Major Local Centre and Major Transit Station Area, and proposed to contain an Elementary School and Secondary School (**Figure 15**).

The western portion of the lands recently received approval for two Official Plan Amendments (Township Files: OPA.24.02 & OPA.24.03) which brought the lands into the Green Lane Corridor Secondary Plan boundary and redesignated to Low Density Residential, Medium Density Residential 1, and Medium Density Residential 2 (outlined in blue on **Figure 16**).

Figure 15. Town of East Gwillimbury Official Plan Schedule 3D: Green Lane Corridor Land Use Plan

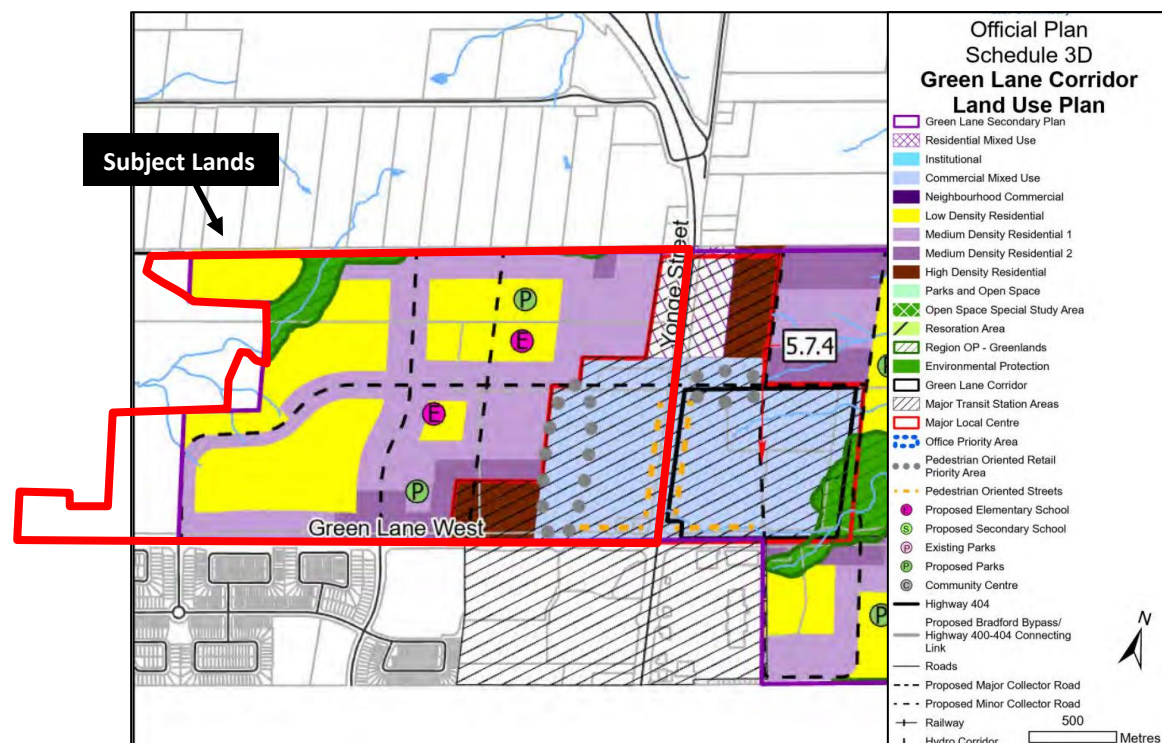
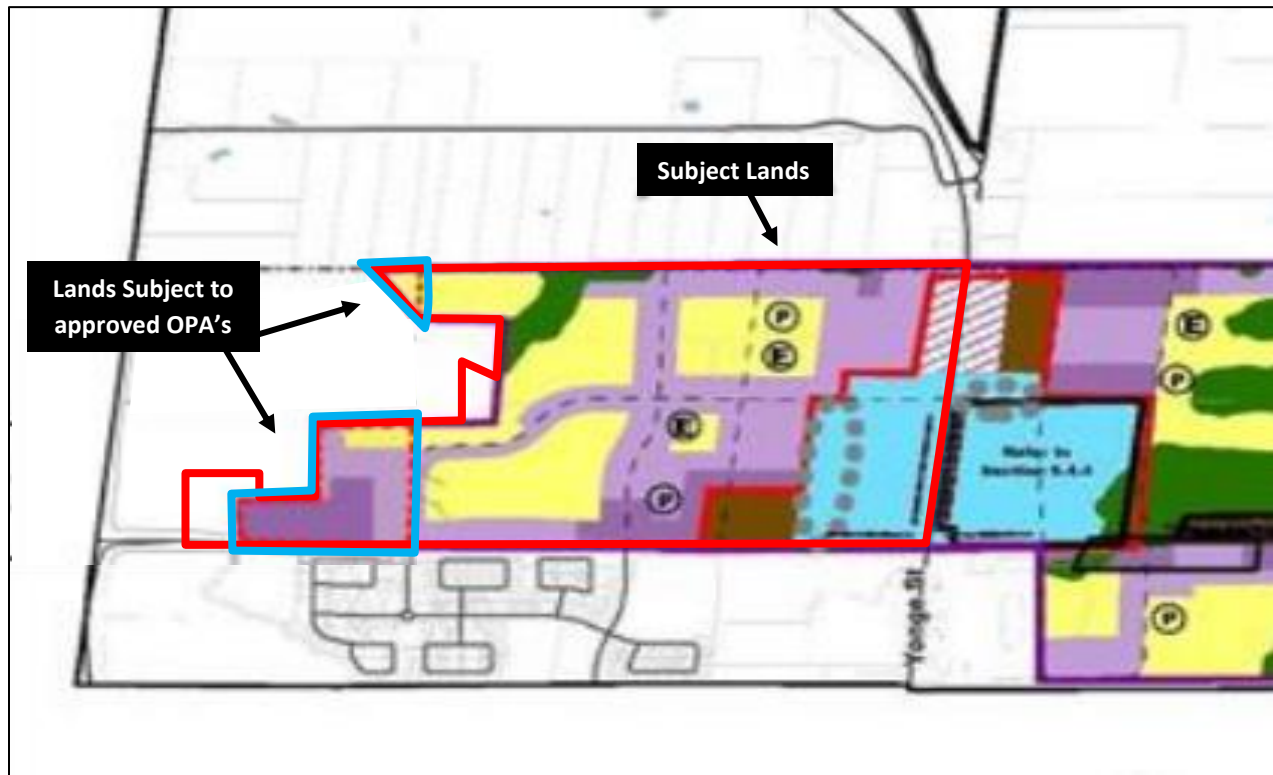


Figure 16. Revised Schedule 3D: Green Lane Corridor Land Use Plan from Official Plan Amendments (OPA's)



In addition, the lands are identified on multiple other schedules including the following:

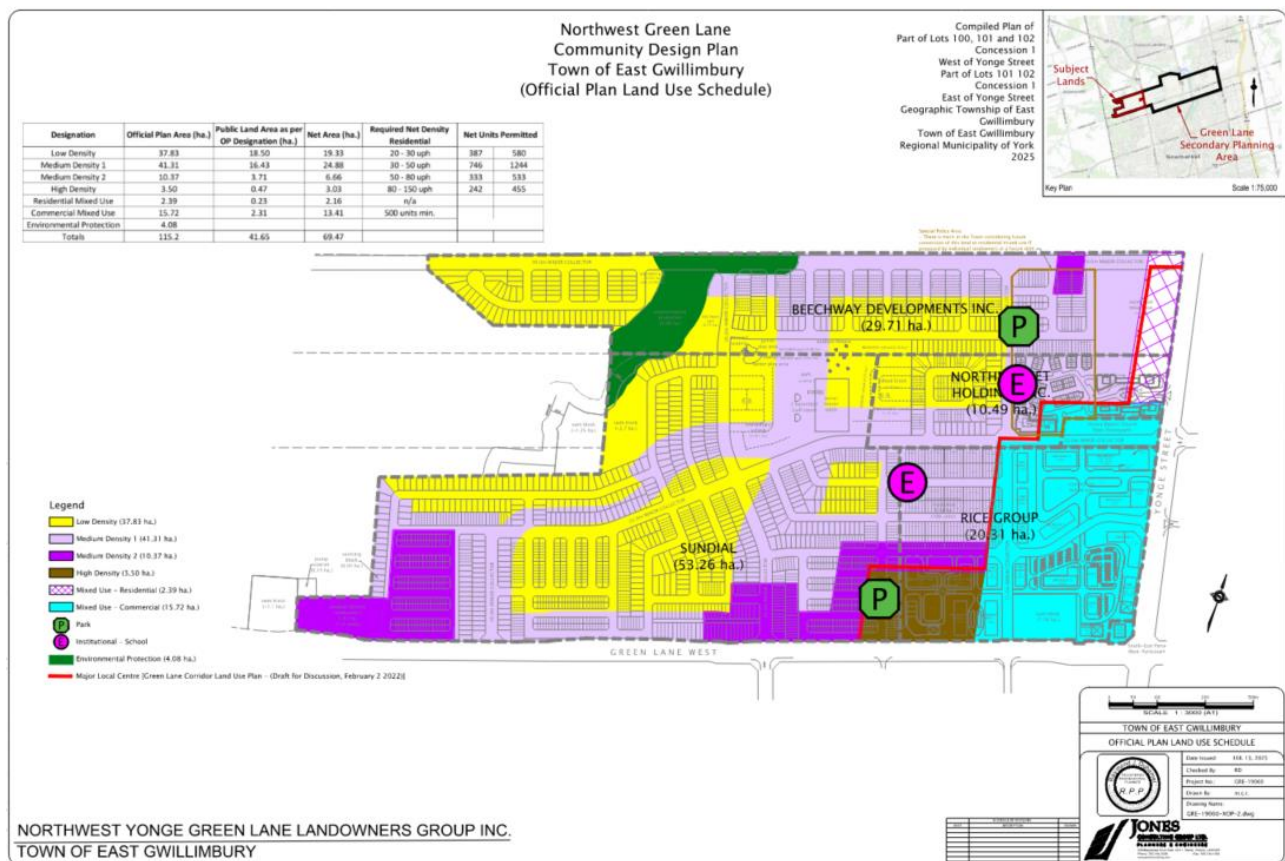
- a) *Schedule 1: Town Structure.* A majority of the lands are within the Central Growth Area and Designated Greenfield Area. A portion of lands proposed to contain three (3) blocks for infrastructure are identified to be within the Greenbelt Protected Countryside.
- b) *Schedule 2A: Urban Structure.* A majority of the lands are identified as Designated Greenfield Area (DGA) Community Areas. A portion of the lands that were recently provided approval for two (2) Official Plan Amendments that brought the lands into the Green Lane Corridor Secondary Plan area, are identified as New Community Areas. A portion of lands proposed to contain three (3) blocks for infrastructure are identified to be within the Protected Countryside in the Greenbelt Plan. A portion of the lands are identified as Environmental Protection, which has been shown on the Community Design Plan. A portion of lands at the intersection of Yonge Street and Green Lane West are identified as a Major Transit Station Area.
- c) *Schedule 3: Secondary Plan Areas Community Design Plans.* A majority of the lands are identified as the Green Lane Corridor. The southwest portion of the lands that were recently brought into the Green Lane Corridor Secondary Plan Area, through two (2) approved Official Plan Amendments, are identified as New Community Design Plan. The lands identified as Environmental Protection Designation are shown on the Community Design Plan, and are proposed to contain three (3) blocks for infrastructure.
- d) *Schedule 4A: Natural Heritage System.* The portion of lands identified as Environmental Protection have been identified on the Community Design Plan as an Environmental Protection block. Further, three (3) blocks proposed for infrastructure on the western portion of the lands are designated as Environmental Protection.
- e) *Schedule 4C: Key Hydrologic Features.* The lands are identified to contain a permanent or intermittent stream, which is shown on the Community Design Plan as Environmental Protection.

- f) *Schedule 5A: Rural & Agricultural Area.* The three (3) blocks proposed to contain infrastructure, which are located outside of the Secondary Plan area, are identified as Prime Agricultural Area.
- g) *Schedule 8: Road Network.* The lands are identified to contain a proposed major collector road and proposed minor collector roads.
- h) *Schedule 9: Highly Vulnerable Aquifers.* A small portion of the lands is located within a Highly Vulnerable Aquifer area.
- i) *Schedule 10: Significant Groundwater Recharge Areas.* The lands are identified to be within a Significant Groundwater Recharge Area.
- j) *Schedule 11: Wellhead Protection Areas.* A small portion of the lands are identified to be located within a Wellhead Protection Area.

4.6.1. Official Plan Schedule Interpretation

The Community Design Plan has been reviewed against the in-effect Green Lane Corridor Secondary Plan Area Schedule 3D, which we have overlaid on the proposed Community Design Plan (Refer to **Figure 17**).

Figure 17. Community Design Plan – Official Plan Schedule 3D

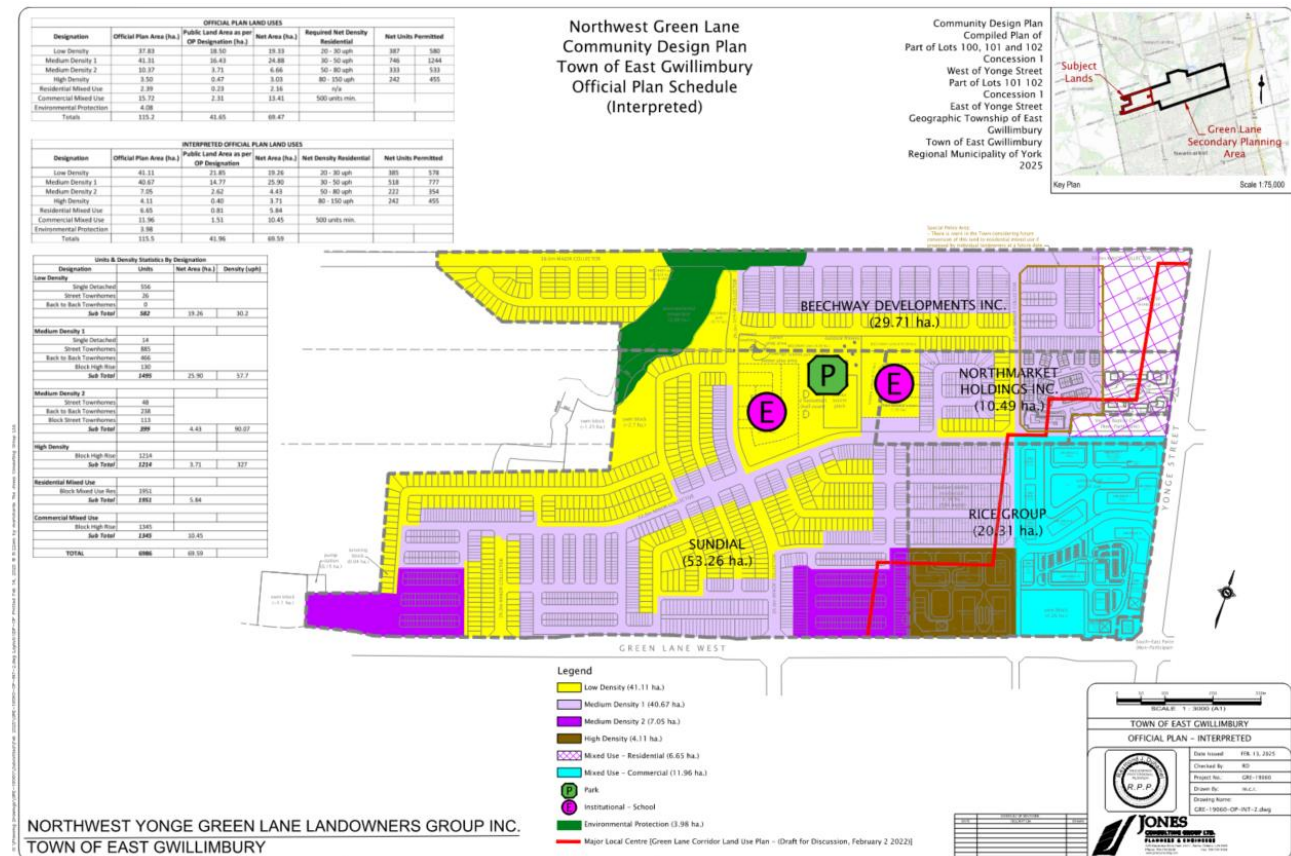


As detailed in Section 3.2 of this Report, the creation of a public use 'campus' at the request of the Town resulted in changes to the road geometry throughout the Community Design Plan. These changes resulted in a misalignment with the limits of the various designations in the land use schedule. However, Section 6.2.1 (e) of the Official Plan states: *"The location of boundaries and symbols, including land use designations shown on the schedules to this Plan, are intended to indicate the general location, except where they coincide with highways, roads, railways, watercourses or other bodies of water, or other clearly recognizable or defined physical features. Future road and active transportation networks shown on the schedules to this Plan are illustrated in approximate locations only".*

As a result, we rely on Section 6.2.1(e) to interpret the intent of the designation boundaries to better align with the proposed uses within the Community Design Plan. In so doing, we have generally maintained the original areas of each designation to ensure the intended balance and density of each designation has been achieved (**Figure 18**). In our opinion, the interpretation of Official Plan Schedule 3D meets the intent of the Town of East Gwillimbury Official Plan for the following reasons:

1. The misalignment of the designations primarily stems from the Town's request to create a central public use 'campus' that necessitated the relocation of roads and land uses.
2. The interpreted boundaries of each designation align with the proposed uses in the Community Design Plan, which includes a range of housing options, commercial uses, parkland and schools.
3. Although the amount of area and configuration of the designations have been altered, the location of each designation has been generally maintained by the following:
 - a. The Residential Mixed Use, Commercial Mixed Use, and High Density designations are located along Green Lane West and Yonge Street.
 - b. The Medium Density 2 designations are located along Green Lane West.
 - c. The central area of the site contains a mix of Low Density and Medium Density 1 designations to allow a range of single detached dwellings and townhouse dwellings.
 - d. The Environmental Protection Area designation has only been refined to allow housing along the proposed east-west collector roadway as supported by the Town's Environmental Assessment.
4. The overall Community Design Plan will assist the Town in meeting the minimum density required in the Green Lane Corridor Secondary Plan of 70 residents and jobs per hectare in the developable area.

Figure 18. Community Design Plan – Official Plan Schedule 3D (Interpreted)



The following sub-sections assess the Community Design Plan's general conformity with the adopted and modified Town of East Gwillimbury Official Plan, in accordance with the interpreted Official Plan Schedule 3D (Figure 18).

4.6.2. Official Plan Policies

4.6.2.1. Growth Management

Section 2 provides growth management policies for lands within the Designated Greenfield Area and New Community Area, which are reviewed below:

1) Section 2.3: Accommodating Projected Growth

Development of the Designated Greenfield Areas

- f. Designated Greenfield Area that are planned to become Community Areas (identified as DGA Community Areas on Schedule 2) shall achieve an overall minimum density of 55 residents and jobs combined per hectare. Employment Areas (identified as Town Employment Areas on Schedule 2B, 3A and 3E) shall achieve an overall minimum density of 50 jobs per hectare. Employment Areas identified as Regional Employment Areas on Schedule 2B, and as Highway 404 Employment Area on Schedule 3A and 3E shall achieve an overall minimum density of 55 jobs per hectare and within Mount Albert and Holland Landing Identified on Schedules 3A and 3E shall achieve an overall minimum density target of 25 jobs per hectare.
- g. Development applications within the existing Secondary Plan Areas of Holland Landing, Sharon, Queensville, and Mount Albert that have been approved prior to the adoption of this Plan, but for which all required Planning Act approvals have not been received, shall be reexamined to determine if 50 residents and jobs per hectare in the developable area can be achieved. The Green Lane Secondary Plan Area has been designed to meet, or exceed a minimum density of 70 residents and jobs per hectare in the developable area.

New Community Areas

- h. New Community Areas (identified on Schedule 2A) are a component of the Designated Greenfield Areas and consist of lands added to the Urban Area through the Regional Municipal Comprehensive Review. New Community Areas are intended for community purposes, including residential and population-related employment, required to support growth to the planning horizon, and where a minimum target of 65 residents and jobs per hectare applies.*

Except for three (3) blocks proposed to contain infrastructure to service the site, the entirety of the lands is identified to be within the Designated Greenfield Area. In our opinion, the proposed Community Design Plan will assist the Town in meeting the minimum density target for the Green Lane Corridor Secondary Plan Area as the lands contain 6,986 units through a range of housing types, as well as commercial and institutional uses.

Community Design Plans

- k. Subsequent to the approval of a required Secondary Plan, more detailed Community Design Plans shall be prepared, and shall form the basis for approval of Draft Plans of Subdivision/Condominium, Implementing Zoning By-laws, and where required, Site Plan Approval.*
- l. Schedule 3 subdivides the defined Secondary Plan into smaller geographic districts to facilitate the Community Design Plans. The numbering of the Community Design Plan Districts on Schedule 3 does not represent any preferred sequencing for the preparation of a Community Design Plan, nor any implied priority for development.*

A Community Design Plan has been submitted for lands that are within the Green Lane Corridor Secondary Plan through the approval of recent Official Plan Amendments (Township Files: OPA.24.02 & OPA.24.03). A portion of the Plan contains three (3) blocks that are located outside of the Secondary Plan area, which are proposed to contain infrastructure to service the site.

Phasing

- m. All development approvals within the Town shall be explicitly linked to the ability of the Town and York Region to provide municipal service infrastructure and transportation system capacity.*
- n. The Town shall allocate municipal service infrastructure capacity to individual development proposals on the basis of the following criteria:*
 - i. Conformity with all of the relevant policies of this Plan, including, where applicable:*
 - i. Achievement of the required housing mix and Greenfield Density Target, or contribution to the Intensification Target; and,*
 - ii. Contribution toward the Affordable Housing Targets;*
 - ii. Consistency with the guidelines of the Urban Design Manual, including approaches for Green Building Technology;*
 - iii. The mix of land uses and the ability to accommodate, or support defined community needs, including community facilities; and,*
 - iv. The status of individual development applications, with respect to:*
 - i. The proximity of the proposed development to existing and planned municipal service infrastructure systems;*
 - ii. The need for, or the triggering of, capital works projects for existing and planned transportation facilities, municipal water and/or wastewater system upgrades required to accommodate the proposed development; and,*
 - iii. The need for, and the time required, to undertake and obtain any required Environmental Assessment Approvals for transportation facilities, municipal water, and/or wastewater system upgrades required to accommodate the proposed development.*

The Community Design Plan proposes 6,986 units on the lands through a range of housing forms, which will contribute to the Greenfield Density Target. The Plan also contains commercial, institutional and open space land uses to provide a complete community. A Servicing Phasing Plan has been prepared for the lands, which was created through the preparation of the Functional Servicing and Stormwater Management Report submitted in support of the Community Design Plan (**Figure 10**). Further, a comprehensive document to provide guidelines for Public Realm Design and Urban Neighbourhood Structure, Form and Design has been prepared for the Community Design Plan, which included a review of the 2016 Urban Design Guidelines.

4.6.2.2. Land Use Policies

Section 4 provides land use policies, which have been generally reviewed below:

1) Section 4.1.1: The Strategic Growth Areas General Policies

- a. *The Strategic Growth Areas identified on Schedule 2 are critical to creating a complete community and to providing pedestrian activity and support for ongoing investments in local and regional transit. The intensity and mixture of uses in the Strategic Growth Areas, including office uses, as well as retail and service commercial uses, contributes to a diversified tax base for the Town.*
- b. *This Plan recognizes a range of commercial activity that is differentiated by its planned function and individual location. Schedule 3, including Schedules 3A, 3B, 3C, 3D and 3E identify the locational distribution of the following six land use designations that together comprise the Strategic Growth Areas within the Town:*
 - i. *Queensville Centre Designation;*
 - ii. *Village Core Area;*
 - iii. *Commercial Mixed Use;*
 - iv. *Community Commercial;*
 - v. *Neighbourhood Commercial; and,*
 - vi. *Residential Mixed Use.*

The lands are within the Green Lane Corridor Secondary Plan Area and are designated Commercial Mixed Use and Residential Mixed Use on Schedule 3D along Yonge Street. Further, the intersection of Green Lane West and Yonge Street is identified as a Major Transit Station Area and Major Local Area. The Community Design Plan will provide a range of land uses, which include higher densities and mixed-use development within the Major Transit Station Area at the intersection of Green Lane West and Yonge Street.

2) Section 4.1.4: Commercial Mixed Use Designation

Section 4.1.4.1 Intent

- a. *The lands within the Commercial Mixed Use Designation are identified on Schedule 3D. These areas will provide suitable locations for commercial uses serving a wide trade area, including the entire Town. Lands within the Commercial Mixed Use Designation are also intended to include offices and higher density forms of residential development that will support the intensification policies of this Plan and planned transit on adjacent roads.*

Section 4.1.4.2 Permitted Uses

- a. *Land designated Commercial Mixed Use may be zoned to permit:*
 - i. *A wide variety of retail and service commercial uses, including major retail;*
 - ii. *Financial institutions and services;*
 - iii. *Offices;*
 - iv. *Entertainment uses;*

- v. *Recreation and community facilities;*
 - vi. *Restaurants;*
 - vii. *Hotel and convention centres;*
 - viii. *Medium and high density residential uses;*
 - ix. *Major institutional uses.*
- b. *The list of permitted uses may be further refined through the Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community.*

As shown in the interpreted Official Plan Schedule 3D (**Figure 18**), a portion of the lands is designated Commercial Mixed Use at the intersection of Green Lane West and Yonge Street. The lands are proposed to contain commercial buildings with various uses, as well as retirement/hotel residential buildings.

4.1.4.3 Development Policies

- a. *Development within the Commercial Mixed Use Designation, including retail, service commercial, and major retail uses, shall be planned to accommodate a mix of uses at densities supporting transit in accordance with the Region's Transit Oriented Development Guidelines. These uses may be accommodated within mixed use buildings or through a diversity of uses within the site.*
- b. *A market impact analysis, completed by qualified professionals, may be required to support any development application within the Commercial Mixed Use Designation that includes individual major retail uses of greater than 25,000 square metres of Gross Floor Area.*

The lands within the Commercial Mixed Use designation will contain various commercial buildings with a range of uses. The buildings are proposed to be developed at transit supportive densities as the lands are located within a Major Transit Station Area. Further, a Commercial Market and Financial Impact Analysis was prepared for the submission, which concludes the market supports the development of commercial space as part of the proposed Community Design Plan, driven by population and expenditure growth.

4.1.4.4 Area Specific Policies

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

As shown on the interpreted Official Plan Schedule 3D (**Figure 18**), the Community Design Plan is proposed to contain approximately 6,986 residential units, and 1,345 units are within lands designated Commercial Mixed Use, which exceeds this minimum density target.

3) Section 4.1.5: Residential Mixed Use Designation

Section 4.1.5.1 Intent

- a. *Lands within the Residential Mixed Use Designation identified on Schedule 3A, Schedule 3C and Schedule 3D are intended to provide a mix of residential, population-related employment, recreation, and entertainment uses. The intent is that these areas provide opportunities for residents to live close to and engage in a range of social and economic activities in proximity to each other, thereby minimizing dependency on the automobile and creating attractive areas that support activity throughout the day along transit routes.*
- b. *To create activity and support transit within the Town's overall Urban Structure, lands within the Residential Mixed Use Designation should generally be located in a Strategic Growth Area, as identified on Schedule 1. Area specific policies relating to permitted uses and the scale and intensity of development will be determined through the Secondary Plan process.*

As shown on the interpreted Official Plan Schedule 3D (**Figure 18**), the Plan proposes two blocks on lands designated residential mixed use within the Major Transit Station Area and Major Local Centre. The lands are proposed to contain 1,951 units within the Residential Mixed Use designation, which will contribute to the range of housing forms in the area.

4) Section 4.2.2. Low Density Residential Designation

Section 4.2.2.1 Intent

- a. *Lands designated Low Density Residential, as identified on Schedules 3A, 3B, 3C, 3D, and 3E provide areas for the creation of neighbourhoods comprised of ground-related housing and other compatible uses that provide for the day-to-day needs of residents.*

Section 4.2.2.2 Permitted Housing Types/Uses

- a. *Land designated Low Density Residential may be zoned to permit ground-oriented housing units, such as single detached and semi-detached dwellings and townhouses. Additional Residential Units are permitted within the Low Density Residential Designation in accordance with Section 4.6.3.5.*

As shown on the interpreted Official Plan Schedule 3D (**Figure 18**), the portion of the lands designated Low Density Residential are proposed to contain single detached dwellings and townhouses on the Community Design Plan.

Section 4.2.2.3 Development Policies

- a. *Lands within the Low Density Residential Designation may be developed to a residential density ranging between 20 and 30 units per net developable hectare, and shall be a maximum height of 3 storeys.*
- b. *Generally, a minimum of 15 percent of the net residential area of the lands designated Low Density Residential shall be developed for townhouses.*
- c. *Rear or backlotting of dwelling units within Low Density Residential Designation shall not be permitted on Arterial and Collector roads and shall be minimized where abutting parks and valleys.*

4.2.2.4 Area Specific Policies

- a. *Notwithstanding any other policy of this Plan, lands designated Low Density Residential in the Green Lane Secondary Plan Area shown on Schedule 3D, townhouses are encouraged, but not required.*

As shown on the interpreted Official Plan Schedule 3D (**Figure 18**), the Community Design Plan proposes a residential density of 30.2 units per hectare on lands designated Low Density Residential, which falls within the permitted density of 20-30 units per net hectare. The Plan proposes 582 units in the Low Density Residential designation, which is comprised of 556 single detached dwellings and 26 townhouse units. No rear or backlotting is proposed in the Community Design Plan.

5) Section 4.2.3. Medium Density Residential Designation

Section 4.2.3.1 Intent

- a. *Lands designated Medium Density Residential provide for forms of housing at densities that support transit. It is intended that these areas will be integrated into Low Density Residential neighbourhoods to provide for a variety of housing types.*

Section 4.2.3.2 Permitted Housing Types/Uses

- a. *Land designated Medium Density Residential may be zoned to permit:*
 - i. *Townhouses, including Additional Residential Units in accordance with Section 4.6.3.5;*
 - ii. *Low rise apartments up to a maximum of 13 metres (4 storeys) in height; and,*

- iii. *Special needs housing.*
- b. *In addition to the permitted housing types within the Medium Density Residential Designation, lands within this Designation may also be zoned to permit:*
 - i. *Day care facilities;*
 - ii. *Bed and breakfast establishments;*
 - iii. *Home-based businesses;*
 - iv. *Special needs housing;*
 - v. *Additional Residential Units in accordance with Section 4.6.3.5; and,*
 - vi. *Neighbourhood supporting uses.*

As shown on the interpreted Official Plan Schedule 3D (**Figure 18**), the lands designated Medium Density Residential are proposed to contain single detached dwellings, street townhouses, back-to-back townhouses, and a commercial mixed-use building.

Section 4.6.3.3 states Neighbourhood Supporting Uses may be permitted in the Medium Density 1 designation through a site-specific Zoning By-law, and may include artisan establishments, studios and craftsman shops (maker spaces), business and financial institutions, health care offices and clinics, and convenience retail, personal service establishments and restaurants.

Section 4.2.3.4 Area Specific Policies

- b. *Within the Green Lane Secondary Plan Area, the density for areas designated as Medium Density Residential 1 shall be a minimum of 30 units per net hectare and a maximum of 50 units per net hectare, and the density for the areas designated as Medium Density Residential 2 shall be a minimum of 50 units per net hectare and a maximum of 80 units per net hectare. The permitted uses as identified in this Plan for medium density housing apply to both the Medium Density Residential 1 and Medium Density Residential 2 designation.*
- c. *Within the Green Lane Secondary Plan Area, Medium Density Residential uses shall be focused along the identified Corridors. However, the Medium Density Residential Designations along the Corridors may alternatively be interspersed with the Low Density Residential uses in the neighbourhood through implementing Draft Plans of Subdivision, in accordance with the relevant policies of this Plan and without Amendment to this Plan, provided the same amount of land area is designated Medium Density Residential as illustrated on Schedule 3D.*

As shown on the interpreted Official Plan Schedule 3D (**Figure 18**), the Community Design Plan proposes 1,495 units in the Medium Density 1 designation and 399 units in the Medium Density 2 designation, which will achieve a residential density of approximately 57.7 units per hectare on lands designated Medium Density Residential 1, and a density of approximately 90.07 units per hectare on lands designated Medium Density Residential 2.

The proposed density exceeds the maximum density permitted in the Medium Density 1 designation by approximately 8 units per hectare, and exceeds the maximum density in the Medium Density 2 designation by approximately 10 units per hectare. We have been informed by Town Staff that they will be proposing to Council that the maximum density restrictions in the medium density designations be removed in order to comply with the new York Region Official Plan, which encourages higher densities to meet projected growth in the next 30 years. Removing the density restriction would also contribute to the potential to create more housing, including attainable and affordable housing. If Council does not remove the maximum density restriction, then at the time of site-specific development applications, the respective landowners can choose whether to propose an Official Plan Amendment or decrease the number of units in each medium density designation. In our opinion, the densities proposed in the Community Design Plan are appropriate and are supported by the technical justification that accompanies the submission.

6) Section 4.2.4. High Density Residential Designation

Section 4.2.4.1 Intent

- a. *Lands designated High Density Residential on Schedule 3D provide opportunities for non-ground-oriented forms of housing at the highest densities permitted in this Plan. It is intended that these built forms will be directed to the Strategic Growth Areas to concentrate activity and support the viability of mixed use development, and promote higher-order transit in the Town.*

Section 4.2.4.2 Permitted Housing Types/Uses

- a. *Land designated High Density Residential may be zoned to permit apartment units within apartment buildings.*
- b. *In addition to the permitted housing types within the High Density Residential Designation, lands within this Designation may also be zoned to permit:*
 - i. *Day care facilities;*
 - ii. *Home-based businesses;*
 - iii. *Special needs housing; and,*
 - iv. *Neighbourhood supporting uses.*

As shown on the interpreted Official Plan Schedule 3D (**Figure 18**), the Community Design Plan proposes a block of apartment buildings, commercial building and retirement hotels on lands designated High Density Residential and within the Major Transit Station Area. The Plan proposes higher densities along the intersection of Green Lane West and Yonge Street to allow an appropriate transition to ground related housing forms further west.

Section 4.2.4.3 Development Policies

- b. *High Density Residential areas may be developed to a residential density of between 80 and 150 units per net hectare.*

As shown on the interpreted Official Plan Schedule 3D (**Figure 18**), the lands are proposed to contain 1,214 residential units in the High Density designation which would achieve a residential density of approximately 327 units per net hectare. The number of units can be adjusted through individual landowner applications if required by Town Staff, however, it is our opinion that the proposed density in the High Density designation is appropriate as the Official Plan states the intent is to provide opportunities for non-ground-oriented forms of housing at the highest densities. If Town Staff determine an Official Plan Amendment is required to proceed with these densities, the respective landowners can choose whether to proceed at that time or decrease the number of units.

Section 4.2.4.4 Area Specific Policies

- a. *Within the Green Lane Secondary Plan Area as depicted on Schedule 3D, townhouses and other ground-related multiple unit buildings may only be permitted in the High Density Residential Designation in association with one or more apartment buildings, provided:*
 - i. *A minimum of 75 percent of the dwelling units are located in apartment buildings;*
 - ii. *The apartment building is built prior to, or at the same time, as the ground-related multiple unit buildings; and,*
 - iii. *The combined density conforms to the relevant policies of this Plan.*

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

- b. *Within the Green Lane Secondary Plan Area, as depicted on Schedule 3D, apartment buildings shall be permitted up to a maximum height of 20 storeys.*

As shown on the interpreted Official Plan Schedule 3D (**Figure 18**), the Community Design Plan does not propose ground-related housing within the High Density designation. Further, the residential buildings on lands designated High Density Residential are proposed to be 6 to 10 storeys in height, however, this will be further refined through individual landowner applications.

7) Section 4.2.5 New Community Areas

Section 4.2.5.1 Intent

- a. *Lands identified as New Community Area on Schedule 2A provide and prioritize people, sustainability and livability and are intended to be modern, compact, vibrant, inclusive and diverse. They will offer a variety of housing including affordable housing, employment and mobility choices and will be mixed-use communities with high-quality urban design, attracting residents and workers alike.*

A portion of the lands is identified as New Community Area as these lands were recently brought into the urban boundary. Two (2) Official Plan Amendments were recently approved that included these lands within the Green Lane Corridor Secondary Plan. As such, the lands are included on the Community Design Plan to ensure comprehensive development planning, and proposes low and medium density residential uses.

8) Section 4.2.8 Educational Facilities Symbol

Section 4.2.8.3 Development Policies

- a. *The Elementary School and Secondary School Symbols, as shown on Schedules 3A, 3B, 3C, 3D, and 3E denote the approximate preferred locations for schools. These locations may change without an Amendment to this Plan provided all other policies of this Plan are satisfied.*

The subject lands are identified to contain elementary school and secondary school symbols to denote approximate locations for schools on Schedule 3D. As shown on the interpreted Official Plan Schedule 3D (**Figure 18**), two school blocks have been identified in a central location between parkland, which was requested through consultation with the Town.

9) Section 4.4.4 The Environmental Protection Designation

Section 4.4.4.3 Permitted Uses

- a. *Permitted uses, subject to the results of an approved Natural Heritage Evaluation, on lands within the Environmental Protection Designation may include:*
 - i. *Existing legally established uses, including agricultural uses;*
 - ii. *Forest, wildlife, and fisheries management;*
 - iii. *Stewardship, conservation, restoration and remediation undertakings;*
 - iv. *Non-intensive recreation uses by a public authority, such as pedestrian trails and nature viewing; and,*
 - v. *Watershed management and flood and erosion control projects carried out or supervised by a public authority.*
- b. *In addition to the permitted land uses listed, municipal service infrastructure projects, and/ or transportation system improvements, where the alignments or locations of those facilities have been established in this Plan, and/or an approved Environmental Assessment, may be permitted on lands within the Environmental Protection Designation, subject to meeting the requirements of applicable Provincial Plans and subject to an approved Natural Heritage Evaluation, or authorized through an Environmental Assessment. Notwithstanding the permission provided by this policy, no public works and no public or private utility facilities shall be permitted within Provincially Significant Wetlands and/or Significant Habitat of Endangered or Threatened Species, unless necessary provincial or federal permits are obtained.*

A portion of the lands are designated as Environmental Protection, including the three (3) infrastructure blocks outside of the Secondary Plan Area and environmental protection lands. The proposed major collector road along the northern boundary also proposes to cross through the

Environmental Protection designation, however, this has been reviewed by the Town by an East-West Road Corridor Environmental Assessment dated May 2015. Further, a Natural Heritage Evaluation was previously completed for the lands dated March 2016. The Community Design Plan implements the conclusions and recommendations of these reports, and further review will be completed through individual landowner applications.

10) Section 4.6.1 Land Uses Permitted in All Designations

- a. *Within all of the land use designations, with the exception of the Environmental Protection Designation, the following uses are permitted, subject to any regulatory requirements, such as the provisions of the Environmental Assessment Act and Industry Canada's requirements, and the relevant policies of this Plan:*
 - i. *Public parks and open spaces and open space linkages/trails, with the exception of Prime Agricultural Designation and Holland Marsh Specialty Crop Designation;*
 - ii. *Emergency services facilities;*
 - iii. *Municipal sewer and water services;*
 - iv. *Storm water management facilities;*
 - v. *Renewable energy systems;*
 - vi. *Public and private utilities, including electricity transmission and distribution systems, as well as telecommunication facilities;*
 - vii. *Roads, railway lines and transit facilities; and,*
 - viii. *Any use which is normally incidental and subordinate to a permitted use shall be permitted.*

Stormwater management blocks, a sanitary pump station block and east-west collector roadway are proposed on lands designated Environmental Protection. A Natural Heritage Evaluation and an Environmental Assessment were previously completed for the lands, and further review will be completed through individual landowner applications.

4.6.2.3. Sustainable Infrastructure

Section 5 provides general policies on infrastructure in the Town, which have been generally reviewed below:

1) Section 5.1.2: General Policies

- a. *All development applications must be consistent with the policies of York Region's Transportation and Water and Wastewater Master Plans and phased in accordance with the policies of this Plan;*
- b. *All development approvals within the Town shall also be conditional upon commitments from the Town and/or the proponent of any development proposal to the timing and funding of any required road, active transportation facility, public service facility, park, and appropriate municipal service infrastructure. Before any development proceeds, all agreements must be in place, including financial agreements and development agreements, to provide for the servicing and community infrastructure required to accommodate growth; and,*
- c. *Development shall be planned to coordinate cross-boundary transportation needs and improve connectivity among transportation systems and modes with adjacent municipalities and appropriate agencies.*

A Functional Servicing and Stormwater Management Report was prepared in support of the Community Design Plan which demonstrates how can be graded and serviced in accordance with the Town of East Gwillimbury, Lake Simcoe Region Conservation Authority, Lake Simcoe Protection Plan, and the Ministry of Environment, Conservation and Parks design criteria and policies. Further, the Transportation Mobility Plan concludes the proposed internal road network provides connectivity throughout the Secondary Plan Area and aligns with existing intersections. Further, all study area intersections and movements are forecasted to operate within capacity with the recommended mitigation measures.

2) Section 5.2.2.4: Major Transit Station Areas

- a. The Town will ensure that all development proposals in areas identified on Schedule 3D as a Major Transit Station Area are designed to support the provision of an efficient, convenient, and safe public transit service. The Town will support the investment in transit within the Major Transit Station Areas by:*
- i. Requiring an overall density of 200 persons and jobs per hectare within the boundary of the GO MTSA as identified on Schedule 3D;*
 - ii. Requiring an overall density of 160 persons and jobs per hectare within the boundary of the Green Lane Bus Rapid Transit MTSA as shown on Schedule 3D;*
 - iii. Locating the highest density housing, commercial and mixed-use developments and Major Office developments within 200 to 400 metres of the station facility;*
 - iv. Ensuring that the layout of new Arterial Roads and Collector Roads promotes efficient and direct transit routes within and between neighbourhoods and that those routes include higher density, mixed use development opportunities that serve the Major Transit Station Areas;*
 - v. Including supportive, safe and comfortable public transit facilities in the consideration of development proposals;*
 - vi. Prohibiting the establishment of land uses and built forms that would adversely affect the achievement of the Major Transit Station Area minimum density targets; and,*
 - vii. Encouraging a resident to job ratio of 2:1 within all Major Transit Station Areas.*

In our opinion, the Community Design Plan will assist the Town in achieving an overall density of 160 persons and jobs per hectare within the Green Lane Bus Rapid Transit Major Transit Station Area as the lands are proposed to contain a range of residential, commercial and institutional land uses, as well as 6,986 residential units in a mix of housing forms. The lands will provide increased and transit supportive densities along the arterial roadways of Yonge Street and Green Lane West, to allow a transition to ground-related built forms within the Plan area.

3) Section 5.2.4.2 Municipal Service Infrastructure Systems General Policies

- a. All municipal service infrastructure works shall conform with the relevant policies of this Plan, and shall be consistent with the requirements and guidelines in the Town's various Infrastructure-related Master Plans, the Urban Design Manual and the York Region Water and Wastewater Master Plan.*
- m. Proposals for municipal service infrastructure within or crossing the Greenbelt Protected Countryside shall demonstrate that it can be provided in a manner that does not negatively impact natural heritage features, or their associated ecological functions, or the quality and quantity of ground and surface water, including stream base flow, and is sufficient to accommodate the proposed use(s), in accordance with the Natural Heritage System policies of this Plan.*
- n. All proposals for municipal service infrastructure within or crossing the Greenbelt Protected Countryside shall be subject to the water and sewage infrastructure policies of Section 4.2.2 of the Greenbelt Plan.*

The Plan does propose infrastructure on lands designated Environmental Protection, and within the Protected Countryside of the Greenbelt Plan. A Natural Heritage Evaluation was previously completed for the lands, and further review will be undertaken through individual landowner applications. Further, the Functional Servicing and Stormwater Management Report demonstrates how the lands can be efficiently serviced by municipal infrastructure as well as a proposed pumping station.

4.6.2.4. Implementation and Interpretation

Section 6 provides implementation and interpretation policies, which have been generally reviewed below:

1) Section 6.1.3.5: Community Design Plans

- e. *The Town shall require, prior to the approval of any development within a Community Design Plan District identified on Schedule 3, that a Community Design Plan be prepared. The purpose of the Community Design Plan is to promote comprehensive planning, and to:*
- i. Identify the detailed land use and built forms;*
 - ii. Confirm the boundaries of the Environmental Protection Designation;*
 - iii. Identify the parkland system, and the active transportation network;*
 - iv. Identify the location for any required educational and/or public service facilities;*
 - v. Identify the internal road/driveway network and confirm access to adjacent public roads;*
 - vi. Articulate the details for the provision of sewer, water and storm water management systems;*
 - vii. Identify phasing and order of development, including any uses in the public interest to be developed in the earlier phases (e.g. affordable housing, public service facilities, parks, schools); and,*
 - viii. Identify significant cultural heritage resources to be conserved.*
- f. *The preparation of Community Design Plans shall conform with all relevant policies of this Plan, and shall be consistent with the Town's Urban Design Manual. Required Community Design Plans shall be adopted by Council, and shall include all of the necessary supporting technical studies, to the satisfaction of the Town. Required Community Design Plans shall form the basis for the subsequent approval of Draft Plans of Subdivision, Zoning By-laws and Site Plan Approval.*
- The Community Design Plan identifies all proposed land uses and built forms that will be further refined through individual landowner applications.
 - A Natural Heritage Evaluation and Environmental Assessment were previously prepared to confirm the boundaries of the Environmental Protection designation.
 - The Plan proposes parkland in a central location between two school blocks. A Transportation Mobility Plan was prepared for the submission, which reviews road circulation, active transportation, and public transit.
 - A Functional Servicing and Stormwater Management Report was prepared for the lands to demonstrate how the lands can be serviced and graded in accordance with required policies.
 - Stage 1-2 Archaeological Assessments were previously prepared with further assessment at the time of individual applications.
 - A Public Realm Design and Urban Neighborhood Structure, Form and Design document was also prepared for the Community Design Plan to review and update the Urban Design Guidelines for the area. Further submission requirements will be identified through individual landowner applications.

2) Section 6.2.1: Interpreting this Plan

- e. *The location of boundaries and symbols, including land use designations shown on the schedules to this Plan, are intended to indicate the general location, except where they coincide with highways, roads, railways, watercourses or other bodies of water, or other clearly recognizable or defined physical features. Future road and active transportation networks shown on the schedules to this Plan are illustrated in approximate locations only.*
- h. *This Plan includes a number of words or phrases that require a common understanding of their meaning:*
- i. The term "conform with" when used in this Plan means to comply with the policies or requirements of this Plan. Conformity is a mandatory requirement of this Plan, unless otherwise modified by specific wording to the contrary;*

- ii. *The term “consistent with” when used in this Plan means to comply/conform with the policies or requirements of this Plan, unless there are compelling circumstances that do not permit compliance/conformity;*
- iii. *The use of the words “shall”, “will”, or “must”, when used in connection with an action by the Town are not to be interpreted as the Town’s requirement to undertake actions immediately or as a commitment on the part of the Town to take action within a specified timeframe;*
- iv. *The use of the words “shall”, “will”, or “must”, when used in connection with a requirement for development applications, is a mandatory policy or requirement of this Plan;*
- v. *The use of the words “should” or “may” when used in this Plan means something that ought to be done. It is however, a discretionary, not a mandatory policy or requirement of this Plan;*
- vi. *The term “encourage” when used in this Plan means to give support to, or give favorable consideration to a matter or thing; and,*
- vii. *The term “enhance” when used in this Plan means to complement and improve the physical, functional, aesthetic or intrinsic value of the natural environment, neighbourhood, place, area, building, structure or facility. For the purpose of interpreting this Plan, the definitions in the Planning Act, the Ontario Heritage Act, the Provincial Policy Statement and other applicable Provincial legislation, plans and guidelines shall apply. In all other instances, terms shall be defined in accordance with the definitions included within the Implementing Zoning By-law and, if no other definition is provided, reference to the Canadian Oxford Dictionary.*

A great deal of effort has been put into ensuring that the Community Design Plan conforms to Green Lane Corridor Secondary Plan policies and schedules, even though some interpretive latitude was required on the latter. The detailed designs for individual landowners will be further refined at the individual application stage.

■ ■ ■

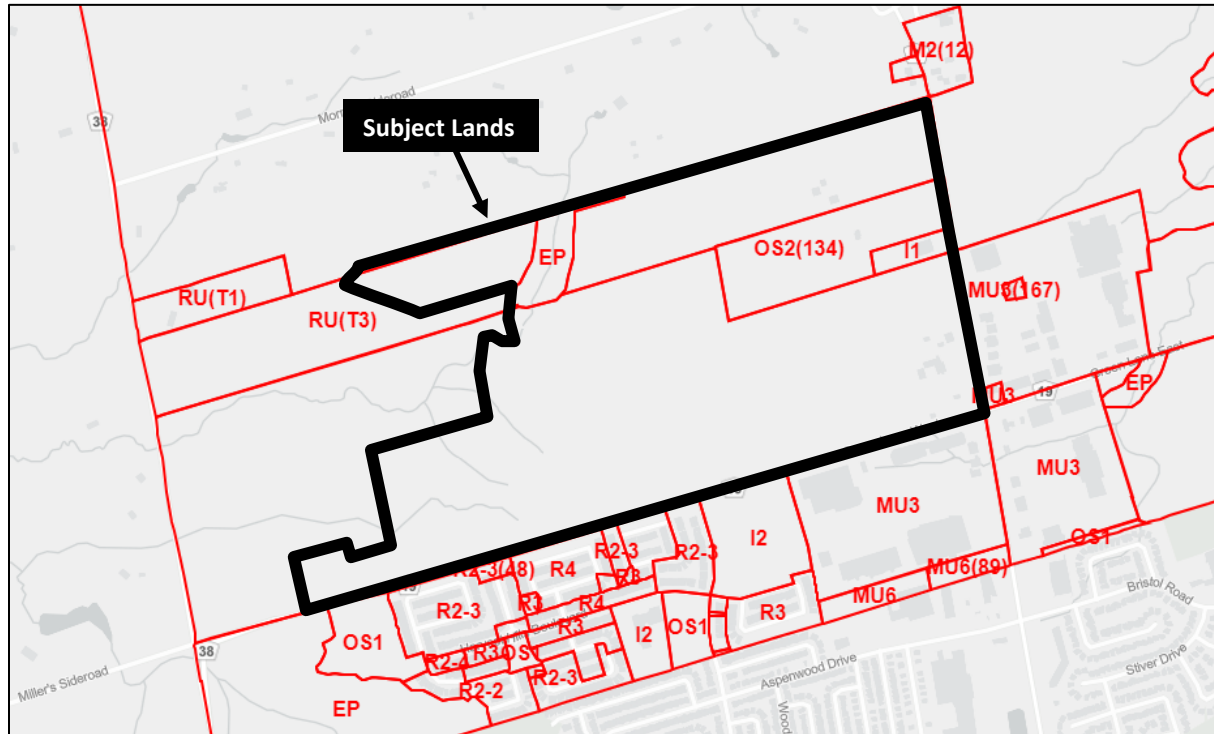
In our opinion, the proposed Community Design Plan generally conforms to the Town of East Gwillimbury Official Plan.

5.0 TOWN OF EAST GWILLIMBURY ZONING BY-LAW

The Town's Zoning By-law 2018-043 was adopted in 2018 and consolidated in January 2024. The lands are zoned Rural (RU), Rural Temporary Use Three (RU(T3)), Institutional One (I1), Open Space Two Exception (OS2 (134)), and Environmental Protection (EP) (**Figure 19**).

The subject lands will require individual implementing Zoning By-law Amendment approvals to facilitate future development on each landowner parcel.

Figure 19. Town of East Gwillimbury Zoning By-law 2018-043



6.0 CONCLUSION

A Community Design Plan for the Northwest Yonge Green Lane Landowners Group Inc. lands has been prepared that proposes 6,986 residential units. The Plan provides a range of land uses and a mix of low, medium, and high density residential units. The Plan also provides parkland, two school blocks, infrastructure, a connected transportation system, and protection of environmental lands.

In accordance with Policy 6.1.3.5 of the Town of East Gwillimbury Official Plan, the Community Design Plan has been prepared to demonstrate comprehensive planning that generally has regard to matters of Provincial Interest under the Planning Act, is consistent with the PPS, and conforms to the policies of the Greenbelt Plan, the Lake Simcoe Protection Plan, the York Region Official Plan, and Town of East Gwillimbury Official Plan. The Plan is based on the technical reports and studies that were prepared for the Green Lane Corridor Secondary Plan, which included the delineation of Environmental Protection lands and proposed east-west major collector roadway, as well as additional studies and reports that have been prepared in support of this submission. Additional studies, reports and plans will be prepared in accordance with the individual landowner applications.

In our professional opinion, the Community Design Plan represents comprehensive planning to guide future development in the Green Land Secondary Plan area.

Sincerely,

THE JONES CONSULTING GROUP LTD.



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Planner



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Partner