



GOLDBERG GROUP

PLANNING JUSTIFICATION REPORT

1402, 1404, 1406, 1408, and 1410
Mount Albert Road

Town of East Gwillimbury

Prepared for :
Wycliffe Thornridge Sharon
Corners 2 Limited

April 2025

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1.0 Introduction

Goldberg Group has been retained by Wycliffe Thornridge Sharon Corners 2 Limited (the “**Owner**”) to assess, from a planning perspective, proposed Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications for the property municipally identified as 1402, 1404, 1406, 1408, and 1410 Mount Albert Road, and legally know as ‘Block 4 and Part of Block 5, Plan 65M-4679, Parts 1 and 2, Plan 65R-40003, Parts 1, 2, and 3, Plan 65R-40959’ (the “**subject site**” or the “**subject property**”). The lands are located on the north side of Mount Albert Road, west of Illumination Way in the Town of East Gwillimbury (**Figures 1-3**).

The Owner proposes to redevelop the subject site with a 13-storey, 40-metre tall apartment building consisting of 142 purpose built rental dwelling units. The building would include 9-levels of residential space atop 4-levels of above grade parking. The subject lands have previously been assessed and Zoned through several application processes to facilitate the comprehensive redevelopment of the north-west quadrant of Mount Albert Road and Leslie Street as part of the ongoing “**Sharon Corners**” development. Through these prior applications, the lands are presently designated *High Density Residential Area*, subject to **Site Specific Policy 9.4.19** in the Town of East Gwillimbury Official Plan (the “**SSP**”).

The proposed development contains a total Gross Floor Area (GFA) of 20,048 m² and a net floor area (NFA) of 10,987 m². The resulting Floor Space Index (FSI) based on NFA is approximately 3.57 times the lot area, with a residential density of 461.5 units per hectare. The development proposes a total of 142 residential units, with a supply of 183 parking spaces. A bicycle parking supply of 48 spaces is also provided, as well as 346 m² (+/-3,724 ft²) of common amenity area.

Access to the development is proposed by way of a 6.0m wide driveway extending from Illumination Way, a private condominium lane over which an easement has previously been created to facilitate access to the subject lands, and which is shared amongst all phases of the Sharon Corners development. Illumination Way itself bisects the quadrant providing connectivity between Mount Albert Road and Leslie Street, both being classified as York Region *Arterial Roads*. The site driveway leads to a parking ramp located internal to the building. Notwithstanding the above-grade parking area, the building lobby and amenity space is located at grade facing Illumination Way and Mount Albert Road to help activate the streetscape and provide connectivity to the pedestrian realm which has previously been improved through the construction of a multi-use pathway within the Mount Albert Road right-of-way (ROW).

The conclusions of this Planning Justification Report are in part supported by the conclusions and opinions of the team of multi-disciplinary experts retained to prepare the following plans and/or reports, filed separately, in support of the applications for OPA and ZBA:

- Architectural Plans, Renderings, and Shadow Study, Murphy Partners;
- Landscape Plans, NAK Design Strategies;
- Servicing Review, WSP;
- Transportation Mobility Plan Addendum, WSP;
- Hydrogeological Evaluation, WSP;
- Source Water Impact Assessment and Mitigation Plan (SWIAMP), WSP;
- Geotechnical Investigation, Soil Engineers;
- Tree Inventory and Preservation Plan, Kuntz Forestry Consulting Inc.

An addendum to the previously prepared Sharon Village Urban Design Guidelines has been prepared by John G. Williams Architect, and is provided under separate cover. The recommendations of these Guidelines have been considered in the development of the proposed building. To the extent applicable, the above noted reports have been utilized as input into the planning and urban design analysis undertaken in this report. For details concerning the content of these documents, reference should be made directly to them.

A pre-consultation meeting between the Owner's team and the Town of East Gwillimbury (Town) planning, urban design, transportation, and engineering staff, as well as representatives of the Region of York, occurred on November 28, 2024. The Town's Pre-Submission checklist was provided on December 17, 2024.

From a land use perspective, the proposed development is consistent with the policies contained within the Provincial Planning Statement (2024), the Region of York Official Plan (2022), and maintains the intent of the Town of East Gwillimbury Official Plan (2010) (the "**EGOP**"), and the adopted Town of East Gwillimbury Official Plan (2022) (the "**EGOP 22**"). Generally, these policy directives promote the wise use of urban land through the intensification of appropriately located underutilized sites within built-up urban areas and the efficient use of existing municipal infrastructure.

The proposed Official Plan and Zoning By-law Amendments will simplify the policy framework for the subject lands by eliminating inconsistencies between the EGOP and SSP in order to facilitate the redevelopment of the subject property with an efficient and intensive built form at a highly accessible and visible location along a Regional *Arterial Road*, and within a *Local Centre*. The proposed development is supportive of the growth and intensification policies of the Province, Region and Town, will be compatible with the evolving character of the Sharon Community, and to a large extent has already been considered through the prior approvals of the Sharon Corners development.

All **Figures** are in **Appendix A** of this Planning Justification Report.

2.0 Location and Description of Subject Site

As shown in Figure 1, the subject property is located on the north side of Mount Albert Road, west of Leslie Street, on the west side of the intersection of Illumination Way (**Figures 1-3**). The property is roughly triangular in shape, with a total frontage of approximately 77 metres (253 feet) along Mount Albert Road, and approximately 43 metres (141 feet) of frontage along Illumination Way, with a total lot area is 0.307 hectares (0.774 acres).

The lands are municipally known as 1402-1410 Mt. Albert Road, and legally described as 'Block 4 and Part of Block 5, Plan 65M-4679, Parts 1 and 2, Plan 65R-40003, Parts 1, 2, and 3, Plan 65R-40959'.

The lands are presently vacant, and have previously been included within the comprehensive development concept for the Sharon Corners development (**Figure 4**) – a multi-phase redevelopment of the north-west quadrant of Mount Albert Road and Leslie Street generally described as follows:

Table 1: Sharon Corners Phasing (Figure 5)

Phase	General Description	Status
1	7-storey Revera Retirement Home (1466 Mount Albert Road)	Occupied
2	88 Townhouse and Urban Townhouse Dwellings	Approved and Under Construction
3	Apartment Building	Subject of this Application
4	Mixed Use building (19180 Leslie Street)	Future Phase

The history of planning approvals for the Sharon Corners development is provided in greater detail in Section 3.5 of this Planning Justification Report.

3.0 Description of Surrounding Area Context

3.1 Road Network

The subject site abuts Mount Albert Road, an east-west arterial ROW under the jurisdiction of the Regional Municipality of York. The ROW currently has a 2-lane cross-section, consisting of one lane in each direction, as well as dedicated right and left turn lanes providing access into Sharon Corners at Illumination Way. The posted speed limit is 60 km/h. A multi-use pathway (MUP) along the north side of the ROW, as well as improvements to the crosswalk and signals at the intersection of Mount Albert Road and Leslie Street have previously been installed by the Owner.

Illumination Way is a private condominium laneway with a 7.5-metre wide paved travel width, as well as sidewalks on at least one side in all locations. The lane bisects the Sharon Corners development, providing access to both Leslie Street and Mount Albert Road, with the connection to the latter to be upgraded to a signalized intersection in the future as warranted. The lane was designed to accommodate the proposed use, and easements to facilitate shared facilities arrangements have previously been established.

The driveway access to the proposed building is to extend from Illumination Way.

3.2 Existing Transit

The subject lands front onto Mount Albert Road, approximately 210 metres west of Leslie Street. **Figure 6** illustrates the existing York Region Transit (YRT) routes that operate in proximity to the subject lands, which are summarized in the following tables:

Table 2: YRT Routes

Route No.	Route Name	Frequency	Connections
50	Queensway	Monday to Sunday Dial-a-Ride Service available	Newmarket GO Train Station and GO Bus Terminal, Upper Canada Mall
425	Huron Heights School Special		Huron Heights Secondary School (Newmarket)

Additionally, YRT operates 'On-Request' service to the Sharon, Holland Landing, and Mount Albert communities.

Collectively, these bus routes provide connections to higher order transit in the form of GO Transit, as well as many other YRT Bus Routes. These transit options provide inter- and intra-municipal connections, including to the Queensville and Holland's Landing

communities and the Towns of Keswick and Newmarket, which will help encourage residents to utilize alternative modes of transportation.

3.3 Community Facilities and Amenities

The following table and **Figure 6** demonstrate that a variety of community facilities are located in proximity to the subject property:

Table 3: Community Facilities

Community Facility	Approximate Walking Distance
Regional Trail	Abuts site
Ladder Park	225 m
Eh to Zed Preschool	350 m
Kingdom Hall of the Jehovah's Witnesses	450 m
Future Parkland at Leslie Street and Judah Doan Way	450 m
Town of East Gwillimbury Civic Centre	800 m
Sharon Temple National Historic Site	850 m
East Gwillimbury Sports Complex/Farr Avenue Soccer Field	1,400 m

Additionally, a variety of commercial and non-residential uses are located within the commercial plaza located at the intersection of Mount Albert/Farr Road and Leslie Street, approximately 350 metres east of the subject site. The presence of commercial amenity will be further supplemented through the redevelopment of the lands at 19086 Leslie Street which are understood to include a commercial component at the corner of Leslie Street and Mount Albert Road as well.

3.4 Land Use and Existing Built Form Context

Figures 1 and **6** provide area photos of the subject lands and the immediate surrounding context, illustrating the existing lot and property context near the subject lands, which can be described as follows:

Table 4: Site Context

North	<ul style="list-style-type: none">Regional Trail corridorFurther to the north is a mix of low and medium density residential uses. The low density residential uses along Ladder Crescent have been built out as part of the Sharon Village Development, however a future phase of condominium townhouses remains to be constructed along Countryman Road.
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	<ul style="list-style-type: none"> The northern boundary of these lots constitutes the <i>urban boundary</i> of the Sharon community, beyond which are agricultural lands.
East	<ul style="list-style-type: none"> East of the subject site is the Sharon Corners development, consisting of a mix of townhouse and urban townhouse uses, as well as the existing 7-storey Revera retirement home
South	<ul style="list-style-type: none"> Immediately south of the site is Mount Albert Road South of Mount Albert Road, opposite the subject site, is a future planned development for the lands at 19086 Leslie Street, consisting of commercial and residential uses in the form of back-to-back stacked townhouses extending south to Judah Doan Way (Figure 7). South and west of Beechborough Crescent are freehold townhouse dwellings
West	<ul style="list-style-type: none"> Immediately west of the subject site is the Regional Trail corridor, which has a width of approximately 59-metres West of the Trail corridor is Countryman Road, beyond which is a stormwater management pond, natural heritage system lands, and further agricultural lands

3.5 Application History

The Owner has previously submitted a variety of applications to the Town of East Gwillimbury to permit the redevelopment of the Sharon Corners Lands, including Official Plan Amendment and Draft Plan of Subdivision approval, as follows:

Table 5: Application History

2018	<ul style="list-style-type: none"> <u>Official Plan Amendment (OPA) No. 5-2018</u>, was adopted by Town Council on August 16, 2018 and approved by the Region of York on September 20, 2018. The OPA had the effect of redesignating the majority of the Sharon Corners lands to a special High Density Residential land use designation permitting townhouses and apartment buildings up to 7-storeys in height adjacent to Mount Albert Road, as well as a maximum floor space index of 1.37 over the lands.
2019	<ul style="list-style-type: none"> <u>OPA No. 1-2019</u>, was exempted from Regional approval, and approved by Town Council on June 18, 2019. The OPA had the effect of redesignating the lands at 19180 Leslie Street to the Residential Mixed Use designation as part of the comprehensive redevelopment of the Sharon Corners lands. <u>Zoning By-law Amendment 2019-077</u>, was approved by Town Council on June 18, 2019. This By-law implemented Residential 6 Exception (R6-

	<p>162) and Mixed Use 5 (MU5) Zones for the Sharon Corners lands in order to permit various forms of development, to implement site specific development standards, and to implement a Hold provision related to the availability of servicing allocation.</p> <ul style="list-style-type: none">• <u>Consent applications B.02.19 and B.03.19</u>, were approved on July 31, 2019, and had the effect of severing the Phase 1 lands (comprising the Revera Retirement Home) from the balance of the lands.
2020	<ul style="list-style-type: none">• <u>Draft Plan of Subdivision (Town File: 19T-17004)</u>, was approved on February 4, 2020, and created 5 development blocks, as well as 2 road widening blocks. The Plan was registered as 65M-4679 on December 30, 2020. The intent of this Plan was to establish the underlying legal description necessary to facilitate the creation of a future common elements condominium corporation (being created through this submission), and parcels of tied land through Part Lot Control Exemption.• <u>Site Plan Control application (Town File: SPA.19.04)</u>, for the proposed 7-storey Retirement Home (Phase 1), which was approved by Town Council on February 19, 2020.• <u>Consent applications B.03.20 and B.04.20</u>, were approved on May 27, 2020, and had the effect of establishing easements across the Sharon Corners lands to facilitate access and servicing to the Revera Retirement Home, as well as the lands at 19162 Leslie Street. The easements were ultimately described on Plan 65R-38991, deposited on July 13, 2020.
2021	<ul style="list-style-type: none">• <u>Minor Variance Application A.23.21</u>, was approved on November 24, 2021 which permitted a decreased front yard for urban townhouse dwellings, adjusted the permitted encroachment of balconies, and extended the distance from Mount Albert Road within which urban townhouses may be permitted.• <u>Site Plan Control application (Town File: SPA.21.06)</u>, proposing the construction of 86 townhouse dwelling units accessed by a condominium laneway (Phase 2), which was approved by Town Council at its meeting of April 20, 2022. The Site Plan Agreement was executed on November 14, 2022. The units subject to this process are to form the parcels of tied land to a Common Element Condominium Corporation.
2022	<ul style="list-style-type: none">• <u>Hold Removal Application</u> for portions of the Phase 2 Lands were approved as By-law 2022-056 on August 16, 2022, and By-law 2022-077 on September 20, 2022.
2023	<ul style="list-style-type: none">• <u>Draft Plan of Condominium (common element) (Town File: CDM.23.01)</u>, to create the common element for the Phase 2 Lands was approved by Town Council, subject to conditions, on May 16, 2023. Notably, the common element, including Illumination Way, is subject to a mutual use and cost sharing agreement to facilitate access across the

common element to all phases of the Sharon Corners development, including the proposed development.

Additionally, a series of Part Lot Control Exemption By-laws were registered over Blocks 1, 4, and 5, between December 2022 (By-law 2022-95) and July 2024 (By-law 2024-052) to effect internal transfers of parts of the lands between the various controlling entities of Sharon Corners.

4.0 Description of the Proposal

The proposed development plan contemplates the construction of a thirteen (13) storey apartment building on the subject property, inclusive of four (4) levels of above grade parking which is necessary as the groundwater conditions on the property preclude the construction of underground parking. The conceptual site plan is shown in **Figure 8**, with perspective renderings and building elevations included as **Figures 9** and **10**, respectively. An angular plane analysis is also included as **Figure 11**, with shadow studies provided in **Figures 12** and **13**.

A total of 142 dwelling units are contemplated, consisting of the following unit mix:

Table 6: Unit Mix

	No. of Units	Proportion	Average Unit Size
1 Bedroom	90	63.4%	60 m ² (+/-645ft ²)
2 Bedroom	52	36.6%	79 m ² (850ft ²)
Total	142	100%	

Vehicular access to the site will be provided via a driveway access from Illumination Way located at the northeast corner of the property. The driveway leads to a court providing access to 3 pick-up/drop-off (PUDO) spaces, as well as the loading space located internal to the building. This parking area is located behind a porte-cochere and the main building mass, and is thus hidden from the public realm. The porte-cochere will also facilitate weather protected access to the building by residents and visitors, and will serve as an additional PUDO space.

As a result of high groundwater levels on the property, it is only possible to provide one parking level below grade. In addition to this level, the proposed parking supply is contemplated to occupy the first 4 levels of the building, with the building façade designed such that the above grade levels would be indistinguishable from residential use portions of the building along the public realm. Active uses, including building lobby and amenity areas, are located at the intersection of Mt Albert Road and Illumination Way to further activate the public realm. The driveway from the private road also leads to the ramp to the parking garage, which serves to establish a 'podium' for the building along the northern façade. The ramp is to be treated as a sculptural element, potentially including living wall treatments, to screen the use and minimize impact on views from the Regional Trail.

In total, a parking supply of 183 spaces is proposed, comprised of 36 visitor (+/-0.25 spaces per unit) plus 147 resident spaces (+/-1.04 spaces per unit). The proposed parking supply exceeds the minimum requirements of the Town's Zoning By-law. A further supply of 48 bicycle parking spaces is to be provided, with 44 indoor spaces in a secure room,

and 3 spaces exterior to the building proximate to the main entrance. These exterior spaces are still located in a weather protected area beneath the porte-cochere.

A high level of architectural design is contemplated, with detailing such as cornices and materials used to differentiate the lower and upper portions of the building. In particular, the materiality has been coordinated with the other phases of Sharon Corners to ensure a cohesive character and sense of place.

A conceptual landscape plan has been prepared which contemplates the enhancement of the established treatment along Mount Albert Road with new street trees, as well as additional plantings along the public realm that wrap around the corner of the proposed building, celebrating the prominence of the intersection and the prominent architecture of the structure. The pedestrian realm will continue along Illumination Way, creating an informal plaza at the entrance to the building (**Figure 8**).

The proposed building maintains a height of 13-storeys and 40 metres from established grade to the top of the parapet at roof level. This height is exclusive of the mechanical penthouse, which is set back a minimum of 5.0 metres from all exterior walls of the building, and screened.

An analysis has been undertaken which demonstrates the building falls within a 45-degree angular plane projected from the nearest residential property line located on the west side of the Regional Trail Corridor (**Figure 11**). This future development block is located west of the Trail Corridor, east of Countryman Road, and south of Ladder Crescent, and is intended to be developed with condominium townhouses in the fullness of time. It is our opinion that this analysis indicates that the proposed building height provides an appropriate transition towards the lower intensity uses north of the Trail Corridor.

A shadow study has been prepared, which demonstrates that in all months the shadow cast by the proposed building moves quickly, and is appropriately limited on adjacent lands. In Spring/Fall (March/September) conditions, the shadow is clear of the townhouse block northwest of the subject site shortly after 9:18am, and generally clear of the Regional Trail corridor by 1:18pm. The MUP along Mount Albert Road does not experience shadow until approximately 5pm.

In the Summer (June) condition, the shadows are much shorter, with no impact on the townhouse block, and the Trail Corridor clear of shadow by approximately 11:18am. By 3:18, the shadow from the proposal is clear of the park, with only the shadow from the existing building to the north impacting the Park. The MUP along Mount Albert Road experiences shadow slightly earlier before 4:18pm.

In the Winter (December) condition, the shadows are longer but still fast moving and generally comparable to Spring/Fall conditions. The townhouse block is free of shadow

before 10:18am, and the Trail Corridor is free of shadow by 1:18pm, and the MUP along Mount Albert Road does not experience shadow until slightly before 5:18pm.

A summary of the notable statistics of the proposed redevelopment are outlined in **Table 7** below:

Table 7: Site Statistics

Site Area	3,077 m²
Gross Floor Area (GFA)	20,048 m²
Net Floor Area (NFA)	10,987 m²
Floor Space Index (FSI)	3.57 (based on NFA)
Residential Density (UPH)	461.5
Dwelling Units	142 Units (100%)
One-bedroom	90 (63.4%)
Two-bedroom	52 (36.6%)
Amenity Space	
Indoor Amenity Space	215 m ² (1.5 m ² per unit)
Outdoor Amenity Space	131 m ² (0.92 m ² per unit)
Height	13-storeys (40 m + MPH)
Bicycle Parking	48
Short Term	4 spaces
Long Term	44 spaces
Parking Supply	183 spaces
Resident	147 spaces (1.04 spaces per unit)
Visitor	36 spaces (0.25 spaces per unit)
Loading Spaces	1 space (4.6 metres by 12 metres)

4.1 Applications Required to Implement the Proposal

The following applications are required under the Planning Act to permit the intended development:

1. **An Official Plan Amendment (OPA)** is required to further amend the SSP to allow the proposed height and density;
2. **A Zoning By-law Amendment (ZBA)** is required to further amend the previously established exception for the Sharon Corners lands to reflect the updated building

design. A number of site-specific development standards are to be incorporated, including those relating to height, density, lot coverage, and setbacks, etc. Further clarification of these standards will be achieved with the input of Town staff through the Town's application process; and

3. **Site Plan Control approval**, which will be filed at a later date.

5.0 Policy Context

This section of the planning justification provides an analysis of the proposed development in the context of the following provincial, regional and local documents:

- The Planning Act
- The Provincial Planning Statement, 2024 (the “PPS”);
- York Region Official Plan (2022) (the “YROP”)
- Town of East Gwillimbury Official Plan (2010) (the “EGOP”)
- Adopted Town of East Gwillimbury Official Plan (the “EGOP 22”)
- Town of East Gwillimbury Comprehensive Zoning By-law 2018-043 (the “ZBL”)

These documents are reviewed in the following sections.

5.1 Matters of Provincial Interest

Section 2 of the Planning Act, as amended, indicates that municipalities shall have regard to the following matters of provincial interest:

- (a) *The protection of ecological systems, including natural areas, features and functions;*
- (b) *The protection of the agricultural resources of the Province;*
- (c) *The conservation and management of natural resources and the mineral resource base;*
- (d) *The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- (e) *The supply, efficient use and conservation of energy and water;*
- (f) *The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (g) *The minimization of waste;*
- (h) *The orderly development of safe and healthy communities;*
 - (h.1) *The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (i) *The adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- (j) *The adequate provision of a full range of housing, including affordable housing;*
- (k) *The adequate provision of employment opportunities;*
- (l) *The protection of the financial and economic well-being of the Province and its municipalities;*
- (m) *The co-ordination of planning activities of public bodies;*
- (n) *The resolution of planning conflicts involving public and private interests;*
- (o) *The protection of public health and safety;*
- (p) *The appropriate location of growth and development;*

- (q) *The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- (r) *The promotion of built form that is*
 - (i) *Well designed,*
 - (ii) *Encourages a sense of place, and*
 - (iii) *Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- (s) *The mitigation of greenhouse gas emissions and adaptation to a changing climate.*

The proposed development has regard for applicable provincial interests, and in particular subsections (e), (f), (h), (h.1), (j), (l), (m), (o), (p) (q), (r), and (s) for the following reasons:

- The subject site is an appropriate location of growth and development as it is located within the Sharon *Local Centre*, along a *Local Corridor*, and has already been designated to permit high density residential development.
- The proposed building will increase the efficiency of existing transportation, sewage and water infrastructure which already services the subject site;
- The redevelopment of the subject site represents the orderly development of a safe and healthy community, and will add a range of residential units to the existing stock of housing within the community. This will expand the options available to existing and future residents. Apartment dwellings are provided in a variety of sizes and configurations to respond to a variety of end users, and are inherently accessible given they are generally a single-storey in height;
- The design will achieve the Green Development Standards of the Town, poses no adverse negative impacts to the ecological integrity of the area, will support public transit, and is pedestrian oriented;
- The built form is well designed and includes an enhanced streetscape that is accessible, attractive, and increases connectivity with the surrounding area, thus contributing to a vibrant sense of place;
- The proposed public realm improvements will further enhance the existing streetscape with new street trees and landscape treatments along both public and private rights-of-way;
- The proposed building will create a landmark building in a highly visible location within the Sharon Community, and within the Sharon Corners development, that will contribute to the character of the area.

In view of the foregoing, it is concluded that the proposed development and ZBA application has regard for Section 2 of the Planning Act.

5.2 Provincial Planning Statement (2024)

The Provincial Planning Statement, 2024 (the “PPS”) was released by the Minister on August 20, 2024, and came into force on October 20, 2024. The PPS applies to all

decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024.

The PPS replaces both the 2020 Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020. The PPS is intended to be a streamlined province-wide land use planning policy framework that provides municipalities with the tools and flexibility in order to facilitate the development of at least 1.5 million homes by 2031. This document provides policy direction on matters of provincial interest related to land use planning and development. Further, all decisions “must be consistent with” the PPS.

The PPS provides a policy framework and direction for municipalities to achieve complete communities through accommodating a range and mix of land uses, housing and transportation options, employment, and other uses to meet long-term needs, improve accessibility for people of all ages and abilities by addressing land use barriers, and improving social equity and overall quality of life for everyone.

Within the PPS, the following definitions are of relevance in the context of the proposed development:

- **Compact built form**, which means: *“a land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace, and institutional) all within one neighbourhood, proximity to transit and reduced need for infrastructure. Compact built form can include detached and semi-detached houses on small lots as well as townhouses, duplexes, triplexes and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and active transportation, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads.*
- **Complete communities**, which means: *“...places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services. Complete communities are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations.”*
- **Designated growth areas**, which means: *“...lands within settlement areas designated for growth or lands added to settlement areas that have not yet been fully developed. Designated growth areas include lands which are designated and available for residential growth in accordance with policy 2.1.4.a), as well as lands required for employment and other uses.”*
- **Settlement areas**, which means: *“...urban areas and rural settlement areas within municipalities (such as cities, towns, villages and hamlets). ... Settlement areas*

- are: a) built-up areas where development is concentrated and which have a mix of land uses; and b) lands which have been designated in an official plan for development over the long term.”
- **Strategic growth areas**, which means, within settlement areas: “...**nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form**. Strategic growth areas include major transit station areas, ... and other areas where growth or development will be focused, that may include infill, redevelopment (e.g., underutilized shopping malls and plazas), brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas. **emphasis added**”
 - **Transit-supportive**, which in regard to land use patterns, means: “...development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system....”

Generally, the PPS directs growth and development to *settlement areas* through intensification, with a particular focus on *strategic growth areas*, and a land use pattern based on a mix of uses which efficiently uses land and resources, optimizes the use of existing and planned infrastructure and public service facilities, and supports active transportation and transit, while providing a full range of housing options.

The PPS also acknowledges that “*municipal official plans are the most important vehicle for implementation of the Provincial Planning Statement and for achieving comprehensive, integrated and long-term planning.*”, and that “*Zoning and development permit by-laws are also important for the implementation of the Provincial Planning Statement. Zoning and development permit by-laws should be forward-looking and facilitate opportunities for an appropriate range and mix of housing options for all Ontarians.*”

Section 6.1(5) of the PPS directs that municipal Official Plans should “*provide clear, reasonable and attainable policies to protect provincial interests and facilitate development in suitable areas*”. This section also indicates that “*the policies of the Provincial Planning Statement continue to apply after adoption and approval of an official plan*”. Therefore, the PPS is considered independent of approved municipal Official Plans when conducting a planning evaluation.

Since official plans and zoning by-laws are not static and evolve by way of amendment, each municipality must ensure that the official plan and zoning, and the related amendments, are up to date, and “consistent with” the PPS. In this regard, a site-specific Zoning By-law Amendment is a Planning Act means of ensuring that the Town Official Plan and Zoning By-law remains consistent with the PPS. The proposed OPA will also

simplify the existing SSP and eliminate a restriction for development within same that precludes the optimization of residential uses on the lands.

Vision

The PPS provides a Vision for Ontario's Land Use Planning System, recognizing the need to achieve the Province's goal of at least 1.5 million new homes by 2031, increasing the supply and mix of housing options, and addressing the full range of housing and affordability needs. The PPS also identifies that the land use framework, and the decisions that are made, shape how communities grow and prosper. In this regard, the Vision includes:

"Prioritizing compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians..."

The following policies are of relevance in the consideration of the proposed development:

Planning for People and Homes:

- **Policy 2.1.1:** *As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.*
- **Policy 2.1.2:** *Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.*
- **Policy 2.1.4:** *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.*
- **Policy 2.1.6:** *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, longterm 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 Growth Plan 2020, while no longer a guiding provincial policy document, has previously extended the planning horizon to the year 2051 and provides updated population forecasts anticipating a population 14.87 million people and 7.01 million jobs. As Section 2.1.2 of the PPS 2024 permits municipalities to continue to forecast growth using forecasts previously issued by the Province for the purposes of land use planning, the prior forecast for the Region of York of 2.02 million residents and 990,000 jobs by 2051 remains relevant. These figures informed the York Region Official Plan, which outlines a forecast population for the Town of East Gwillimbury of 128,600 people and 44,300 jobs by 2051 (refer to Section 5.3 of this Planning Report).

The proposed development will provide 142 new purpose built rental apartment dwelling units within the Sharon *Local Centre*, thus contributing to the achievement of the minimum targets of the PPS and Growth Plan.

The proposed mix of unit types and sizes will similarly contribute to the housing options within the community, in a location that is proximate to transit routes and a variety of community and commercial amenities that are available to accommodate the new residents. These residents will also help optimize the use of the above, contributing to their viability in the future.

Housing:

- **Policy 2.2.1:** *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet 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 wellbeing 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; and*
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

The PPS clearly directs planning authorities to meet current and future needs by providing for a range and mix of housing that make efficient use of land, resources, and infrastructure, and which will support active transportation. This is also to be achieved through *transit supportive* development, and specifically by prioritizing intensification in proximity to transit.

The proposed development directly and positively responds to the Housing policies of the PPS by providing for a net gain of 142 dwelling units on the subject site, of purpose built rental tenure, thereby providing a new and diverse supply of housing options, located within a *strategic growth area*, in a *compact built form* that is *transit supportive*, and which will help achieve a *complete community*.

Settlement Areas:

- **Policy 2.3.1.1:** *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.*
- **Policy 2.3.1.2:** *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.*
- **Policy 2.3.1.3:** *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.*
- **Policy 2.3.1.4:** *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*
- **Policy 2.3.1.5:** *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*

- **Policy 2.3.1.6:** *Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.*

The subject site is located within the *settlement area* of the Town of East Gwillimbury, and also with a *strategic growth area* given the identification of the site within the Sharon *Local Centre*.

The redevelopment of the lands with a more intensive built form will make efficient use of land and resources, and will optimize the use of existing transit infrastructure and public service facilities by providing greater population density within walking distance. The subject site is also centrally and strategically located along Mount Albert Road, and with direct connections to the larger Sharon community, which will intrinsically promote active transportation.

The PPS is clear that planning authorities are to support general intensification and redevelopment to achieve *complete communities*, and by planning for a range and mix of housing options. As stated previously, the proposed development provides a gain of 142 new dwelling units on lands which presently support none, in a *compact built form*, and which can be considered more affordable than other forms of ground related housing which are prevalent within the community.

The proposal will thus contribute to the achievement of the minimum intensification targets established for the Town and the *Local Centre*.

Strategic Growth Areas:

- **Policy 2.4.1.1:** *Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.*
- **Policy 2.4.1.2:** *To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*
 - a) *to accommodate significant population and employment growth;*
 - b) *as focal areas for education, commercial, recreational, and cultural uses;*
 - c) *to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and*
 - d) *to support affordable, accessible, and equitable housing.*
- **Policy 2.4.1.3:** *Planning authorities should:*
 - a) *prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
 - b) *identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
 - c) *permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;...*

- e) *support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.*

As noted previously, the subject site is located within a *strategic growth area* by virtue of its presence within the Sharon *Local Centre* area. Further, the EGOP already contemplates that the lands are appropriate for high-rise development given the designation as *High Density Residential* use. On this basis, the PPS directs that significant population growth, and affordable and accessible housing is to be planned for this site and area.

The Town is thus to permit development and intensification of lands to support a *compact built form* to achieve *complete communities*. Notwithstanding this, the existing SSP, which admittedly was approved under a different policy regime and Council, is overly restrictive when compared to the permitted heights and densities otherwise allowed under the EGOP. When combined with the high groundwater table on the lands which limit the extent of underground parking that can be feasibly constructed, the effect of the SSP is to limit the provision of new dwellings that can be constructed in an appropriate location to address the needs of existing and future residents.

In our opinion the proposed development is consistent with the PPS direction as it meets the definition of *compact built form*, and will contribute to the enhancement of a *complete community* within the Sharon community.

Energy Conservation, Air Quality and Climate Change

- **Policy 2.9.1:** *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 proposed development advances these policies as it will provide a compact built form, at optimized transit-supportive densities. The building achieves the requirements of the Town's green standards, and will make efficient use of the property while responding to the unique groundwater conditions thereon. The building will implement modern code requirements and development standards which are energy efficient, while the proximity to transit, commercial and institutional amenities in the broader area, as well as bike

routes, will promote active transportation, and encourage alternative modes of transportation within the community and across the Town/Region in general.

Infrastructure and Public Service Facilities

- **Policy 3.1.2:** *Before consideration is given to developing new infrastructure and public service facilities:*
 - a) *the use of existing infrastructure and public service facilities should be optimized; and*
 - b) *opportunities for adaptive re-use should be considered, wherever feasible.*

There exists a wide range of public services and community facilities in the area, including parks, places of worship, and other institutions, including Town Hall, within walking distance of the subject site. The proposed intensification, resulting in a gain of 142 new purpose-built rental dwelling units, will contribute to additional population which can make use of these services, thereby optimizing usage and helping protect their viability into the future.

The proposed development will also make use of existing servicing infrastructure, which has been reviewed and found to have sufficient capacity to accommodate the proposed units.

Transportation Systems

- **Policy 3.2.1:** *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.*
- **Policy 3.2.2:** *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

A Transportation Mobility Plan addendum has been provided which demonstrates that the proposed development will provide an appropriate parking, bicycle parking, and loading supply on site, and that existing road infrastructure can accommodate the trips generated by the development (Refer to Section 6.4 of this Planning Report).

Sewage, Water and Stormwater

- **Policy 3.6.2:** *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.*
- **Policy 3.6.8:** *Planning for stormwater management shall:*
 - 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;*
- 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.*

The proposed development will be connected to existing municipal sanitary, water, and storm sewer infrastructure within the adjacent rights of way. This clearly responds to the direction of the PPS outlining that municipal services are the preferred form of servicing within settlement areas. A Servicing Review has been undertaken which confirms that there is sufficient capacity within the existing sanitary and water systems to accommodate the proposal, and that the proposed grading and stormwater management plans are generally consistent with those previously established for the Sharon Corners development.

Public Spaces, Recreation, Parks, Trails and Open Space

- **Policy 3.9.1:** *Healthy, active, and inclusive communities should be promoted by:*
 - 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;*
 - c) providing opportunities for public access to shorelines; and*
 - d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

The proposed redevelopment advances Provincial policy directions by providing an intensified urban form within a *designated growth area* and *strategic growth area*, that is *transit supportive* and optimizes the use of the land base and existing municipal infrastructure. The subject site is currently vacant, and has been planned to accommodate high density residential uses as part of the comprehensive plan for the Sharon Corners development. The proposed development reflects an opportunity to provide 142 new homes in a *compact built form* that is compatible and fitting with the evolving context of the Sharon Corners *Local Centre*, and has no adverse planning impact on adjacent uses.

The function and appearance of the streetscape along Mount Albert Road has already been improved with high-quality, pedestrian focused public realm enhancements including a new MUP, which will be further supplemented with new street trees and site landscaping, upon the construction of this next phase of development. These improvements will result in a drastic improvement to the existing condition, and advance the policy imperatives of the Province by activating the public realm and providing passive surveillance along the public realm.

In view of the forgoing analysis, we conclude that the proposed development is consistent with the PPS.

5.3 York Region Official Plan, 2022 (YROP)

On June 30, 2022, Region of York Council adopted an update to the YROP as part of its ongoing Municipal Comprehensive Review. As part of this review, the YROP was updated for consistency with revisions to the 2020 PPS and Growth Plan, which included updating the planning horizon and population forecasts to 2051, and implementing a phased intensification target. The YROP 2022 was approved with 80 modifications, and came into effect by a decision of the Minister of Municipal Affairs and Housing on November 4, 2022. Further updates to the YROP were implemented through Bills 150 in December 2023, and Bill 162 in February 2024 to reverse certain modifications. This review has been based on the June 2024 Office Consolidation of the YROP, which incorporates the modifications made by the Province through these processes.

Notably, the SSP was established in 2018 prior to the adoption of the YROP.

According to the YROP 2022, it is anticipated that the Region will experience significant growth to 2051, increasing from a population of 1,143,900 people and 599,100 jobs in 2016 to 2.06 million people and 989,200 jobs by 2051. Of this total, the Town of East Gwillimbury is forecast to accommodate 128,600 people and 44,300 jobs by 2051, representing an increase of approximately 103,900 people and 34,800 jobs (or +/-421% and +/-366% over 2016 levels, respectively) (**Policy 2.2.1** and **Table 1** of YROP 2022). These population targets are to form the basis for the planning of new development in the Region.

The YROP outlines that the primary location for growth and development in the Region is to occur in the *Urban System* (**Policy 4.1.1**). Within the YROP (2022), Maps and Schedules provide the following with regard to the classification of the subject property:

Table 8: YROP Mapping of the Subject Site

Map 1 – Regional Structure	<i>Within Urban Area</i>
Map 1A – Land Use Designations	<i>Within Community Area</i>

Figure 14	
Map 1B – Urban System Overlays	Within the <i>Designated Greenfield Area</i> , but <u>not</u> identified as a <i>New Community area</i>
Figure 14	
Map 6 – Wellhead Protection Areas (WHPA) and Intake Protection Zones	Within 5 to 25 Year Zone/WHPA-D
Map 9A – Regional Road Cycling Network	<i>Proposed Cycling Facility</i> shown along both Leslie Street and Mount Albert Road
Map 11 – Street Network	Both Mount Albert Road and Leslie Street identified as a Regional Road with a planned width of up to 41-metres. Lands have been previously conveyed through Plan 65M-4679
Map 12A – Significant Groundwater Recharge Areas and Recharge Management Areas	Site is within <i>Recharge Management Area</i> (WHPA Q1/Q2)

The elements of the Regional Structure are outlined in **Policies 2.1.3** and **2.1.4** as follows:

- **Community Areas** “where residential, population-related employment and community services are directed to accommodate concentrations of existing and future population and employment growth”
- **Designated greenfield areas** “where the minimum local municipal density targets in the Plan apply; ...”

The subject property is located in the *Community Area* of the Region, and more specifically within the *Designated Greenfield Area*, but **not** a *New Community Area*.

The YROP outlines the following policies which are of relevance in the consideration of the proposed development, in the context of both supporting the growth management policies of the Region, and with respect to the creation of complete communities:

- **Policy 2.2.2:** That growth management be integrated such that land use, financial and infrastructure planning achieve compact development patterns, promote the development of complete communities, optimize investments, provide for environmental sustainability, and minimize land consumption and servicing costs.
- **Policy 2.2.11:** That development shall be prioritized in locations with existing Regional infrastructure capacity.
- **Policy 2.3.1:** That communities shall be planned and designed as sustainable, healthy, vibrant complete communities walkable to most local amenities.
- **Policy 2.3.2:** That communities shall be planned in a comprehensive and coordinated manner using land efficiently and optimizing infrastructure with a compact, mixed-use, pedestrian friendly and transit-supportive built form.

- **Policy 2.3.3:** *That communities shall be designed in a manner that fosters physical and mental health, facilitates inclusivity and accessibility for people of all ages and abilities, and York Region's diverse population.*
- **Policy 2.3.13:** *That communities shall be designed to the highest urban design and green development standards, and support walkable neighbourhoods, which:*
 - a) *Provide pedestrian scale, safety, security, comfort, accessibility and connectivity to promote physical activity, wellness and reduce auto dependency;*
 - b) *Complement the character of the existing community's unique sense of place to foster social connections and inclusion;*
 - c) *Promote sustainable and attractive buildings that minimize energy use and reduce greenhouse gas emissions;*
 - d) *Promote landscaping including increasing tree canopy for shaded areas and community greening to promote environmental sustainability;*
 - e) *Provide public spaces and attractive streetscapes that encourage active transportation, and improve safety;*
 - f) *Ensure appropriate transition to surrounding land uses to support land use compatibility;*
 - g) *Use strategic building placement and orientation to emphasize walkability, accessibility and pedestrian visibility;*
 - h) *Apply best practices and guidelines to implement transit-supportive development; and*
 - i) *Create well-defined, centrally located public spaces that support physical activity and social interactions.*
- **Policy 2.3.26:** *To reduce vehicle emissions by ensuring that communities are designed to prioritize active transportation, transit-supportive development and intensification in appropriate locations.*
- **Policy 2.3.39(d):** *provide for a mix and range of housing options suitable for all ages, household sizes and abilities, in partnership with local municipalities, senior levels of government, the development industry, community partners and other stakeholders including: ...purpose-built rental housing.*
- **Policy 2.3.40:** *That a minimum 25% of new housing outside of Regional Centres and major transit station areas be affordable in each local municipality.*
- **Policy 2.3.42:** *That a minimum of 1,000 new purpose-built rental units be built Region-wide per year, with local municipal targets provided in Table 2.*
- **Table 2:** *outlines a target of 750 purpose built rental units for each decade between 2021 and 2051, with a total target of 2,250 units by 2051*
- **Policy 2.3.49:** *To create vibrant and healthy communities that attract and retain talent, a highly skilled labour force, and quality employers.*

The proposed development directly responds to the growth management policies of the Region, and will contribute to the establishment of a *complete community*. The resulting built form will create a compact, high density residential building, which more efficiently uses lands within the *Designated Greenfield Area*, contributing to the achievement of the

minimum intensification targets of the Region. It will use existing servicing infrastructure, and is within walking distance of a variety of community amenities and services, thus leveraging the investments already made by the Region and Town.

The proposed building has been located at the focal point of the intersection of Mount Albert Road and Illumination Way, with the lobby directly addressing both streets, providing a clear connection between the private and public realm, which will be further augmented through the passive surveillance afforded by the terraces and outdoor amenity areas along the streets. All building entrances being connected directly to public sidewalks, and protected from the weather by canopies and/or the porte-cochere. The provision of 142 new apartment dwelling units will add much needed variety to the supply of housing within the community, providing further options for residents to potentially live close to their place of employment. Accommodation is also to be provided within the common amenity areas to facilitate work from home activities. As a result, the proposed building will serve as both an origin and destination for travel, and allow the employment base of the Region to continue to grow. Further, the proposed dwelling units are to be of purpose-built rental tenure, thereby aiding in the achievement of the rental housing targets for the Town by providing approximately 19% of the total 2021-2031 target of 750 units within one building.

The streetscape along Mount Albert Road is already evolving towards a pedestrian corridor with the previous installation of an MUP. Landscape design measures will continue to enhance this through the provision of additional street trees and landscape treatments. This will be augmented by a consistent street wall, providing ample fenestration and active uses at grade including the building lobby and amenity spaces. A mix of unit sizes are contemplated, which are inherently accessible as they are all on a single level, thus provided further diversification of housing options within the community, which are suitable for people of all ages, family composition, or ability. Further, the proposed apartment dwelling units can be considered more intrinsically affordable and attainable than traditional forms of ground related housing, which is prevalent in the community.

Further policies related to the development of Community Areas, Designated Greenfield Areas, Intensification, and Local Centres include:

- **Policy 4.1.1:** *That the primary location for growth and development within York Region take place within the Urban System which includes the following structural elements:*
 - a) *Urban Area, Towns and Villages, and Centres and Corridors, as shown on Map 1;*
 - b) *Community Area and Employment Area land use designations, as shown on Map 1A; and*
 - c) *A series of land use overlays, as shown on Map 1B, and described in Section 2.1 of the Plan.*

- **Policy 4.1.3(c):** *That the forecasts in Table 1 be used as the basis for planning and development primarily within the Urban System in accordance with the following per Section 2.2 of the Plan: ...The designated greenfield area, including New Community Areas, as the primary location for new greenfield development;;...*
- **Policy 4.2.1:** *That Community Areas, identified on Map 1A, are where the majority of residents, personal services, retail, arts, culture, recreational facilities and human services needs, will be located. Employment opportunities shall also be encouraged within Community Areas.*
- **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.*
- **Policy 4.2.4:** *That local municipalities shall provide for a balance of residential uses and compatible employment uses that provide services to residents throughout Community Areas to provide for working, living and daily activities in close proximity.*
- **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.*
- **Table 4** identifies a **minimum** density target of 60 residents and jobs per hectare for the Town of East Gwillimbury.
- **Policy 4.4.1:** *That intensification be directed in accordance with the Regional hierarchy outlined in policy 4.4.2 to utilize land efficiently and sustainably that is commensurate with available hard and soft services and existing infrastructure, while having regard for the local context.*



- **Policy 4.4.3:** *That strategic growth areas be the primary locations for concentrations of high density and mixed-use development in York Region.*
- **Policy 4.4.4:** *To prioritize intensification in strategic growth areas and establish a scale of development that reflects the Regional intensification hierarchy as set out in policy 4.1.3 of the Plan as implemented through local official plans.*

- **Policy 4.4.5:** *That local municipal official plans, secondary plans, or other comprehensive plans, and development contemplated within strategic growth areas shall plan for growth consistent with:*
 - a) *The Regional intensification hierarchy outlined in policy 4.1.3;*
 - b) *Existing and/or planned transit identified on Map 10 of the Plan,*
 - c) *Water, water-wastewater and road infrastructure capacities;*
 - b) *The provision of/access to local parks, schools, and other social, cultural, and commercial services.*
- **Policy 4.4.7:** *That the majority of residential intensification shall be directed to locations which provide access to human, educational and social services, retail, employment, arts, culture, parks, recreational facilities and transit within a 15 minute walk and in a manner that is consistent with the policies in Section 2.3 the Plan.*
- **Policy 4.4.8:** *That intensification shall include a variety of medium and high density dwelling unit types and sizes to provide housing choice. Larger family type units shall be encouraged to accommodate York Region's forecast.*
- **Policy 4.4.9:** *To direct a significant amount of mixed-uses, including street-related commercial, to strategic growth areas.*
- **Policy 4.4.10(a)** and **Table 6** which describe that East Gwillimbury is to plan to meet or exceed an intensification target of 700 units and an intensification rate of 2% between 2016 and 2051, indicating that the majority of growth is to occur in Designated Greenfield/New Community Areas
- **Policy 4.4.11:** *That local municipalities shall develop local municipal intensification hierarchies and identify minimum and maximum density and height targets for strategic growth areas in a manner that is consistent with the Regional intensification hierarchy.*
- **Policy 4.4.15:** *That local municipalities shall, in consultation with York Region, identify locations along Regional arterial roads and other major streets where the missing middle can be accommodated.*
- **Policy 4.4.17:** *That development within strategic growth areas be of an urban form and design that is compact, accessible, mixed-use, oriented to the street, pedestrian- and cyclist-friendly, and transit supportive.*
- **Policy 4.4.18:** *That a wide range of residential, commercial and institutional uses, including retail uses, offices, mixed-use and human services be provided in strategic growth areas.*
- **Policy 4.4.19:** *That strategic growth areas be planned and designed to achieve an appropriate transition of built form to adjacent areas.*
- **Policy 4.4.47:** *That Local Centres and Corridors serve as important neighbourhood focal points and mainstreets that provide a range of working, shopping, recreation, human services and housing opportunities with appropriate forms and scale that complement the surrounding community.*
- **Policy 4.4.49:** *That the planning and implementation of Local Centres and Corridors shall be consistent with the relevant policies of Section 4.4 of this Plan.*

As described previously, the subject property is located within the *Urban System*, and more specifically within the *Community Area* of the Region, and also within the *Designated Greenfield Area (DGA)*. Despite the identification of the subject site as being within a DGA, it must be considered that the context of the surrounding area has changed greatly since the Region first identified the *Built Boundary* through the introduction of the Growth Plan for the Greater Golden Horseshoe in 2006. Since this time, significant development has occurred within the Sharon Community, including within the Sharon Corners lands. On this basis, we suggest that it is more appropriate to consider the proposed development as infill, rather than greenfield.

The subject site is proximate to a variety of commercial and community amenities, and existing transit. The YROP specifically provides that Community Areas are where the majority of residents are to be located, with a minimum density target of 60 residents and jobs per hectare identified for the Town of East Gwillimbury for DGA lands, and intensification of at least 700 units between 2016 and 2051. In our opinion, the proposed development will optimize the use of the subject property, and contribute to the minimum density and intensification targets of the Region, regardless of whether one considered the subject site to be greenfield or infill development.

The proposed building is appropriately oriented to the street, and will provide a compact, accessible built form, that is supportive of pedestrian and cycling activity. The building is intrinsically accessible to existing transit, and may provide a case to expand transit opportunities within the Sharon Centre by providing a concentration of density and by extension, potential riders. The proposed building also helps to further establish the Sharon Local Centre and Local Corridor as a focal point for density.

The proposed building provides an appropriate transition to the low density developments located north of the Regional Trail Corridor, maintaining compliance with an angular plane, and having limited shadow impacts. In this regard, the proposed massing can be seen as a transition towards the Local Corridor along Mount Albert Road, which has already been established as an appropriate location for greater height through the construction of the Revera Retirement Building as part of Phase 1 of the Sharon Corners development.

The proposed development will also expand the availability of housing options, including intrinsically affordable units, in the form of purpose built rental apartment dwellings.

As outlined in the Servicing Review prepared in support of the proposed development (refer to Section 6.5 of this Planning Report), notwithstanding the increase in units contemplated for this phase of the Sharon Corners development, there are no negative impacts on the water and sanitary sewer systems, which have already been designed to accommodate a high-density apartment building.

Further, a Transportation Mobility Plan addendum has demonstrated that the proposed development will have a nominal impact on area roads or intersections in post-

development conditions (refer to Section 6.4 of this Planning Report). Further, a series of transportation demand management measures are to be provided in addition to the reduced parking supply to assist in promoting transit or active transportation use.

It is our opinion that the proposed development conforms to the provisions of the YROP 2022, and that the proposed amendments to the Town of East Gwillimbury Official Plan represent good planning.

5.4 East Gwillimbury Official Plan, 2010 (EGOP)

The Town of East Gwillimbury Official Plan (EGOP) was adopted on June 28, 2010. The EGOP was subject to a number of appeals following its approval. Partial approval was provided for the majority of the EGOP by the Ontario Municipal Board (now the Ontario Land Tribunal - OLT) in 2013 and 2014. The portions of the EGOP which remain under appeal at the OLT do not impact the subject property.

The purpose of the EGOP is to provide direction and a policy framework for managing growth and land use decisions to ensure growth is appropriate and achieves a sustainable community, while protecting environmental areas, heritage features, historic community identity, and the rural countryside. The overall vision of the EGOP is to promote community development which is sustainable and respectful of the environment, to create cohesive, vibrant, and connective neighbourhoods which are sensitive to the heritage and history of the Town, to ensure a high quality of life for residents, and to foster a vibrant rural countryside through support for farming and secondary uses.

Considering projected growth to a population of 86,500 residents and 34,000 jobs by 2031, the EGOP directs that the *Urban Area* of the Town is to accommodate 74,500 residents, or 86% of the projected population within the Town. The Urban Area is further classified into three main areas:

- *Centres and Corridors;*
- *Community Areas;* and
- *Employment Areas.*

The subject site is described in the various Maps to the EGOP as outlined in the following table:

Table 9: EGOP Mapping of the Subject Site

Schedule A – Town Structure	Subject property identified within a <i>Community Area</i> , and also within a <i>Local Centre</i> . Leslie Street and Mount Albert Road are further classified as <i>Local Corridors</i> .
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Schedule A-1 – Urban Structure <i>Figure 15</i>	Subject property more specifically identified within the <i>Settlement Area Boundary</i> and <i>Built Boundary</i> for the Sharon Community, as well as within the Sharon <i>Local Centre</i>
Schedule B-3 – Sharon Land Use Plan <i>Figure 16</i>	Subject property identified as <i>High Density Residential</i>
Schedule D-1 – Natural Heritage System in the Urban Planning Area	Lands north of the subject property identified as <i>Core Areas</i> , consistent with the <i>Regional Greenlands System</i> designation. The boundary of the System has been previously confirmed and is consistent with the existing property lines of the subject site.
Schedule E – Transportation Network	Both Leslie Street and Mount Albert Road identified as <i>Regional Arterial</i> roads
Schedule E-1 – Cycling Network	Leslie Street and Mount Albert Road identified as <i>Proposed Cycling Facilities on Regional Roads and Right of Ways</i> .
Schedule F-1 – Parks, Trails and Community Facilities in the Urban Planning Area	Lands north of the subject property identified as <i>Natural Heritage System</i> , consistent with the <i>Regional Greenlands System</i> designation discussed previously. A <i>Community Trail Linkage (proposed)</i> is generally shown extending north from Mount Albert Road at the point of intersection with the <i>Natural Heritage System</i> designated lands.
Schedule G – Resource Management Plan	Subject property located within a <i>10-25 Year Wellhead Protection Zone (WHPA-D)</i> .

The EGOP provides that *Centres and Corridors* are to become the “...*focal points for activity and built form within the community*” enabling residents to meet weekly needs for shopping, employment, education, entertainment, services, etc. They are to be planned to accommodate the highest densities and broadest mix of uses within the Town in order to support transit and active transportation. Within *Centres*, the highest built form and density is to be focused towards the core of each area and at street intersections, with an appropriate transition provided towards existing or planned adjacent uses (**Policy 3.2.3.2(v)**). Underground or structured parking is encouraged as a means of achieving ultimate densities (**Policy 3.2.3.2(viii)**).

Centres are further sub-categorized as *Major Local Centres* and *Local Centres*. A *Local Centre* is identified on Figure A-1 for the Sharon Community, generally identified around the intersection of Mount Albert Road and Leslie Street. **Section 3.2.3.2.2** describes that

Local Centres are to be developed as compact, mixed-use areas with a focus on the public realm by permitting street related retail and commercial uses combined with residential and office uses on upper storeys. Detailed land uses for *Local Centres* are outlined in the *Village Core* designation of the EGOP.

Section 3.2.3.3 outlines that *Corridors* are intended to link the *Centres* and *Community Areas*, and are to support a wide range of uses in order to create an animated, vibrant streetscape and public realm which encourages pedestrian movement. The highest levels of height and density within a *Corridor* are to occur near *Centres* or at key intersections. **Section 3.2.3.3(ii)(a)** goes on to describe that *Local Corridors* are to achieve an average floor space index of 0.65, a maximum height of 4-storeys, unless otherwise specified.

Urban and Public Realm Design

The EGOP identifies that excellence in urban and public realm design is key to the delivery of the vision of the Town. Accordingly, a number of design policies are provided, which include:

- **Policy 3.3.1.1:** *Streetscapes shall be designed to promote safety and ease of use of multiple means of transportation, including vehicular, pedestrian, bicycle and transit...*
- **Policy 3.3.1.2:** *Streetscape design shall integrate and coordinate a variety of elements to create visually attractive public spaces and a sense of place. These include appropriate right-of-way width to accommodate landscaping, street trees, decorative paving, lighting, street furniture, signage and special corner treatments.*
- **Policy 3.3.1.3:** *Within Centres and Corridors, streetscapes shall be designed to create an attractive pedestrian environment through wide sidewalks and opportunities for seasonal displays and/or seating.*
- **Policy 3.3.1.4:** *Streetscapes at major intersections and Centres should be developed with special community features, tree planting and paving to identify these areas as focal locations.*
- **Policy 3.3.1.5:** *Street tree planting shall be included in the design of all streetscapes to contribute to a high quality of landscaping and promote pedestrian comfort. Tree planting should be continuous and the species, placement and frequency of street trees should be appropriate for the type of street.*
- **Policy 3.3.1.6:** *Sidewalks shall be located to provide uninterrupted pedestrian movement to transit stops, commercial centres and all community amenities, and shall have regard for the space between the building and the roadway in non-residential areas.*
- **Policy 3.3.1.7:** *Design and selection of street lighting, signage and streetscape furniture should be coordinated and should support the character of the local community.*

Additional policies are provided for Institutional, Commercial, and Industrial development, which are not be applicable to the proposed development, but are still informative:

- **Policy 3.3.3.2:** *Development shall be located close to the primary street frontage with entrances, entrance features and glazing facing the public realm to reinforce the streetscape. In general, buildings shall occupy major amounts of the street frontage wherever feasible.*
- **Policy 3.3.3.6:** *Sites and buildings shall be designed so that major entrances, major public areas of buildings and office components front onto the adjacent street.*
- **Policy 3.3.3.7:** *The facades of buildings that face existing residential areas, or are visible within prominent vistas from publicly-accessible natural areas or public open spaces, shall incorporate a high standard of exterior design. The character, scale, appearance and design features of the buildings and their sustainable design should prevent views of blank walls from adjacent uses.*
- **Policy 3.3.3.8:** *Direct pedestrian connections from building main entrances to public sidewalks, transit areas and other amenities shall be required.*
- **Policy 3.3.3.10:** *Exterior design shall create visual interest and building identity through details such as fenestration, changes in wall planes, projecting elements, roof elements and overhangs, and change in materials to prevent large uninterrupted wall surfaces and appearance of buildings as unarticulated “boxes”.*
- **Policy 3.3.3.11:** *Site planning and building design shall promote pedestrian comfort and shall be based upon street-related, pedestrian-scaled building design both internally and to perimeter streets. This will promote convenient and safe pedestrian movement both to the site and within it.*
- **Policy 3.3.3.20:** *Service and loading areas shall be located away from street frontages to minimize views from adjacent streets. Location to the rear or sides of buildings is preferable wherever possible. Such service areas may require screening with walls and landscaping that is compatible with the adjacent building design.*

The proposed development standards contemplate minimal setbacks from the street along Mt. Albert Road in order to promote a sense of safety and connection between the proposed uses and pedestrians, with sufficient space provided in order to allow for vegetation to thrive along the public realm. The front entrance for the proposed building contemplates a projecting canopy and plaza area adjacent to the front entrance connecting to Mount Albert Road and Illumination Way. Further, the prominence of the intersection formed by these roads has been reflected in the proposed built form, which provides upgraded architectural detailing to highlight the prominence of the location, and the visibility of the building. Similarly, the façade along both streets provides ample fenestration and balconies to enhance passive surveillance of the public realm, while also utilizing architectural details and materiality to differentiate the lower, middle, and upper portions of the building to maintain a sense of pedestrian scale.

Vehicular access points to the development has previously been accommodated from Illumination Way, thereby eliminating possible conflicts between vehicles and pedestrians and cyclists. A vehicular drop-off area for the building is to be provided on the northern

façade, which is accessed via the internal laneway network. This location ensures there will be no conflict with the public realm along Mount Albert Road, thus ensuring it can remain pedestrian oriented. Further, the proposed loading and waste collection facilities for the building are also located off of the internal driveway, and have been incorporated into the structure to screen these operations from public view.

While above grade parking is required owing to high groundwater levels on site, these areas have been designed with a contiguous façade along Mt. Albert Road such that they are indistinguishable from the residential portions of the building. The exposed façade along Illumination Way at the intersection with Mt. Albert Road is also to be activated with building lobby and amenity area. These areas will be directly connected to the sidewalk within the public realm along both streets. The details of proposed plantings, signage, lighting, and furniture will be coordinated with Town Staff through a future Site Plan Control application.

Intensification

Section 3.5 of the EGOP provides that intensification is encouraged within the *Settlement Area* through the development or redevelopment of vacant or underutilized sites. Growth through intensification is to occur primarily within intensification areas – being the *Centres* and *Corridors* that fall within the built boundary. On this basis, the subject site is an appropriate location to accommodate the proposed development as it represents a means of intensification which will conserve land resources, enhance the character of an existing community through a transition of built form and density. **Policy 3.5.2** outlines a minimum intensification target of 1,030 residential units for the Town within **Table 3.3**, further specifying that a minimum of 170 residential units to be created within the Sharon community by intensification and infill between 2006 and 2031 to achieve this target. **Policy 3.5.3** describes that infill and intensification is to be particularly encouraged in several areas, including along *Local Corridors*. Where intensification is proposed, it must address the criteria of **Policy 3.5.4**:

- i. Availability of all publicly and privately provided services and infrastructure, such as but not limited to: water, sewer, roads, utilities, parkland, and community facilities including schools and libraries;*
- ii. Scale of proposed buildings with respect to existing or approved buildings on neighbouring properties;*
- iii. The level of traffic generated by the proposed use and any proposed transportation demand management measures to be incorporated;*
- iv. The urban and architectural design of the proposed development;*
- v. The level of sustainability of the project based on standards described in this Plan;*
- vi. The level to which the proposed development assists in the Town's balanced growth approach as outlined in this Plan.*

In general, the suitability of the Sharon Corners lands for more intensive development has previously been considered and deemed appropriate by the Town by virtue of the prior

approvals. It is acknowledged that the proposed development represents greater height and intensity than previously considered, however it is our opinion that the development will still satisfy the above noted criteria for the following reasons:

- Supporting technical analysis has been provided to demonstrate that area roads and servicing infrastructure can accommodate the proposed development, even with the increased unit count;
- The subject site is effectively isolated from lower density residential uses due to the presence of the adjacent natural corridor/Regional Trail system. As a result, there remain no shadow or view impacts of the proposal on lower density land uses along Countryman Road or Ladder Crescent. The proposed height is generally consistent with that envisioned by the High Density Residential land use, and when combined with the Revera facility to the east, will provide a consistent street wall and appropriate height along Mt. Albert Road, results in an appropriate ratio of height to the planned width of the street (approximately 1:1), and is an appropriate reflection of the character envisioned for a *Local Corridor* and the Sharon *Local Centre*;
- A Transportation Mobility Study has been prepared to review the impacts of the proposed development on the existing street network, and to recommend transportation demand management (TDM) measures to help reduce vehicle usage (refer to Section 6.4 of this Planning Report). Further, the proximity of the subject site to existing transit and commercial/community amenities will intrinsically encourage active transportation;
- The proposed built form and design maintains the character previously established for the Sharon Corners development, providing a well articulated mass, with high quality materials;
- Sustainability will be demonstrated through the detailed design stage of development. It is not anticipated that the proposed development would be unable to achieve the Town's Green Development Standards (TGDS); and
- The proposed development will provide a supply of 142 new purpose-built rental housing units along a *Local Corridor*, and within the Sharon *Local Centre*, contributing to the achievement of Regional and Town growth targets in an appropriate location.

Land Use

As identified previously, the subject property is designated as *High Density Residential* subject to an SSP established within the EGOP through OPA 5.

Lands within the *High Density Residential* designation are described as providing opportunities for non-ground oriented housing forms as the highest densities permitted in the EGOP, and are thus to be directed to Centres and Corridors to concentrate activity and promote higher-order transit. Relevant policies include:

- **Policy 4.4.4.1(i):** *Land designated High Density Residential may be zoned to permit: Apartments with a minimum height of 13 metres (4 storeys) up to a maximum of 40 metres (12 storeys) in height ...[emphasis added]*
- **Policy 4.4.4.2:** *High Density Residential areas may be developed to a residential density ranging between 80 and 150 units per net hectare.*
- **Policy 4.4.4.3:** *Buildings shall be sited to minimize potential for adverse impacts on Low Density Residential Areas.*

Further, the SSP provides that:

- a) *Townhouses may be permitted in association with one or more apartment buildings and/or retirement homes, provided, in the entire area designated High Density Residential:*
 - i. *A minimum of 50% of the dwelling units are located in apartment buildings and/or retirement homes;*
 - ii. *At least one apartment building or retirement home is built prior to, or at the same time as the townhouses;*
 - iii. *The combined density conforms to policy 4.4.4.2*
- b) *The permitted maximum building height for lands up to 60 metres north of Mount Albert Road, measured from the property line, is 7-storeys. The permitted maximum building height for lands beyond 60 metres of the property line along Mount Albert Road is 3-storeys.*
- c) *The permitted maximum Floor Space Index is 1.37 across the entire lands,*

This framework was approved under a different policy regime at the Provincial and Regional levels, at a time when the focus of both the Town and the Owner was on ensuring the prompt development of the Revera facility (as evidenced by the requirement of Policy (a)(ii)). Accordingly, the details of the proposed development (and in particular, the required height and density necessary to facilitate a feasible development proposal), as well as the potential phasing and/or condominium/land division extents were not known.

It is our opinion that the SSP framework is overly complex and difficult to administer given the past approvals have fragmented the lands through both Consent and Condominium approvals. Additionally, it is noted that the SSP is more restrictive in terms of height than the parent *High Density Residential* land use policy framework. The proposed Amendment contemplates simplifying the SSP in order to bring the proposed height provisions into better conformity with the policies of 4.4.4.1, and to permit the proposed density of the subject site.

The proposed building maintains a height of 40 metres, which is contemplated by the EGOP. The need for additional storeys largely stems from the limited ability to provide underground parking, which would otherwise result in a 9-storey building. Notwithstanding this, it has been demonstrated through the angular plane and shadow analysis that there are no adverse impacts on low density residential areas or the Regional Trail Corridor.

Further, the subject site represents an appropriate location for the proposed use, which will adequately provide a transition to lower intensity areas that do not abut a *Local Corridor/Regional Arterial Road*.

Wellhead Protection

The subject property is located within a 10-25 Year *Wellhead Protection Zone* outside of the Oak Ridges Moraine. Accordingly, the EGOP provides that:

- **Policy 7.6.3** *“In Wellhead Protection Areas outside of the Oak Ridges Moraine, a Risk Assessment shall be conducted as prescribed by the Clean Water Act, 2006, as amended from time to time, and a Risk Management Plan developed and approved by the Region of York prior to the establishment of new land uses which involve:
 - i. Storage and manufacture, except by an individual for personal or family use, of:
 - petroleum fuels;
 - petroleum solvents and chlorinated solvents;
 - pesticides, herbicides and fungicides;
 - construction equipment;
 - inorganic fertilizers;
 - road salt;
 - contaminants as identified by the Province, including, but not limited to, those listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990 (see Appendix 5);
 - ii. Generation and storage of hazardous waste or liquid industrial waste;
 - iii. Waste disposal sites and facilities, organic soil conditioning sites and snow storage and disposal facilities;
 - iv. Storage and application of agricultural and non-agricultural source organic materials.”*

The uses contemplated by the comprehensive development plan for the subject property are primarily residential or mixed-use in nature. Accordingly, the manufacturing or large-scale storage of the above-noted materials are not contemplated. The Owner has previously prepared the necessary Source Water Impact Assessment and Mitigation Plan (SWIAMP) (refer to Section 6.7 of this Planning Report), and will work with the Region of York to ensure that any risks or impacts within the Wellhead Protection Area are minimized to the greatest extent possible.

It is our opinion that the intent of the EGOP and SSP with respect to growth management, housing, urban design, phasing and land use are maintained by the proposed development despite the required Amendments for the reasons contained within this Planning Justification Report.

5.5 Adopted East Gwillimbury Official Plan (the “EGOP 22”)

Following a public meeting in May 2022, the Town of East Gwillimbury Council finalized and adopted the EGOP 22 at its meeting of June 21, 2022. At the time of adoption, the Region of York remained the approval authority for the updated Official Plan. Comments on the adopted Plan were subsequently provided back to the Town in June 2023, which prompted a further review of the document by Town Staff.

On July 1, 2024, the Region of York was declared to be an ‘upper tier municipality without planning responsibilities’. On this basis, it is understood that the Province is now the approval authority. It is also understood that the Town is presently preparing an updated draft of the revised Official Plan which may incorporate comments from the Region, portions of the YROP based on the transition provisions of **Section 70(13)(2)** of the Planning Act, and to ensure consistency with the updated Provincial policy framework. At the time of authoring this Planning Justification Report, a revised draft EGOP 22 has not been released for public review. Accordingly, this section reviews the version of the EGOP 22 adopted by Town Council in June 2022 as this represents the stated intent of Council.

The vision for the Town, and the policies of the EGOP 22 are based on 8 guiding principles, including:

- *To ensure that new development contributes to the creation of complete communities, including a diverse mix of uses to facilitate easy access to daily needs, a multi-modal transportation system, live-work and local employment opportunities that provides opportunities for people of all ages, abilities, and incomes.*
- *To encourage and support the creation of a full range and mix of housing options to meet the needs of a growing and diversifying population, including a mix of densities, unit types and tenures, as well as affordable, accessible housing options.*
- *To promote fiscal responsibility, by ensuring that the required capital and operating expenditures to provide services for growth and development are funded in an equitable and sustainable manner and that supports logical development patterns, the creation of complete and successful communities, and the achievement of the Town’s intensification and density targets.*
- *To create cohesive, vibrant, and connected urban communities through the promotion of successful, mixed-use historic main streets, attention to urban design and architectural excellence, and the protection of the Town’s cultural heritage.*

Within the EGOP 22, the subject site is identified as follows:

Table 10: EGOP 22 Mapping of the Subject Site

Schedule 1: Growth Management

Within the *Central Growth Area*

Schedule 2: Urban Structure <i>Figure 17</i>	Subject property identified within a <i>Designated Growth Area (DGA)</i> – <i>Strategic Growth Area (SGA)</i> , more specifically, the <i>Community Area</i> within a <i>Local Centre</i> . Leslie Street and Mount Albert Road are further classified as <i>DGA-SGA Corridors</i> .
Schedule 3C: Sharon Land Use Plan <i>Figure 18</i>	Within the <i>High Density Residential</i> land use designation, subject to Special Policy Area 4.7.18
Schedule 4: Natural Heritage System	Lands abutting subject site are within <i>Environmental Protection Designation</i> . Limit of development established through previous application processes.
Schedule 6: Special Provisions and Exceptions	Within Special Policy Area 4.7.18
Schedule 7: Active Transportation, Parks and Community Facilities	Leslie Street and Mount Albert Road are classified as <i>Proposed Cycling Facilities on Regional Roads and Right of Ways</i> . The adjacent Regional Trail and Ladder Park are also identified.
Schedule 8: Road Network	Leslie Street and Mount Albert Road are identified as <i>Regional Arterial</i> roads.
Appendix I, Map 4: Wellhead Protection Areas	Within 5-25 Year Zone (<i>WHPA-D</i>)
Appendix I, Map 6: Recharge Management Areas	Within <i>WHPA-Q Area</i>

Growth Management

The EGOP 22 recognizes the 2051 population forecasts for the Town contained within the YROP, amounting to the need to accommodate 90,000 more residents by 2051 – of which the *Central Growth Area* (which includes the Sharon, Holland Landing, and Queensville communities) is to accommodate approximately 113,600 people (**Policy 2.1(a)**). Job growth is similarly to increase by approximately 30,000 jobs over the same period (**Policy 2.1(b)**). Both of these figures are understood to represent minimum estimates.

As outlined previously, the subject site is located within the *DGA*, which are described as “being within the defined *Settlement Areas* include those areas within the Town that are outside of the *Delineated Built-Up Area*, but are needed to accommodate urban growth over the time horizon of this Plan”. It is recognized that the *DGAs* may include vacant lands as well as lands that have been developed since 2006, and may be subject to existing secondary plans, as is the case with the subject site.

Within the DGA, *Strategic Growth Areas* as described in **Policy 2.2(b)(ii)** are to be planned to incorporate higher intensity mixed-use centres and corridors. **Policy 2.3** provides the following policies of relevance to the proposed Amendments:

- **Policy 2.3(d):** *The Designated Greenfield Areas are expected to accommodate significant growth over the 2051 horizon of this Plan as they develop as Strategic Growth Areas, Community Areas, and Employment Areas.*
- **Policy 2.3(e):** *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. ... **[emphasis added]***
- **Policy 2.3(f):** *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 re-examined to determine if 50 residents and jobs per hectare in the developable area can be achieved....*

The Growth Management policies of the EGOP 22 clearly direct growth to the DGA SGA, which includes the subject site, in order to achieve an overall minimum density of 55 residents and jobs per hectare.

It is also provided that where development approvals are still required for lands within the Sharon Secondary Plan area, they shall be analyzed to ensure that a minimum of 50 residents and jobs per hectare can be achieved. This policy is applicable in the consideration of the proposed development.

The proposed development will contribute to the achievement of the minimum density targets with an appropriately designed building that responds to the unique context of the subject site. The proposed OPA will also remove restrictions on the potential height and FSI that are permitted through the SSP, thus allowing the provisions of the parent Official Plan to prevail. In this regard, it is our opinion that the intent of the EGOP 22 is maintained, despite the need for an OPA.

Building a Successful Community

Chapter 3 of the EGOP 22 provides policies and objectives in order to achieve a successful and *complete community*, recognizing three key elements in **Policy 3.2.2(a)**:

- *The Strategic Growth Areas, incorporating private and public developments that include an integrated mix of uses, activities, and experiences and that can be used for a variety of purposes, adapting over time to changing circumstances and opportunities;*
- *An integrated transportation system that connects, through roads, trails and transit, all of the elements the Town's urban structure and maximizes the number of*

- residents and businesses which are in proximity to active transportation and transit routes, shops and services, and public service facilities; and,*
- *The provision of a full range and mix of housing options to meet the needs of all residents throughout their life-cycles, including the provision of affordable housing.*

Specific policies of relevance include:

- **Policy 3.2.2(b):** *The Strategic Growth Areas identified on Schedule 2 include a number of higher intensity mixed-use centres and corridors, as well as the Town's two identified Major Transit Station Areas. The policies of this Plan support that urban structure by promoting transit supportive development and intensification.*
- **Policy 3.2.3(b):** *Housing mix within the DGA Community Areas shall be regulated through the imposition of a minimum density target. Higher minimum density targets will be identified for the Strategic Growth Areas.*
- **Policy 3.3.1(a):** *Being a Viable and Financially Responsible Community is to actively support economic development initiatives that create a full range of employment opportunities and to ensure that development is efficient and cost-effective. Objectives are to: ...*
 - iii. *Optimize the use of existing infrastructure investments and promote the coordinated, efficient, and cost-effective delivery of housing options, service infrastructure, and public service facilities that are appropriate for the planned urban structure; ...*
- **Policy 3.4.1(a):** *A high quality, and ultimately a beautiful community, includes well designed buildings and streetscapes. A beautiful community protects natural heritage features and views and includes an accessible and well-designed system of public parks and open spaces that celebrate the community and provide opportunities for enjoyment by the entire population. A high quality community should engender a sense of pride as a place to live and a sense of stewardship in its long-term care and maintenance. Objectives are to:*
 - i. *Develop a welcoming community that encourages and supports active living, social engagement, civic pride, and the creation of a sense of place and well-being;*
 - ii. *Include landmarks and gateways that clearly identify where you are, and when you have entered. Landmarks must be recognizable and visible from a distance. Gateways help recognize entry points into the community. Landmarks and gateways can include buildings, structural elements, and/or landscape features;*
 - iii. *Build beautiful streets and streetscapes. High quality streetscapes incorporate the concept of Complete Streets, and provide opportunities for active transportation. They are designed to be pedestrian friendly and safe. Building façades play a crucial role in defining the street edge, animating the street and creating the image and character of the community. Together the streets and the adjacent building façades create a streetscape;*

- iv. *Ensure the protection of cultural heritage assets and buildings and integrate them sympathetically within new development;*
 - v. *Ensure that parks and open spaces, including the natural heritage system, are beautiful, accessible, and linked;*
 - vi. *Require that high quality architecture that transcends a theme or a specific period in time is fundamental to a beautiful community. Buildings should be compatible with one another, but there must be a diversity of scale and a diversity of style as it may be defined through building materials, colour, and architectural details;*
 - vii. *Require the implementation of safe and accessibility design features, in accordance with the requirements of Crime Prevention Through Environmental Design (CPTED) and the Accessibility for Ontarians with Disabilities Act (AODA); and,*
 - viii. *Promote the concept of compatible development to ensure that new developments fit within the surrounding neighbourhood with consideration for the mix of uses, massing, height, scale, architecture, and the architectural details of adjacent buildings.*
- **Policy 3.4.3(b):** *All new development shall be consistent with the Town's Urban Design Manual, to the satisfaction of the Town. To demonstrate consistency, the Town may require the submission of an Urban Design Brief in support of any development application. ...*

The proposed development seeks to implement *transit supportive* densities proximate to existing bus routes operating along Leslie Street, and will achieve the minimum density targets of the DGA as outlined previously. The potential for additional density targets for the SGA is recognized, and supported. The proposed use will diversify the mix of housing options within the Sharon community, and will optimize the use of existing infrastructure while providing additional housing supply to accommodate new and existing residents, thereby tangentially supporting the economic growth of the Town.

The proposed building is appropriately located along a *Local Corridor*, and represents a transition in intensity along a Regional Arterial road. When considered with the balance of the Sharon Corners development, a gateway to the Sharon Local Centre will be created along Mount Albert Road by virtue of increased density approaching the intersection with Leslie Street. The proposed building will supplement the existing streetscape established by the Revera building, providing additional passive surveillance while protecting the adjacent natural heritage system. The proposed architectural expression has been carefully coordinated with the adjacent buildings within Sharon Corners, and will continue to be reviewed with Town Staff.

An updated architectural control guideline has been prepared and is provided under a separate cover. The recommendations of these updated guidelines have been considered during the development of the conceptual plans for the proposal.

Policy 3.4.3(c) and (d) outline the notion of ‘compatible development’ as an overarching principle of good planning which is applicable across the Town, and which is defined as meaning “*development that may not necessarily be the same as, or even similar to the existing buildings/development in the vicinity, but, nonetheless, enhances an established community and coexists with existing development without causing any undue, adverse impact on surrounding properties.*”

This is expanded in the following policies:

- **Policy 3.4.3(e):** *Compatible development shall be considered in the evaluation of all development proposals throughout the Town. The following shall be considered when evaluating the compatibility of development proposals:*
 - i. *The use, height, massing, orientation and landscape characteristics of nearby properties is properly considered and appropriate transitions between the built forms and uses shall be ensured;*
 - ii. *On-site amenity space is provided and is reflective of, or enhances, the existing patterns of private and public amenity space in the vicinity; and,*
 - iii. *Streetscape patterns, including block lengths, setbacks and building separations are generally maintained.*
- **Policy 3.4.3(f):** *In addition to compatibility, the Town will have regard for the following when evaluating any development proposal:*
 - i. *That the Natural Heritage System is recognized and incorporated into the design of the development in a manner that protects and enhances its ecological integrity;*
 - ii. *That cultural heritage resources and cultural heritage landscapes are recognized and incorporated into the design of the development in a manner that conserves the integrity of the resource/landscape;*
 - iii. *That buildings and streetscapes are designed to create a sense of identity through architectural features, massing, site layout, orientation, and landscaping;*
 - iv. *That landscaping is provided to define and enhance the appearance of roads and associated pedestrian spaces to buffer adjacent sensitive land uses and to minimize the visual impact of parking, loading and storage areas; and,*
 - v. *That utility networks, municipal servicing infrastructure, and transportation systems have capacity to serve the proposed development and there are no adverse impacts on the Town’s water, sewer, storm water management, and transportation systems.*
- **Policy 3.4.3(g):** *Appropriate transitions/buffering may be required where there may be undue, adverse impacts caused by a development proposal on adjacent uses. Appropriate transitions/ buffering may include the following:*
 - i. *Landscaped strips including rows of trees, bushes, and grassed areas, in accordance with the plant materials identified in the Town’s appropriate landscape species list, from its Parks Development Guideline;*

- ii. *Building height moderation through the application of angular planes and/or building step-backs;*
- iii. *Perforated or solid walls, fences, or other appropriate screenings;*
- iv. *Appropriate distance separation between uses; and,*
- v. *Berms, particularly around parking lots.*

The proposed development has regard for the accompanying addendum to the Architectural Control Guidelines for the Sharon Community, complies with an angular plane projected from nearby low-rise development lands, and presents appropriately limited shadows onto adjacent areas. In this regard, it is our opinion that the proposed massing demonstrates acceptable transition to lower intensity areas north of the Regional Trail Corridor. Similarly, the building provides a consistent streetscape along both Mount Albert Road and Illumination Way, maintaining a pedestrian scale through the use of building steps, materiality, and strategic use of architectural details.

Passive surveillance and 'eyes on the street' is provided through the placement of active uses at grade, as well as balconies overlooking the public realm.

Given the identification of natural heritage features through previous application processes which also established the permission for high-density residential uses, there is no reason to expect that the proposed building would negatively impact these areas. Further, there are no identified heritage structures or landscapes proximate to the subject site.

In this regard, we are of the opinion that the provisions of Section 3.4.3 are appropriately addressed.

Land Use

Policy 4.1.1(a) recognizes that SGAs are critical to the creation of a complete community, providing pedestrian activity, and supporting investment in transit. The function of *Community Areas* are also recognized as being to provide an adequate supply of serviced development lands, achieve a mix of housing types, densities, sizes, and tenures to meet the existing and projected requirements of current and future residents, and provide opportunities for residents to live in proximity to uses that meet their daily needs (**Policy 4.2.1(a)**).

In addition to these overarching classifications, the subject site is specifically identified as being within the *High Density Residential* designation, which are described as “*provid[ing] 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.*”

Policy 4.2.4.2(a) outlines that such lands may be zoned to permit apartment units within apartment buildings, thus indicating that the proposed use is contemplated and envisioned for the subject site.

Development standards provided in **Policy 4.2.4.3** are similar to those within the EGOP, being:

- a) A minimum height of 4-storeys, and a maximum height of 12-storeys, although no specific height in metres is provided;*
- b) A residential density of between 80 and 150 units per net hectare;*
- c) Buildings should be sited and designed to minimize potential for adverse impacts on Low Density Residential areas.*

The SSP has been incorporated into the EGOP 22 within **Policy 4.7.18**. Commentary with respect to the land use provisions and SSP has been provided previously in Section 5.4 of this Planning Report.

Aquifer and Groundwater Quality Protection

Policies related to development within WHPA-Q and groundwater recharge areas are found in Section 4.4.9.2, and include:

- **Policy 4.4.9.2(a):** *Any application for major development within the Rechargeable Management Area (WHPAQ) and Significant Groundwater Recharge Area (SGRA) identified on maps provided in Appendix I, shall be accompanied by a Water Balance Plan with the objective of having no net reduction in recharge that assesses development recharge and maintains recharge to the greatest extent possible through best management practices.*
- **Policy 4.4.9.2(b):** *If on-site water balance cannot be achieved, within the Rechargeable Management Area (WHPAQ) and Significant Groundwater Recharge Area (SGRA), proponents shall demonstrate through a Water Balance Plan how off-site recharge enhancement will compensate for any predicted loss of recharge, in consultation with the Conservation Authority.*
- **Policy 4.4.9.2(c):** *Proposals for major development within the Rechargeable Management Area (WHPAQ) and Significant Groundwater Recharge Area (SGRA) are permitted if:*
 - i. The Province determines that the new or amended Permit to Take Water required for the development to proceed will not result in a significant drinking water threat.*
- **Policy 4.4.9.2(d):** *Areas of significant groundwater recharge, as shown on maps provided in Appendix I, shall be protected to ensure the ecological and hydrological integrity of the watershed....*
- **Policy 4.4.9.2(e):** *A Hydrogeological Study shall be required prior to approval of any site specific development applications. The Hydrogeological Study shall*

provide recommendations to protect the hydrological integrity of significant groundwater recharge and discharge function....

A Hydrogeological Assessment and water balance has been prepared which confirms that the use of LID measures on the site is not feasible to the elevation of the water table, and poor infiltration capacity of the existing soils (refer to Section 6.2 of this Planning Report). The Assessment thus recommends the use of shallow LIDs as a filtration method, with the deficit in water balance achieved through compensation payment provided to the Lake Simcoe Conservation Authority.

Wellhead Protection

Wellhead Protection Areas (WHPAs) are zones delineated in the YROP as per *the Clean Water Act, 2006*. Land uses must be carefully planned proximate to water supply wells in order to protect the quality and quantity of the water supply, and WHPAs delineated based on travel zones for contaminants to reach the supply well. As noted previously, the subject site is within WHPA-D, indicating a 5-25 year travel period.

Policy 5.2.6.2(d) provides that a Source Water Impact Assessment and Mitigation Plan (SWIAMP) will be prepared and approved by the Region prior to the establishment of land uses that involve the storage and/or manufacture of certain materials, including road salt and snow storage. A SWIAMP has previously been prepared for the Sharon Corners development, which provides that with the exception of winter road salt use, there are no activities to be undertaken which require the preparation of a SWIAMP within a WHPA. Notwithstanding this, risk management measures are provided, including monitoring, communication and implementation plan, and emergency response plan are outlined (refer to Section 6.6 of this Planning Report).

On the basis of the above justification, it is our opinion that the proposed OPA represents good planning, and would be conform with the vision, purpose, and intent of the EGOP 22.

5.6 East Gwillimbury Comprehensive Zoning By-law 2018-043 (the “ZBL”)

On May 15, 2018 the Town of East Gwillimbury enacted the ZBL, which repealed and replaced the former Zoning By-law 97-50 for all lands within the Town with the exception of four specific properties. A number of site-specific appeals to the OLT were subsequently filed against By-law 2018-043. The lands subject to these appeals do not include the subject property. On September 7, 2018, the LPAT issued an administrative order bringing By-law 2018-043 into full force and effect for all lands that are not within the scope of the appeals received.

A subsequent amendment to the ZBL was implemented for the subject site as part of the larger Sharon Corners development through By-law 2019-077 (the “ZBLA”).

The ZBLA placed the subject site into a Residential 6 Exception (R6-162) Zone, with special provisions related to the width of a driveway accessing a parking area, and site

specific permitted encroachment provisions. Apartment Buildings are a permitted use within the R6 Zone.

While additional Exceptions were provided related to specific uses (such as Townhouses, Stacked Townhouses, and Retirement Homes), no special provisions were included with respect to Apartment Buildings.

It is proposed that a new Exception be created to provide site specific development standards for Apartment Buildings to permit the intended built form. A draft Zoning By-law has been prepared which includes site specific development standards related to building setbacks, building height, unit count, permitted encroachments and projections, vehicular and bicycle parking rates, and other general provisions. Additional relief may be incorporated through the development review process based on comments received.

6.0 Supporting Materials

As per the Town of East Gwillimbury application requirements, a series of reports and studies have been provided in support of the proposed development. The intent of this work is to ensure that the project is technically feasible, and to provide Town and Agency Staff with sufficient information to evaluate the merits of the development. The following section summarizes the technical reports.

6.1 Geotechnical Investigation

A Geotechnical Investigation was prepared by Soil Engineers Ltd. in March 2019 as an update to a prior report prepared in 2017. The purpose of this investigation is to reveal the subsurface conditions and determine the engineering properties of the disclosed soils for the design and construction of a residential development.

The Investigation including the advancement of ten (10) new boreholes on site to depths ranging from approximately 6.6 to 22.5 metres below grade. Soil conditions are described as consisting of a topsoil layer ranging from 15-51cm in depth, although it is noted that there are likely thicker areas across the site in treed or low-lying areas. Pavement with a thickness of 50-80mm, underlain by 250-380mm of granular fill, was found and is associated with the driveways of the dwellings previously occupying the site. Earth fill consisting of silty clay with sand and gravel was found in 2 boreholes ranging from 0.3-1.5 metres below grade. A silty clay deposit was found below the topsoil and earth fill in all boreholes but one. Similarly, a silt deposit was found at various depths in all boreholes but two. A layer of sandy silt till was encountered below the clay, clay till, or silt.

Groundwater was encountered in most boreholes upon completion of drilling, ranging from 1.5 to 15.2 m below grade. Perched water was also found in some boreholes at shallower depths.

The report provides recommendations and considerations with respect to foundation and floor slab design, earthquake design, excavation and backfill, temporary shoring, drainage, pavement composition, and servicing installation.

6.2 Hydrogeological Evaluation

A Hydrogeological Evaluation was prepared by WSP Canada Group Limited in April 2022 to provide an evaluation of groundwater conditions and an annual water balance assessment for a prior phase of the Sharon Corners development. Notwithstanding this, it includes consideration of an apartment building on the subject site.

The Assessment outlines the previous advancement of 3 new boreholes in 2017, to augment those previously installed through prior study dating back to 2007. These new boreholes were advanced to depths of 6.1-7.6 metres below grade. Each borehole was

completed as a monitoring well, and permeability testing was also undertaken at each monitoring well to inform the design of low impact development (LID) measures. Hydraulic conductivity and permeameter testing was also undertaken at the time of installation of the new boreholes to confirm soil permeability.

The Evaluation has aggregated groundwater level monitoring data from studies extending back to 2007, and include continuous measurements from 2012 to 2017, indicating a seasonal high groundwater level ranging from 0.3 to 0.5 metres below grade. It is also noted that seasonal variation in groundwater levels range from 1.0 to 3.4 metres between spring and fall.

Recommendations are included with respect to mitigation measures to maintain pre- to post-development water balance, noting the difficulty in achieving infiltration given the fact that the water table is quite shallow. Accordingly, it is not considered feasible to provide the required 1.0 metre separation distance from the base of an LID measure to the water table. It is also noted that the infiltration rates of the soil are quite low (1.5 mm per hour).

On this basis, it is recommended that shallow LID features be provided in the form of permeable paving systems and bio-swales to serve as filtration only systems. While this still results in a deficit in water balance, it is proposed that compensation payment be provided to the Lake Simcoe Region Conservation Authority.

Dewatering considerations for Phase 2 of the Sharon Corners development are also provided, which will be updated for this Phase as the proposal advances to the detailed design stage.

6.3 Tree Inventory and Protection Plan

A Tree Inventory and Preservation Plan (TIPP) Report and Figure was prepared by Kuntz Forestry Consulting Inc. in March 2025. The analysis contributing to the Report involved preparing an inventory of all tree resources with a diameter at breast height greater than 5 centimetres on and within 6-metres of the subject site. The TIPP also builds on previous reporting prepared for previous phases of Sharon Corners. On this basis, the report is scoped to focus on trees remaining on site and adjacent to the subject site lands as identified on a site visit in December 2024.

The TIPP identifies that due to construction of prior phases, tree resources are comprised primarily of planted landscape trees, consisting of 8 individual trees and 1 tree polygon.

No tree removals are required to accommodate the proposed development, subject to the installation of recommended tree protection fencing.

6.4 Transportation Mobility Plan Addendum

An addendum to the previously prepared Transportation Mobility Plan (TMP) was prepared by WSP Canada Group Limited in March 2025. The TMP addendum compares the revisions to the proposed development of the subject site to the plans assessed through previous iterations of the Plan prepared for prior phases of the Sharon Corners development. Specifically, the revisions include increasing the proposed unit count from 100 to 142 dwelling units.

The TMP Addendum provides that the anticipated trips generated by the Sharon Corners development will increase by 18 and 21 total trips in the AM and PM peak hours, respectively, as a result of the additional units within the proposed development. This increase is described as having a nominal impact on the boundary road network, and thus the conclusions and recommendations provided in the prior version of the TMP remain applicable to the subject applications.

An assessment of vehicular and bicycle parking supply, as well as the proposed loading facilities have also been provided within the TMP Addendum, which confirms that the proposed supply meets the requirements of the Town Zoning By-law. A site circulation assessment has also confirmed that all vehicles can appropriately circulate through the site without conflict.

Recommendations are also provided for Transportation Demand Management (TDM) measures to help reduce overall demand for private automobile usage.

6.5 Servicing Review

A Preliminary Servicing Review was prepared in December 2024 by WSP Canada Ltd. which reviewed the proposed development in the context of the previously prepared functional servicing and stormwater management reports (FSRs) prepared for the overall Sharon Corners development, as well as the supplementary reports for the prior phases of the development.

The Review identifies that the building footprint being proposed is similar to that assumed in the prior reporting for the site. On this basis, the general approach remains relevant, however more details will be advanced through the site plan control stage.

It is also outlined that a 200mm watermain was constructed within Mt. Albert Road as part of a related development in 2006 and is to be utilized as the service to the proposed development. The proposed development represents an increase from 100 to 142 dwelling units when compared to the March 2020 FSR prepared for Sharon Corners, however there is sufficient capacity in the system to accommodate this.

Similarly, sanitary flows from the proposal will increase compared to prior assumptions, however there remains capacity within the downstream system to accommodate same.

Preliminary grading for this Phase was previously established through Phase 1 of the Sharon Corners development, with the boundary grades constructed. Internal grades will be determined during the site plan control stage. Adjustments to the previously designed and constructed erosion and sediment control measures will also be advanced at the site plan control stage.

The Review concludes that despite the increase in units, there are no negative impacts on the water and sanitary sewer systems.

6.6 Source Water Impact Assessment and Mitigation Plan (SWIAMP)

A SWIAMP was previously prepared for the Sharon Corners development in March 2019 by WSP Canada Group Ltd. to serve as the framework to manage risk of potential impacts to the groundwater supply which may result from the overall development given the location of the lands within a wellhead protection area (WHPA).

The SWIAMP provides that the Sharon Corners lands are located within WHPA-D, with a travel time of 10-25 years for the Queensville wells, with a vulnerability score of 2 to 4, which is considered 'low' based on the distance from the well or intake, aquifer permeability, and transport pathways.

No significant groundwater recharge areas are located in the site vicinity, and the lands are not governed by the Oak Ridges Moraine Conservation Plan.

The Plan also provides that with the exception of winter road salt use, there are no activities to be undertaken which require the preparation of a SWIAMP within a WHPA. Notwithstanding this, risk management measures are provided, including monitoring, communication and implementation plan, and emergency response plan are outlined.

7.0 Planning Analysis

7.1 Intensification Targets and Strategies

Provincial, Regional and Municipal policy encourages intensification of underutilized sites within built-up areas. The amended Growth Plan extended the planning horizon to the year 2051 and provided updated population forecasts anticipating a population 14.87 million people and 7.01 million jobs. Section 2.1.2 of the PPS 2024 permits municipalities to continue to forecast growth using forecasts previously issued by the Province for the purposes of land use planning. These forecasts are to be treated as minimum standards.

According to the YROP 2022, it is anticipated that the Region will experience significant growth to 2051, increasing from a population of 1,143,900 people and 599,100 jobs in 2016 to 2.06 million people and 989,200 jobs by 2051. Of this total, the Town of East Gwillimbury is forecast to accommodate 128,600 people and 44,300 jobs by 2051, representing an increase of approximately 103,900 people and 34,800 jobs (or +/-421% and +/-366% over 2016 levels, respectively)

The subject property is located in the designated greenfield area of the Town, on urban lands which are presently serviced by municipal infrastructure, and within proximity of numerous community amenities. Urban development is contemplated for the subject property, and municipal infrastructure presently exists to facilitate the intended uses. The proposal contemplates the redevelopment of the subject property, which is within a strategic growth area, along a *Local Corridor* and within a *Local Centre*, with a compact built form at transit supportive densities. The proposed development includes a mix of unit types and sizes of purpose-built rental tenure that will contribute to the creation and enhancement of a complete community, providing additional supply and variety of units which are proximate to area amenities.

The proposed development represents a gain of 142 residential units on the site, which will be serviced by existing municipal infrastructure, roads, transit, and community facilities. Further, the intensification that will be implemented through the proposed development will contribute to the achievement of the planned minimum population growth, and represents a meaningful contribution towards achieving the minimum population targets within a designated greenfield area in order to support the provision of increased transit service within the Town. All these factors are consistent with the Provincial, Regional, and Municipal objectives to encourage intensification, while also more effectively utilizing and optimizing existing municipal infrastructure, public service facilities, and land resources.

7.2 Efficiently Using Infrastructure and Community Services

The development proposes the efficient use of land and resources which will contribute to the achievement of transit supportive densities, as well as Provincial, Regional, and Town

intensification targets. The proposal will increase the population which can access community services in the area by walking, active transportation, and public transportation. Further, the proposed development will provide housing options for residents who work within the Sharon *Local Centre*, allowing closer proximity between work and home which can eliminate the need for vehicle trips.

As identified within previous sections of this report, the servicing strategy for this phase of the Sharon Corners development has been previously considered, with the proposed increase in height and density confirmed to have capacity to accommodate the residential population.

The proposed development is located in proximity to transit along Leslie Street. Residents and visitors will thus have convenient access to the existing transit network. Similarly, the concentration of residential development within the Sharon *Local Centre* may contribute to a business case to establish new transit service to the area in the future.

The proposed development includes a dedicated bicycle parking supply in an easily accessible location in order to encourage active transportation. The proximity of the subject property to transit and cycling routes (including the Regional Trail, and the MUP constructed along Mt. Albert Road) will encourage residents and visitors to utilize existing infrastructure, thereby reducing reliance on automobiles and promoting the use of alternative transportation options which will contribute to the reduction of greenhouse gas emissions. The proposal will also further contribute to the enhancement of the public realm along Mt. Albert Road with new street trees to further promote active transportation within the community.

The proposed gain of 142 new residences will provide additional population that can access the existing community facilities, helping optimize usage, and contribute to their continued viability in the future

7.3 Land Use, Built Form and Compatibility

The land use and built form of the proposed development will conform with the general provisions and intent of the designation of the subject site within the EGOP (2010 and 2022). These documents outline that the lands are an appropriate location to accommodate intensified residential development, at transit supportive densities.

The proposed development contemplates the redevelopment of the subject site with a 13-storey purpose-built rental apartment building, providing 142 new dwelling units which will contribute to the Town's growth targets, as well as the rental housing target established within the YROP, on underutilized lands that are appropriately serviced by municipal infrastructure and services. The proposed built form is generally consistent with the urban design/built form directives of the Town outlined in both iterations of the EGOP. In this regard, the proposed development responds to the context of the property, while also

providing an appropriate transition and improving housing options and availability in a compact, transit supportive built form.

Angular plane, shadow, and view analysis have demonstrated that there are no adverse impacts of the proposal on low density residential uses in proximity to the subject site.

From a technical perspective, the supporting materials provided have demonstrated that the increased density and height on the property will not negatively impact existing municipal infrastructure such as roads or sewers.

The contemplated development is compatible with the evolving context of the surrounding area, and makes better use of an underutilized site within an area that possesses appropriate municipal infrastructure and community services to support the proposal.

7.4 Proposed Zone Category and Development Standards

As identified in previous Sections of this report, the subject site is already located within an appropriate Zone category to permit the proposed use. Additional site-specific development standards are to be implemented to reflect the proposed built form.

The proposed setbacks provide for a consistent, pedestrian-oriented streetscape along Mt. Albert Road and Illumination Way, while providing sufficient separation and transition from the adjacent lands to the north and west.

The proposed built form has been demonstrated to be technically feasible, and has appropriately mitigated shadow, noise, and traffic impacts.

7.5 Respect for Natural Environment

The limits of development for the Sharon Corners lands have previously been established through prior study and application processes, with the necessary protective measures implemented prior to construction of previous Phases of the overall development.

There are no anticipated negative impacts on area ground or surface water features/resources, or existing domestic supply wells in proximity of the property based on the investigation undertaken through the Hydrogeological Study undertaken at the property. Additionally, the retention of all identified trees on or within 6-metres of the subject property will be achievable through the implementation of standard tree protection measures.

7.6 On Site Operations

Parking

The proposed development will provide a supply of 183 vehicle parking spaces, which exceeds the requirements of the Zoning By-law. The focus of the development is centered

on encouraging active transportation, and recognizing the availability of existing transit infrastructure within close proximity of the subject site. A supply of 48 bicycle parking spaces are to be provided in a secure facility accessible directly from the public realm on Illumination Way.

Amenity Space

The proposed development will provide indoor and outdoor amenity distributed throughout the building, including an indoor space located on the ground level of the building at the intersection of Mount Albert Road and Illumination Way. A total of 215 m² indoor amenity space is provided, with an exterior area of 131 m², for a total area of approximately 2.44 m² per dwelling unit.

The exterior area does not include any space at grade, although there are areas that could be programmed for this use. Rather, the exterior area is located at the 5th level atop the roof of the parking structure, and is connected to 153 m² of indoor amenity space.

Waste Collection

One on-site loading space is proposed within the development at the rear of the building where it would not be visible from the public realm. A site circulation analysis has been completed demonstrating that loading vehicles can access these spaces without need to reverse into the public realm.

7.7 Housing Issues

The proposed development contemplates the construction of 142 new purpose-built rental apartment dwelling units.

The PPS 2024 defines *affordable* in the case of rental housing as being the least expensive of:

1. *a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or*
2. *a unit for which the rent is at or below the average market rent of a unit in the municipality.*

The proposed unit mix consist of:

	No. of Units	Proportion	Average Unit Size
1 Bedroom	90	63.4%	60 m ² (+/-645 ft ²)
2 Bedroom	52	36.6%	79 m ² (850 ft ²)
Total	142	100%	

Opportunities to achieve affordable levels of rent for the proposed units are to be explored with various levels of Government.

These factors contribute to the proposed development making a positive impact on achieving the affordability and diversification targets of the Province, Region, and City with respect to housing.

8.0 Overall Conclusions

The Official Plan and Zoning By-law Amendment applications seek to redevelop an underutilized site in the form of a 13-storey purpose-built rental apartment building containing a total of 142 residential units. The proposal arises from a previously approved policy framework contemplating high density residential uses for the lands, combined with a design process aimed at achieving, to the greatest extent possible, the most appropriate architecture, massing, and interface within the existing and planned context of the subject site. It has been demonstrated that the subject site can comfortably accommodate the height, density, and site organization and we find that there are no adverse planning impacts arising from the proposal.

The Provincial policies contained in the PPS 2024 actively promote and encourage compact urban form, intensification, optimization of the existing land base and infrastructure, and development that is transit-supportive and contributes to a complete community. From a local planning perspective, the subject proposal, if approved, will simplify the existing site specific policy framework, while still satisfying the applicable growth management, urban design, and land use provisions of the EGOP. As such, the subject proposal is an appropriate development for this location and will be a compatible fit with the existing and planned context of the subject site.

To support the submission of the requisite development applications a number of background materials have been prepared including a Geotechnical Investigation, Hydrogeological Assessment, Tree Inventory and Protection Plan, Transportation Mobility Plan Addendum, Servicing Review, and SWIAMP. These documents demonstrate that the proposed development is feasible from a technical perspective.

The development of the lands as proposed is appropriate and reflects good planning principles. The form of development will aid in achieving Municipal and Provincial growth and intensification targets while enhancing the character of the existing community. The proposed development will provide an additional housing supply in a form and tenure which will be compatible with the existing and evolving neighbourhood fabric, contributes to the diversification of housing options, and which has no adverse planning impacts on the adjacent low-density community.

For the reasons stated above, it is our opinion that the proposed development satisfies both Provincial and City policies, is premised on a sound and reasonable planning analysis, represents good planning, and is in the public interest. We, accordingly, recommend that the redevelopment proposal and subject Official Plan and Zoning By-law Amendment applications be supported by Town Staff and approved by Town Council.

APPENDIX A

Figures



SUBJECT SITE
(Approximate)

Mount Albert Road

Leslie Street

Figure 1

AERIAL CONTEXT



Google Maps

Regional Rd 13

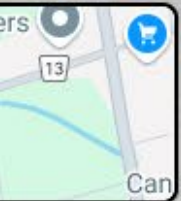
Windsor, Ontario

See Street View

See more dates

SUBJECT SITE
(Approximate)

Mount Albert Road



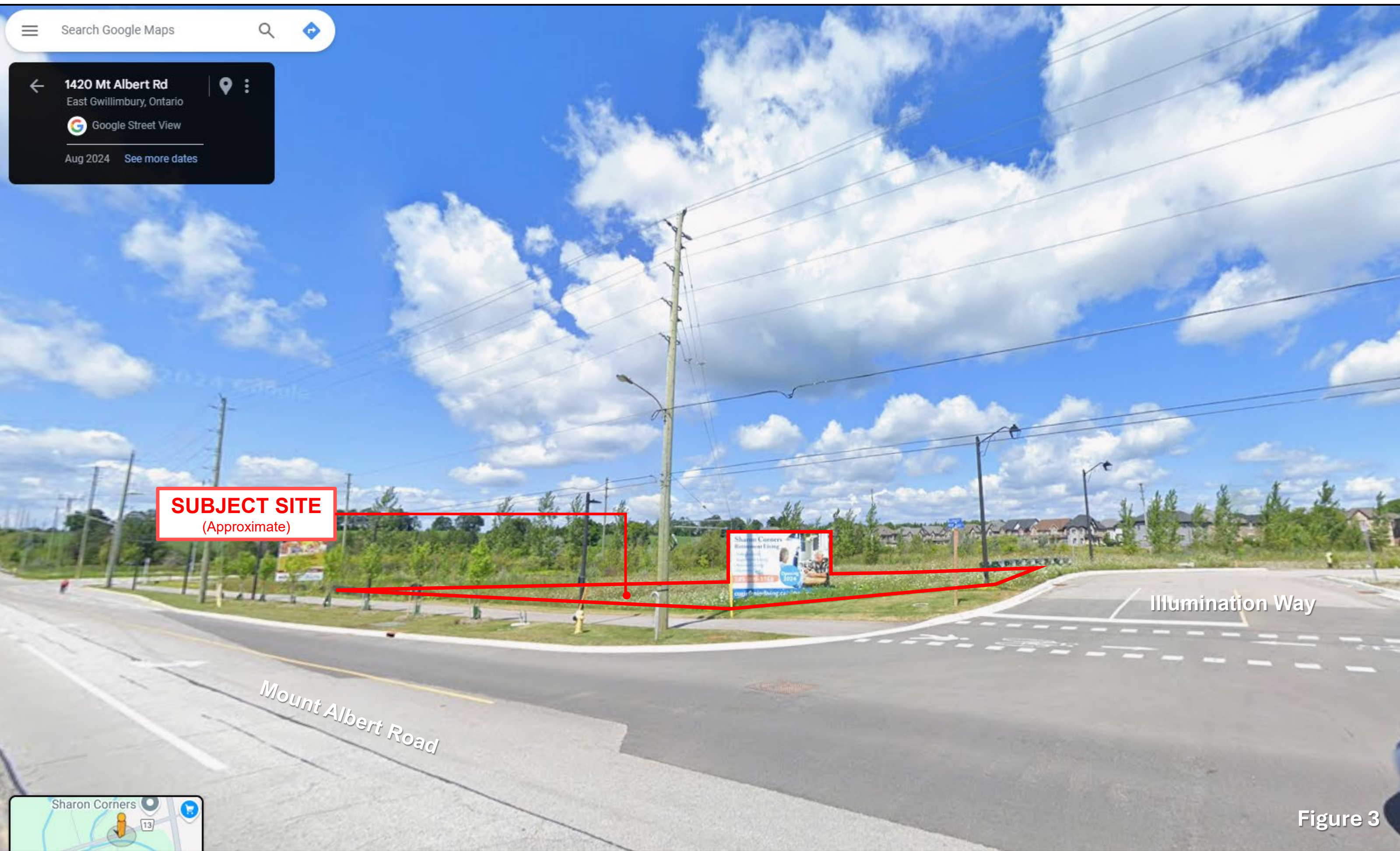
Google

Figure 2

STREET VIEW | NORTH FROM MOUNT ALBERT ROAD



Source: Google Street View, August 2024



SUBJECT SITE
(Approximate)

Illumination Way

Mount Albert Road



Figure 3

STREET VIEW | MOUNT ALBERT ROAD & ILLUMINATION WAY



Source: Google Street View, August 2024

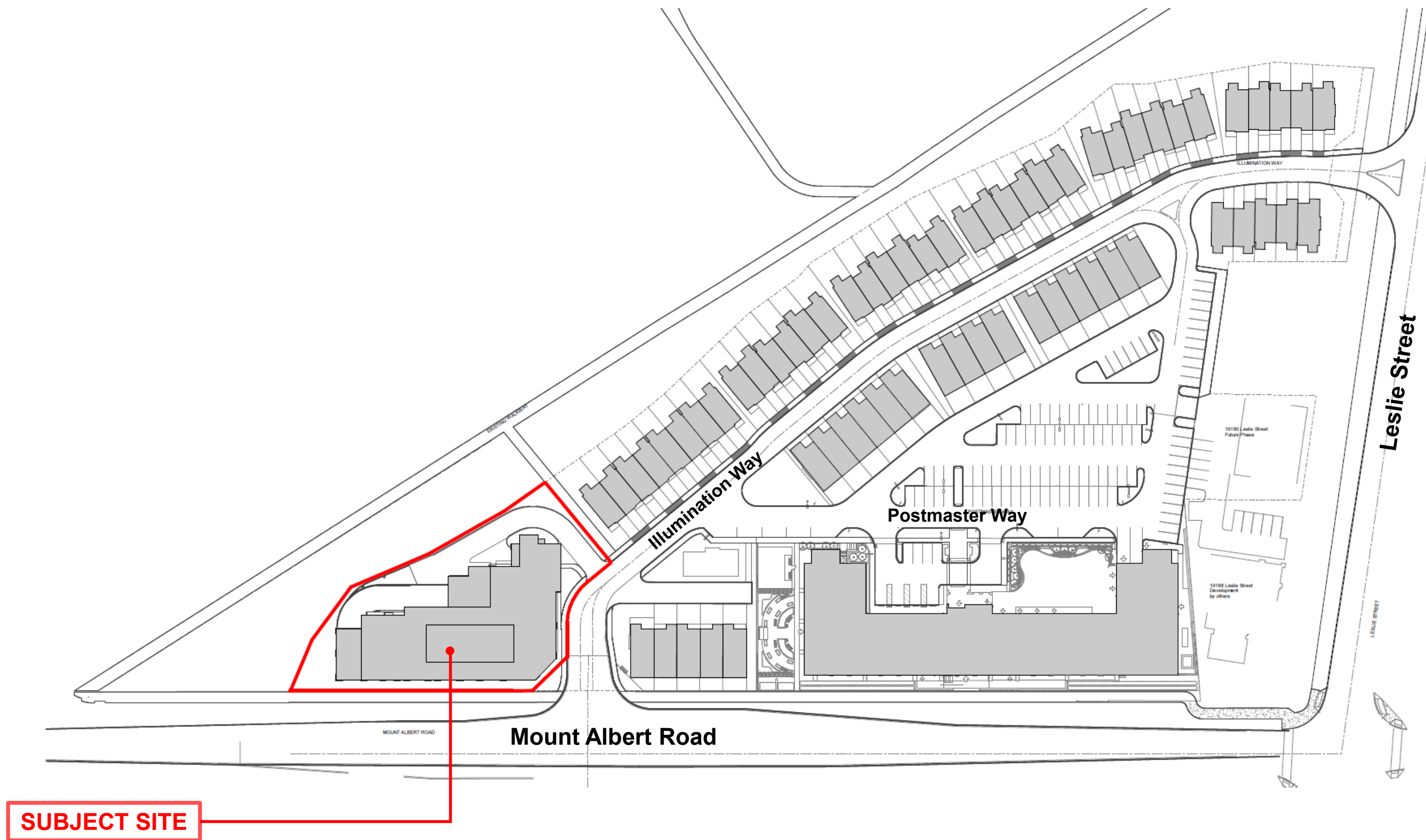


Figure 4

SHARON CORNERS MASTER PLAN

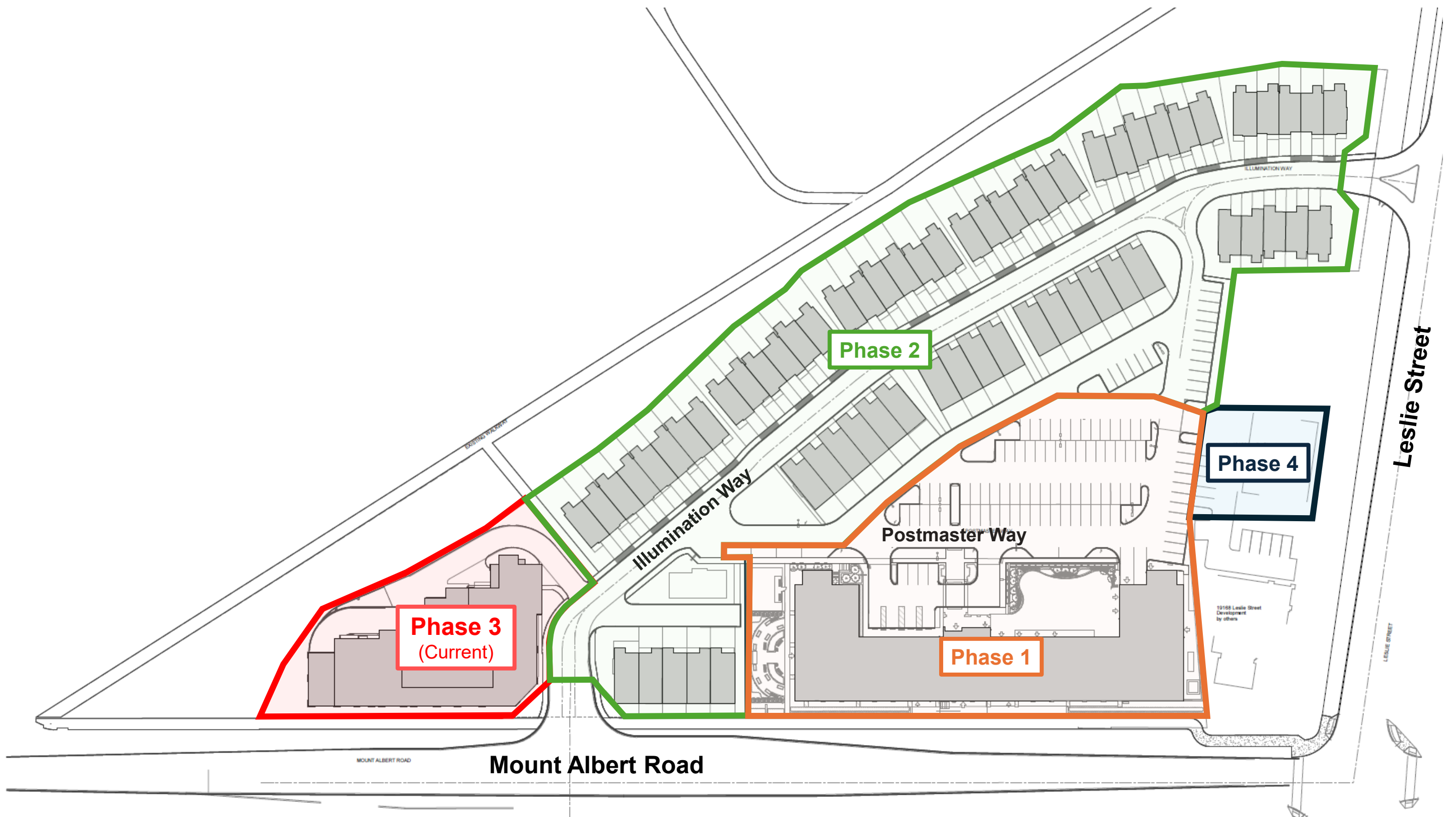
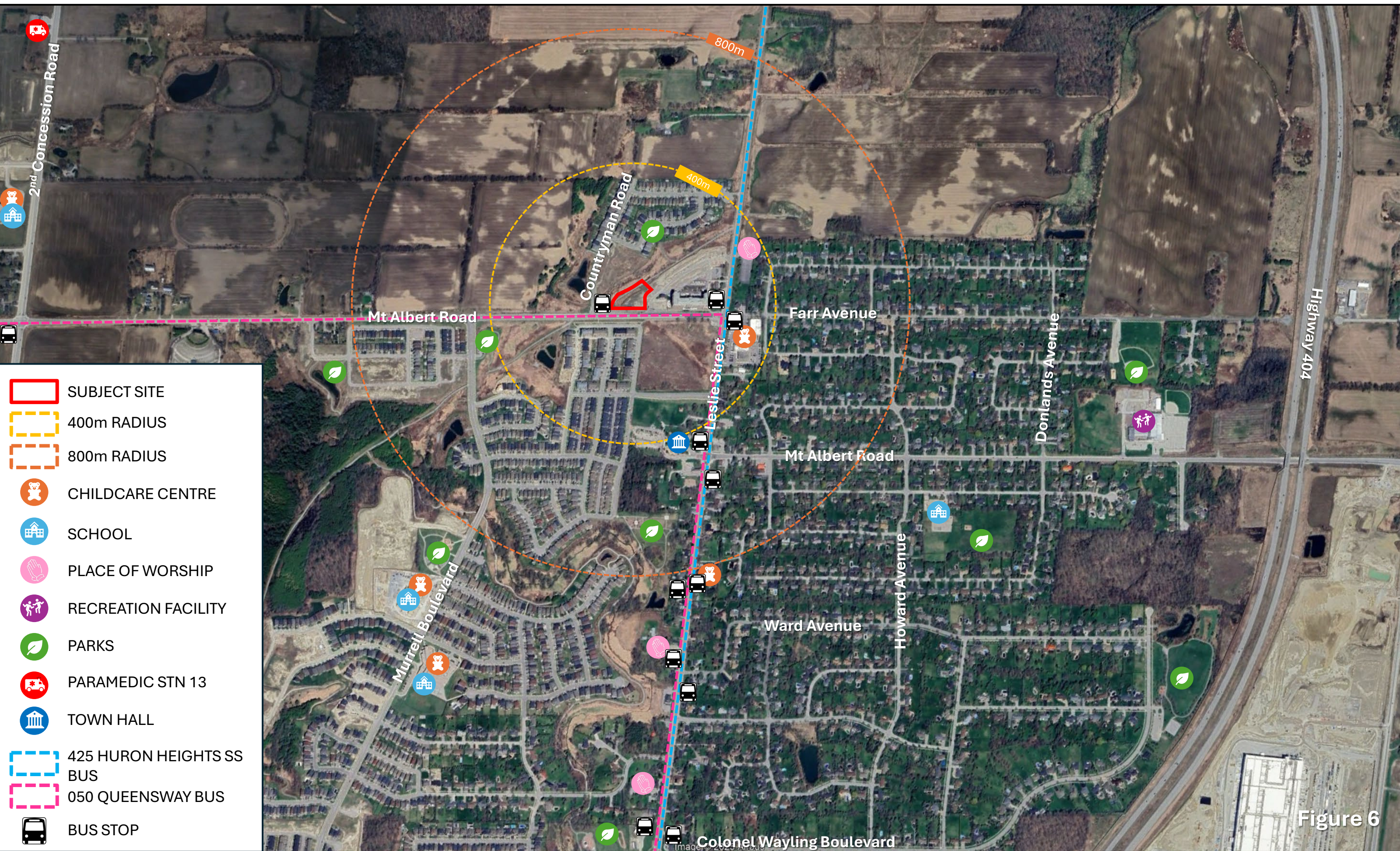


Figure 5

SHARON CORNERS PHASING PLAN



SUBJECT SITE

400m RADIUS

800m RADIUS

CHILDCARE CENTRE

SCHOOL

PLACE OF WORSHIP

RECREATION FACILITY

PARKS

PARAMEDIC STN 13

TOWN HALL

425 HURON HEIGHTS SS BUS

050 QUEENSWAY BUS

BUS STOP

Figure 6

COMMUNITY FACILITIES AND TRANSIT MAP

SUBJECT SITE

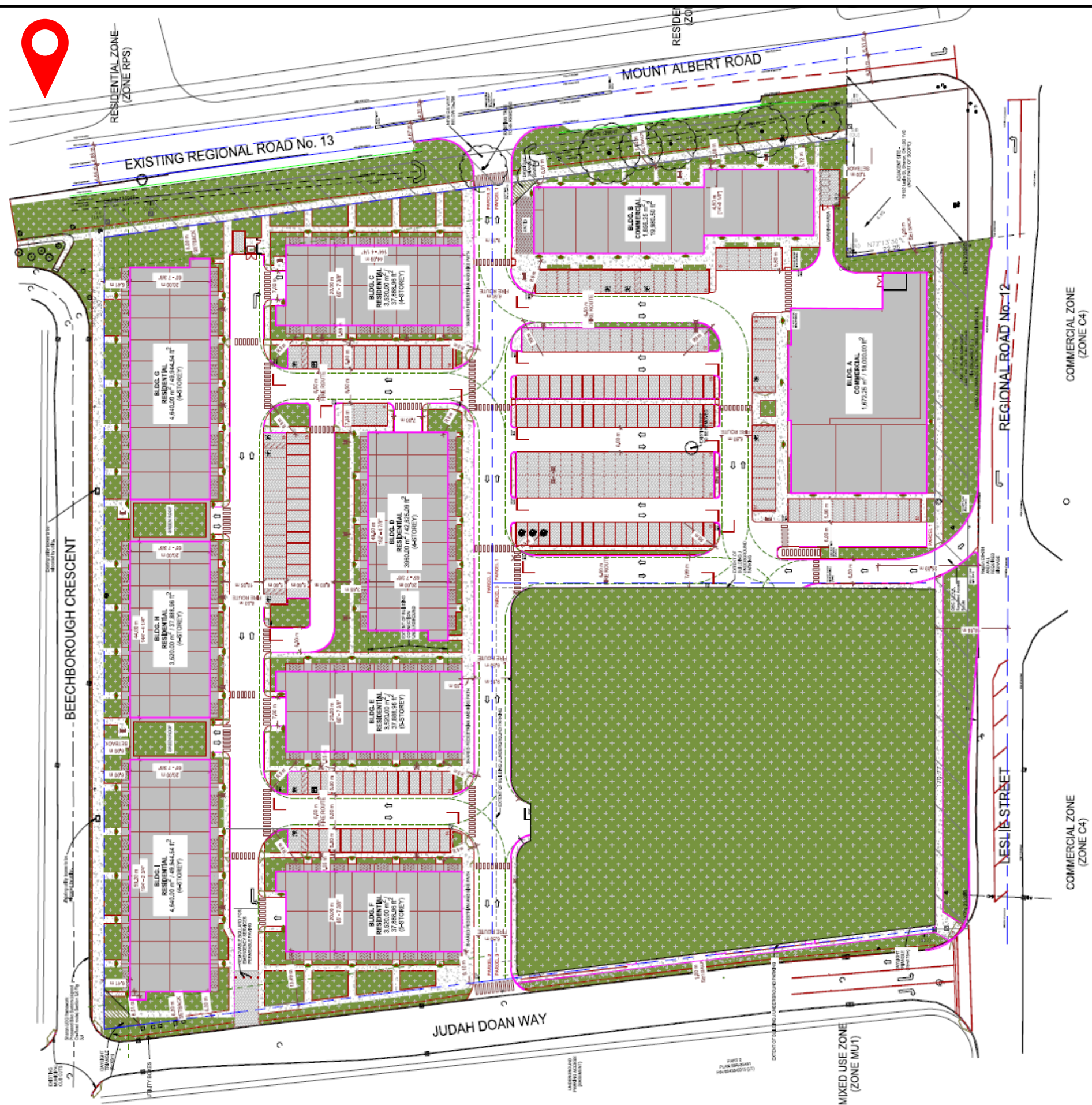


Figure 7

19086 LESLIE STREET | APPROVED DEVELOPMENT PLAN



GOLDBERG GROUP

Source: Town of East Gwillimbury, 2024

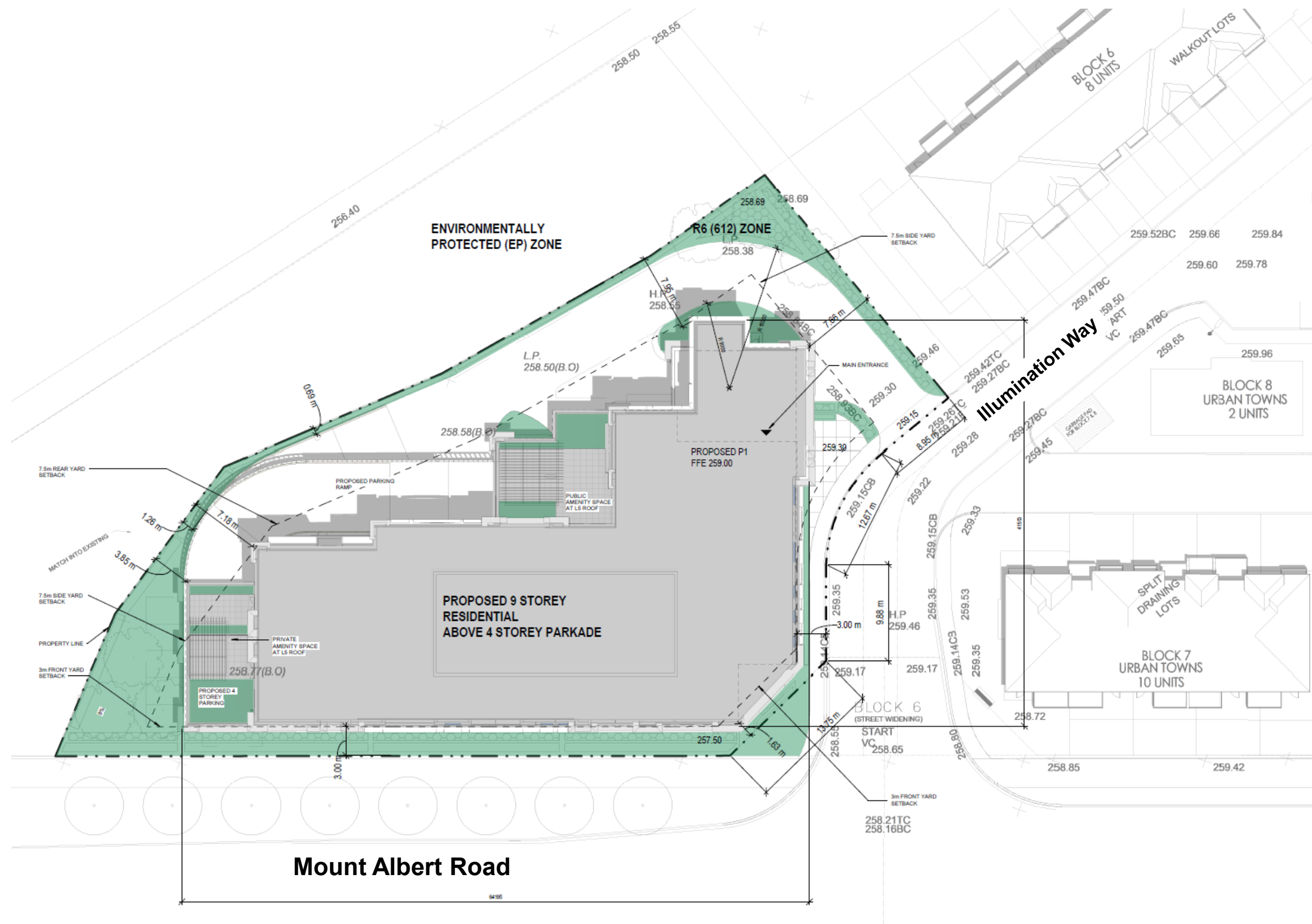
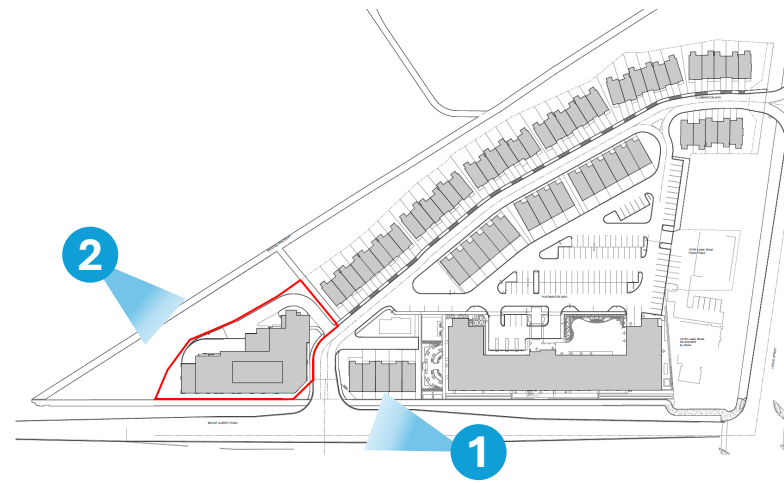


Figure 8

SITE PLAN



1: Looking Northwest from Mt. Albert Road



2: Looking Southeast at Rear of Proposed Building

Figure 9

NORTH (REAR) ELEVATION



EAST ELEVATION



NORTH (FRONT) ELEVATION



WEST ELEVATION



Figure 10

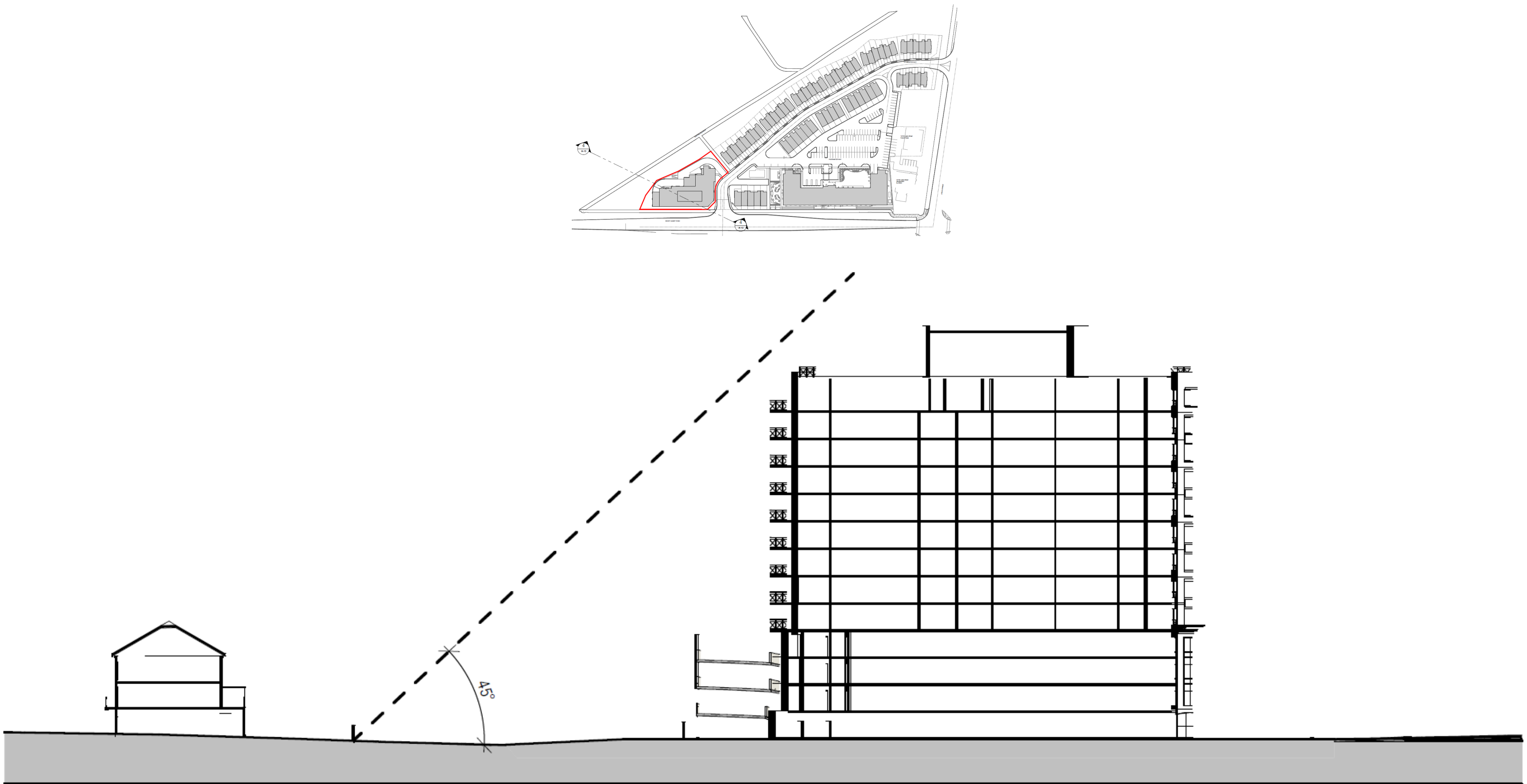


Figure 11

ANGULAR PLANE ANALYSIS



1 MARCH 21, 9:18AM
1:2000



2 MARCH 21, 10:18AM
1:2000



3 MARCH 21, 11:18AM
1:2000



4 MARCH 21, 12:18PM
1:2000



5 MARCH 21, 1:18PM
1:2000



6 MARCH 21, 2:18PM
1:2000



7 MARCH 21, 3:18PM
1:2000



8 MARCH 21, 4:18PM
1:2000



9 MARCH 21, 5:18PM
1:2000



10 MARCH 21, 6:18PM
1:2000

Figure 12



1 JUNE 21, 9:18AM
1:2000



2 JUNE 21, 10:18AM
1:2000



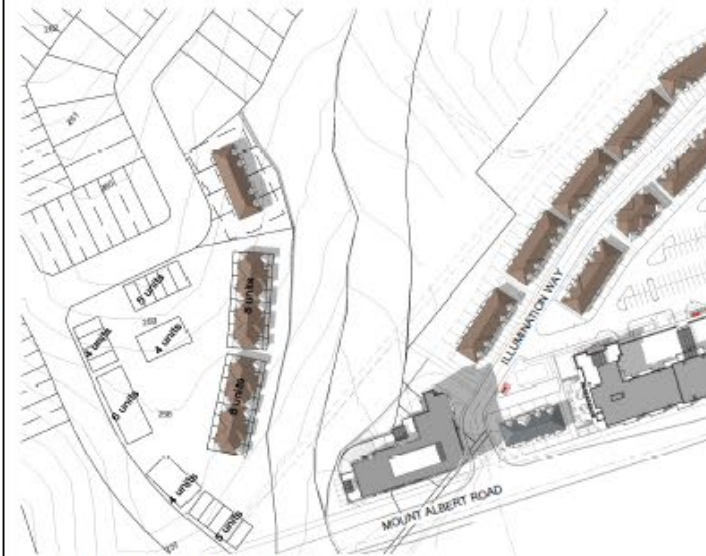
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4 JUNE 21, 12:18PM
1:2000



5 JUNE 21, 1:18PM
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6 JUNE 21, 2:18PM
1:2000



7 JUNE 21, 3:18PM
1:2000



8 JUNE 21, 4:18PM
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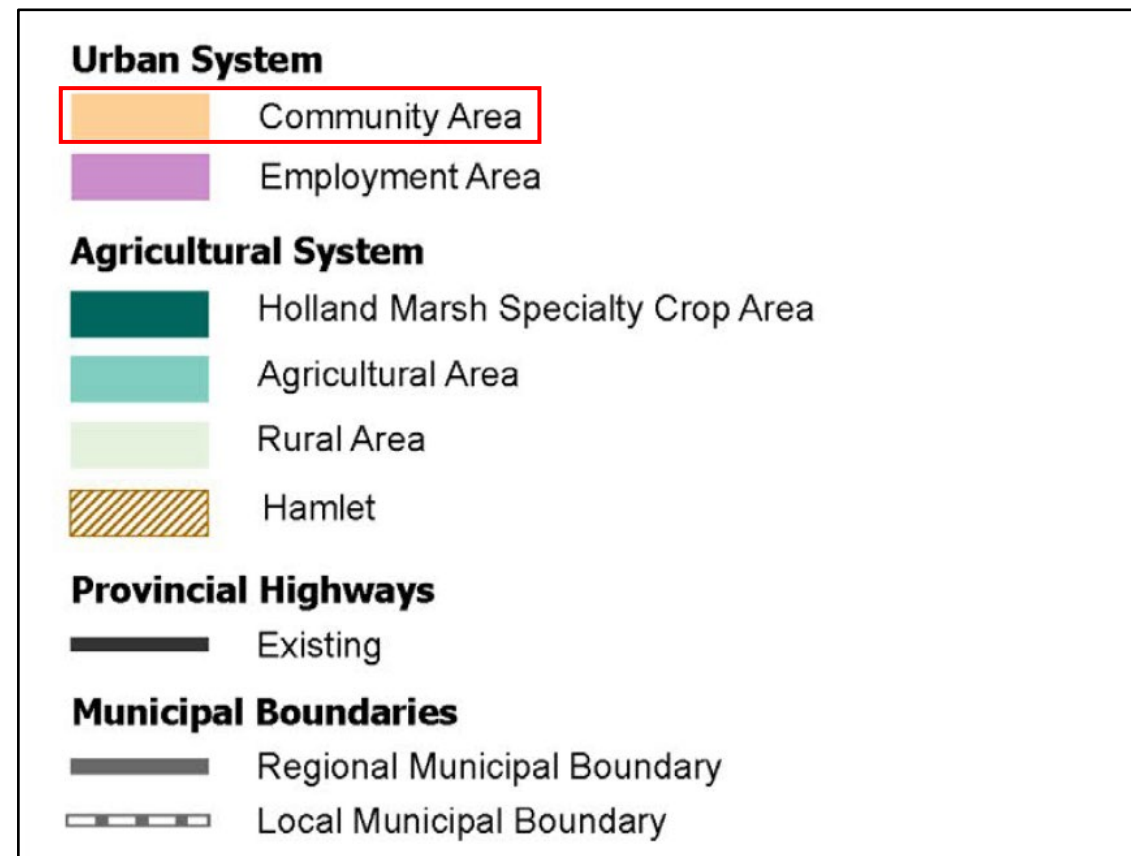
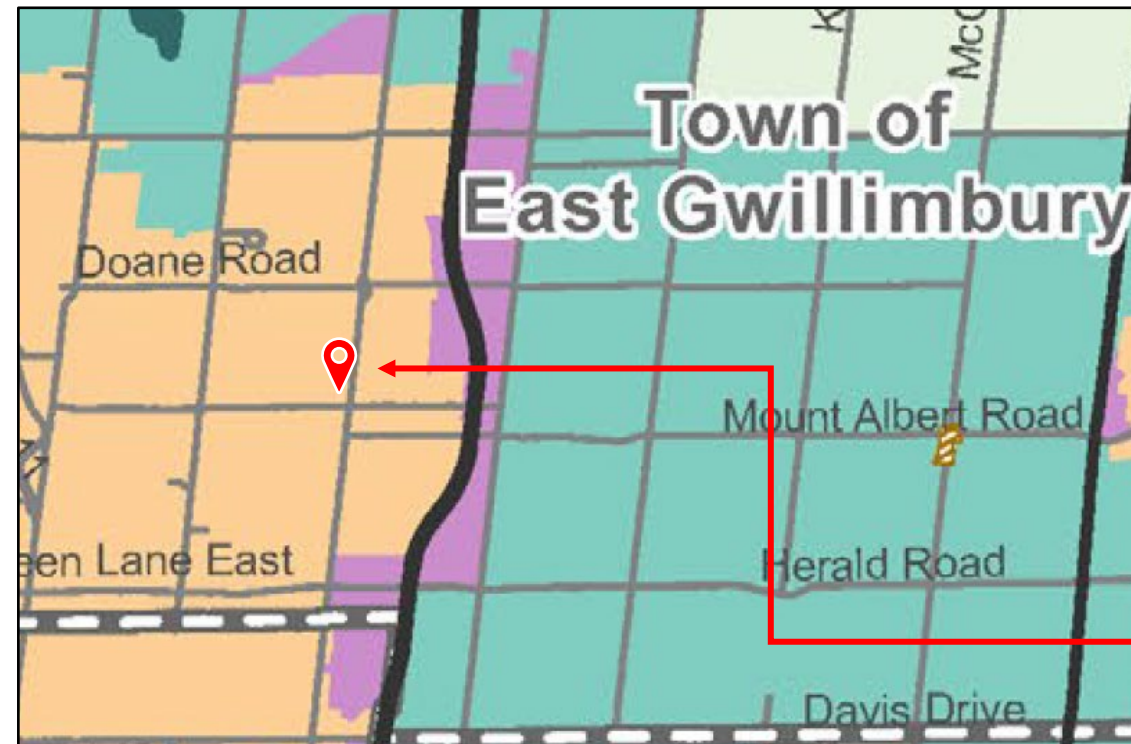
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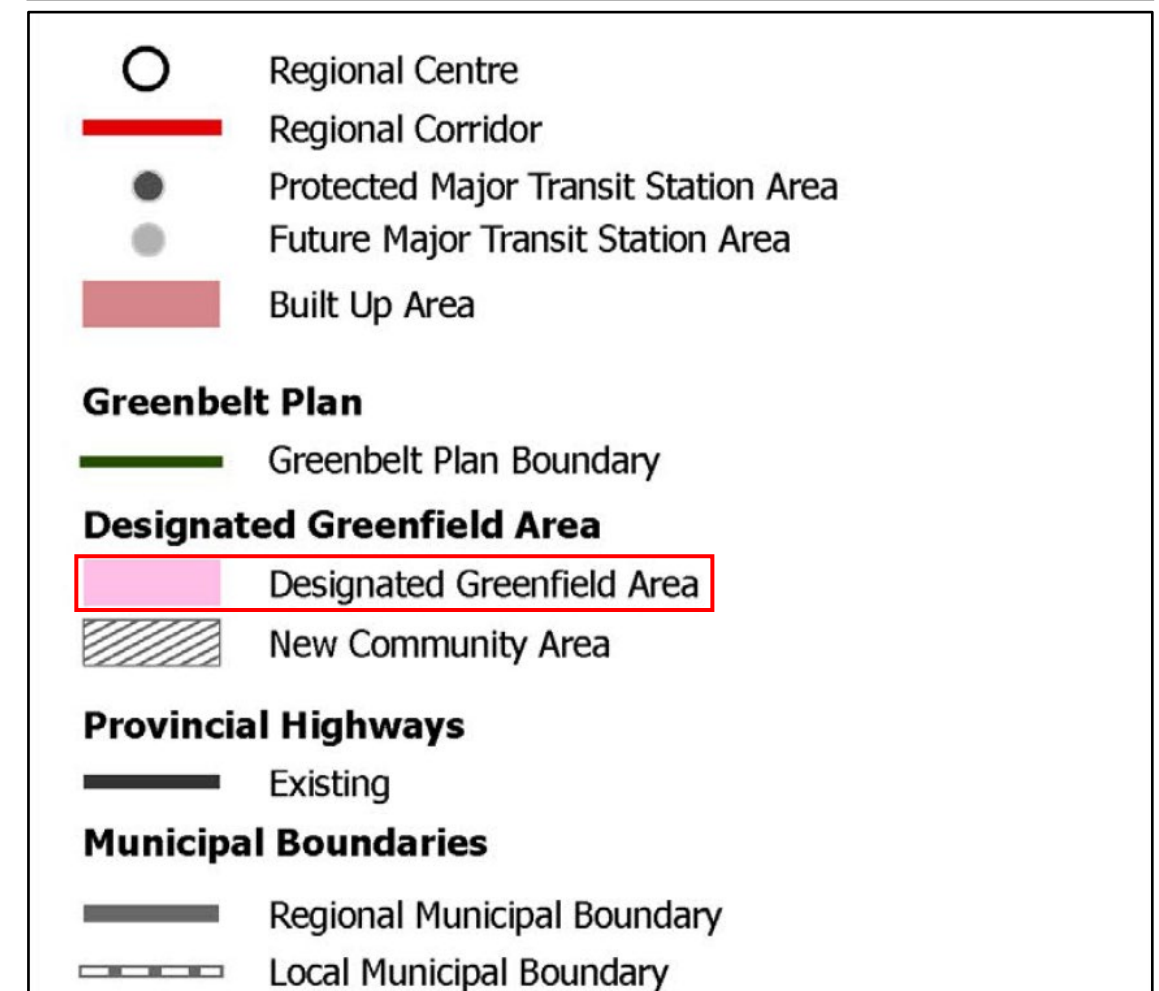
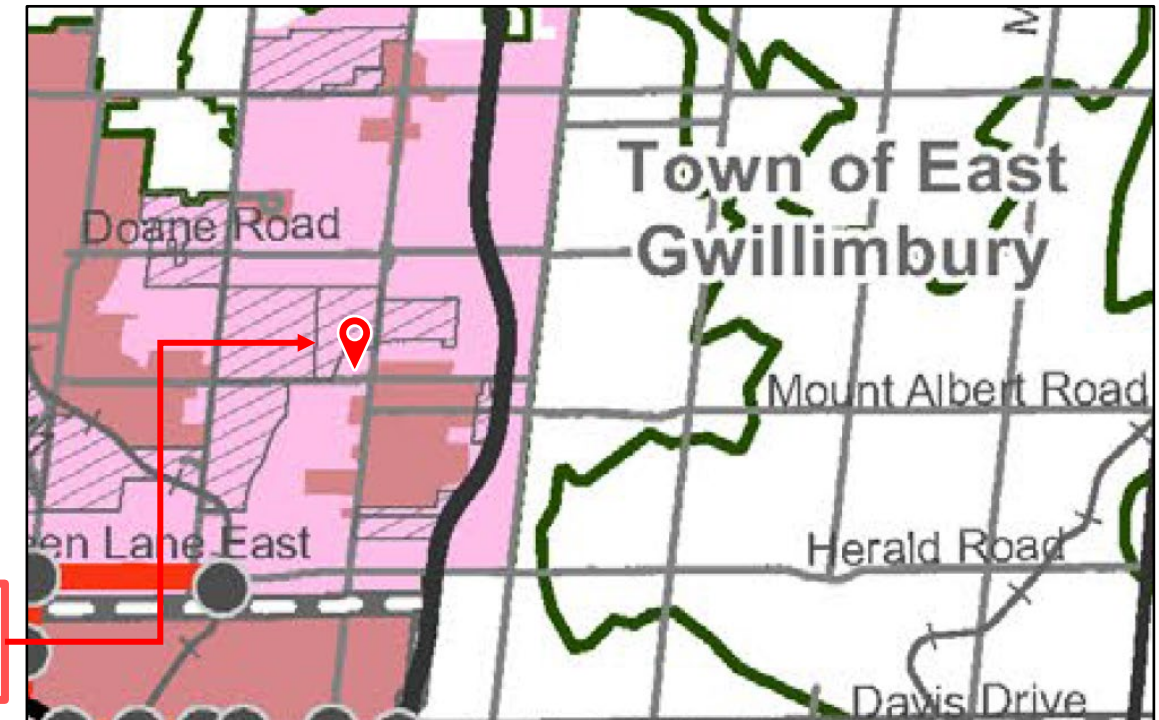
10 JUNE 21, 6:18PM
1:2000

Figure 13

**MAP 1A
YROP LAND USE DESIGNATIONS**



**MAP 1B
URBAN SYSTEM OVERLAYS**



SUBJECT SITE
(Approximate)

Figure 14

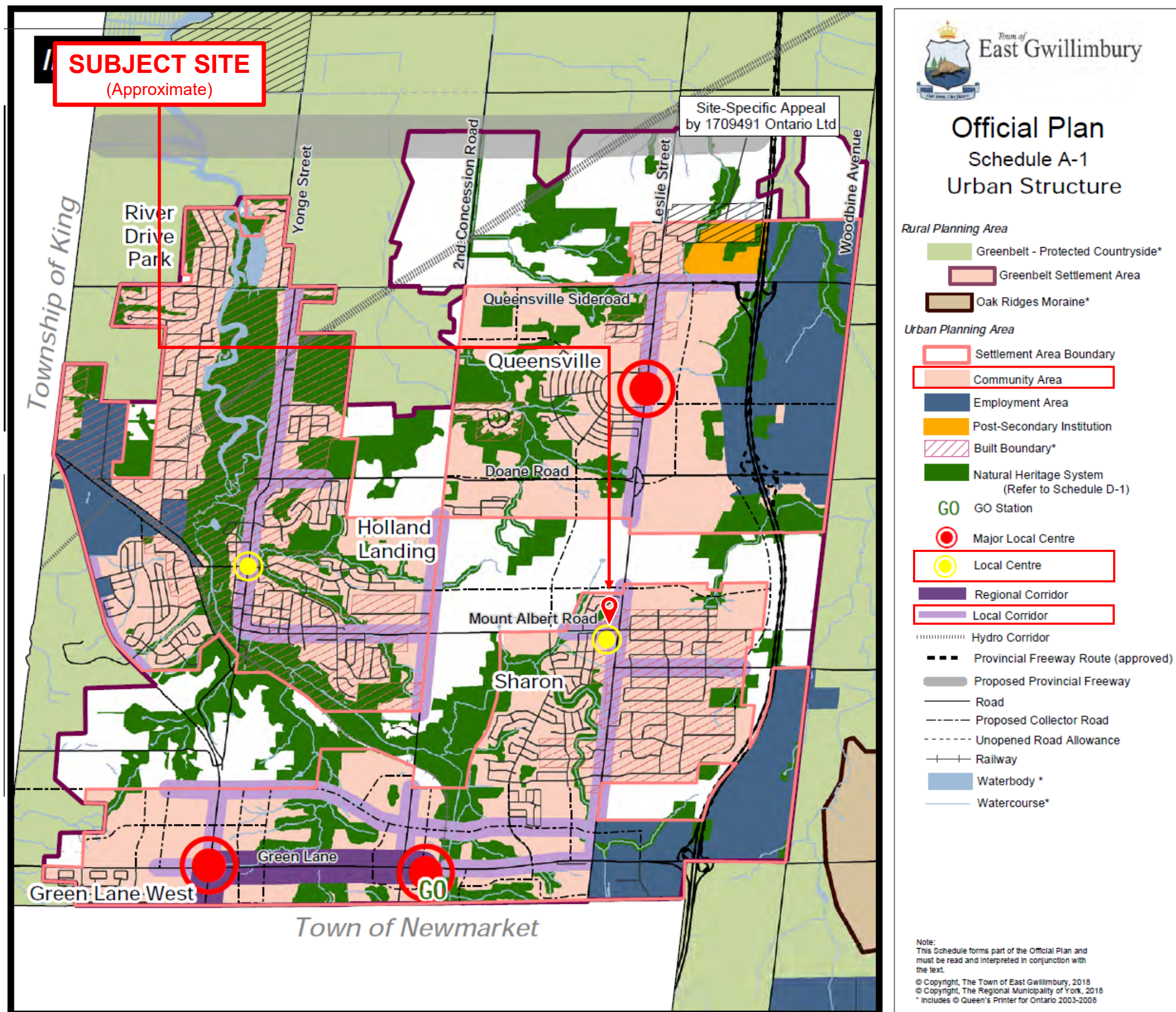
























Figure 15

Official Plan Schedule B-3 Sharon Land Use Plan

-  Sharon Secondary Plan
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Village Core Area
-  Residential Mixed Use
-  Neighbourhood Commercial
-  Institutional
-  Environmental Protection Area
-  Parks and Open Space
-  Elementary School
-  Proposed Elementary School
-  Existing Park
-  Proposed Park
-  Provincial Freeway
-  Arterial Road
-  Collector Road
-  Local Road
-  Proposed Collector Road
-  Railway
-  Waterbody*
-  Watercourse*

Note:
This Schedule forms part of the Official Plan and
must be read and interpreted in conjunction with
the text.

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* Includes © Queen's Printer for Ontario 2003-2008

SUBJECT SITE
(Approximate)

Town of East Gwillimbury Key Map

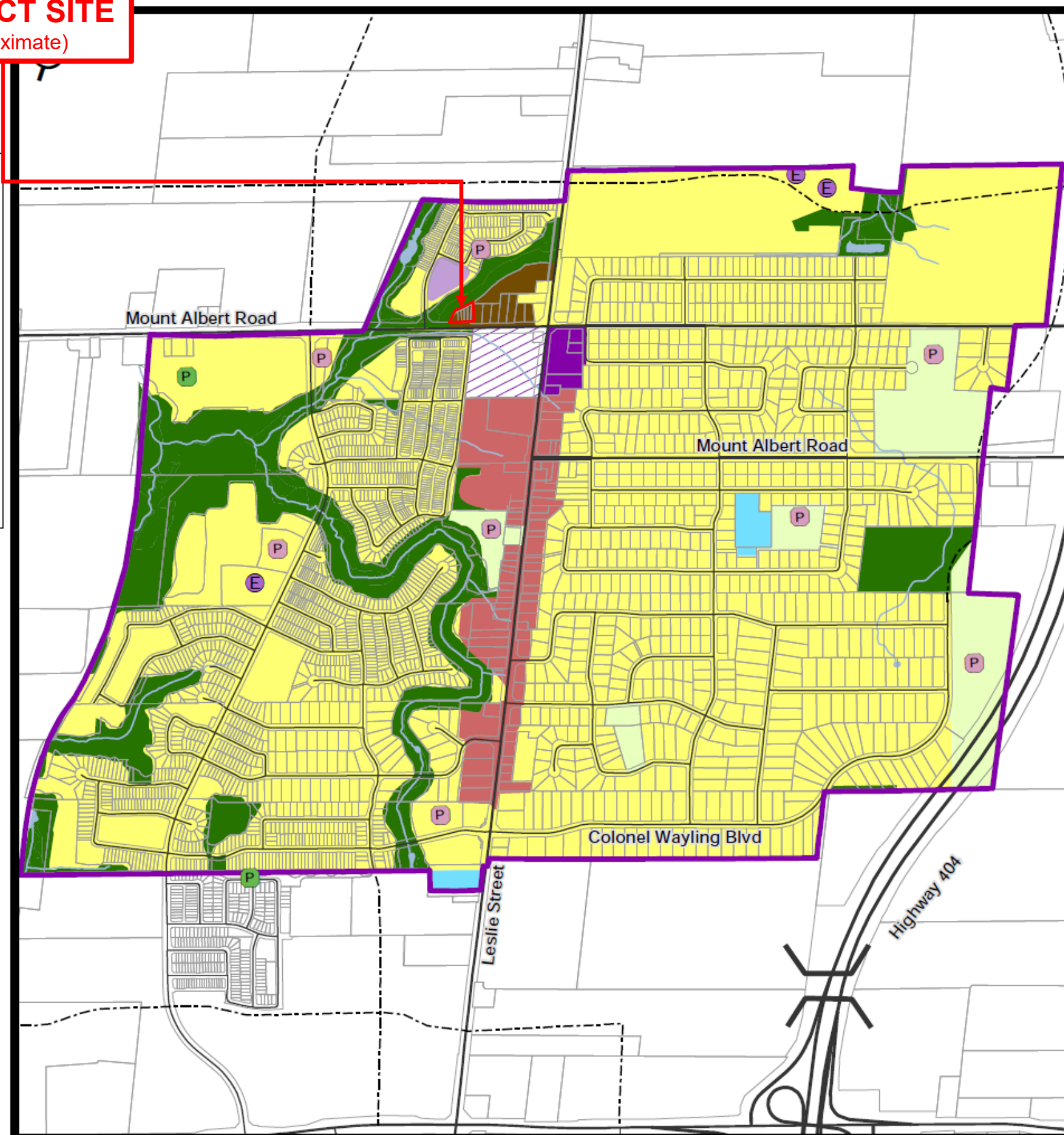
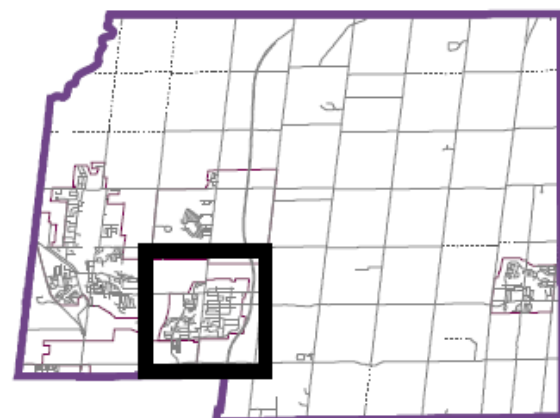
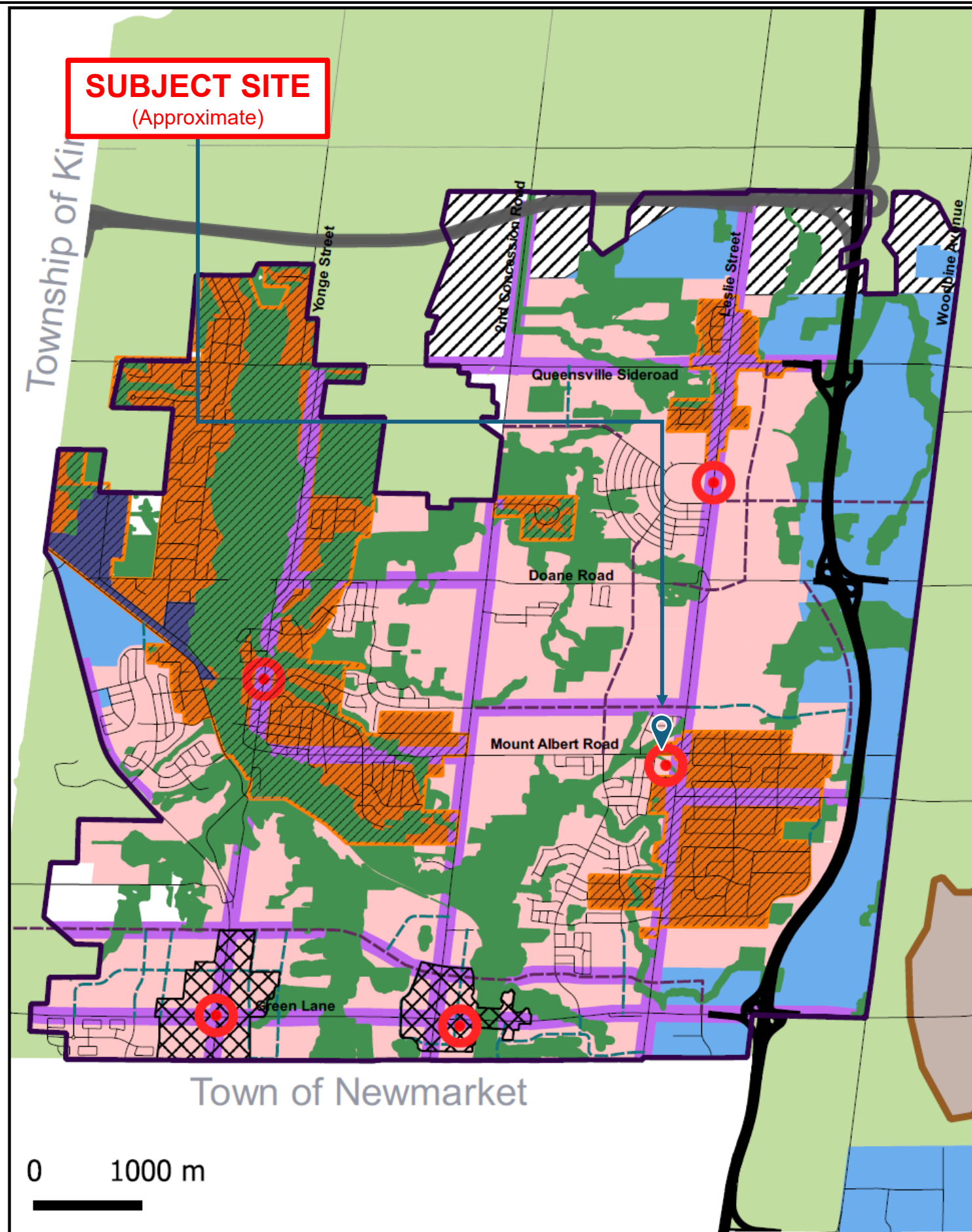


Figure 16



OFFICIAL PLAN SCHEDULE 2

URBAN STRUCTURE

Rural and Agricultural Area

- Greenbelt - Protected Countryside
- Greenbelt Settlement Area
- Lands Subject to the Oak Ridges Moraine Conservation Plan

Settlement Areas

- Settlement Area Boundary
- Built Boundary
- Future Urban Employment Area
- Future Urban Area

Delineated Built Up Area

Strategic Growth Areas

- Centres (Major & Local)
- Corridors
- Employment Area
- Community Area

Designated Greenfield Areas (DGA)

DGA - Strategic Growth Areas

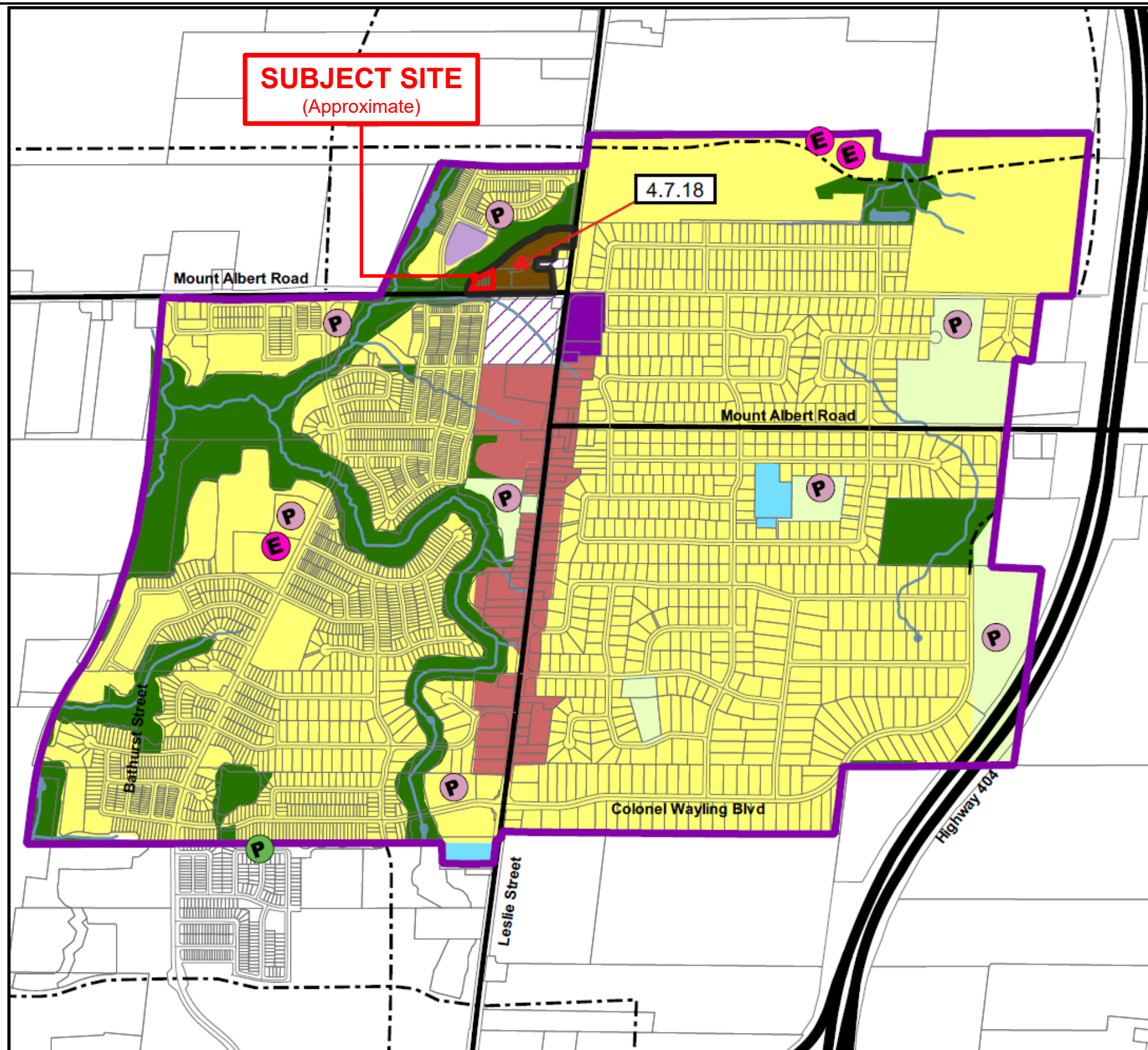
- Centres
- Corridors
- DGA Employment Area
- DGA Community Area
- Environmental Protection Designation
- Major Transit Station Area

- Road
- Highway 404
- Proposed Bradford Bypass/Highway 400-404 Connecting Link

Proposed Collector Roads

- Proposed Major Collector
- Proposed Minor Collector

Figure 17



OFFICIAL PLAN SCHEDULE 3C SHARON LAND USE PLAN

- Sharon Secondary Plan
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Village Core Area
- Residential Mixed Use
- Neighbourhood Commercial
- [No Title] Institutional
- Environmental Protection Designation
- Parks and Open Space
- Special Policy Area
- Elementary School
- Proposed Elementary School
- Existing Park
- Proposed Park
- Highway 404
- Arterial Road
- Road
- Proposed Collector Road

Figure 18

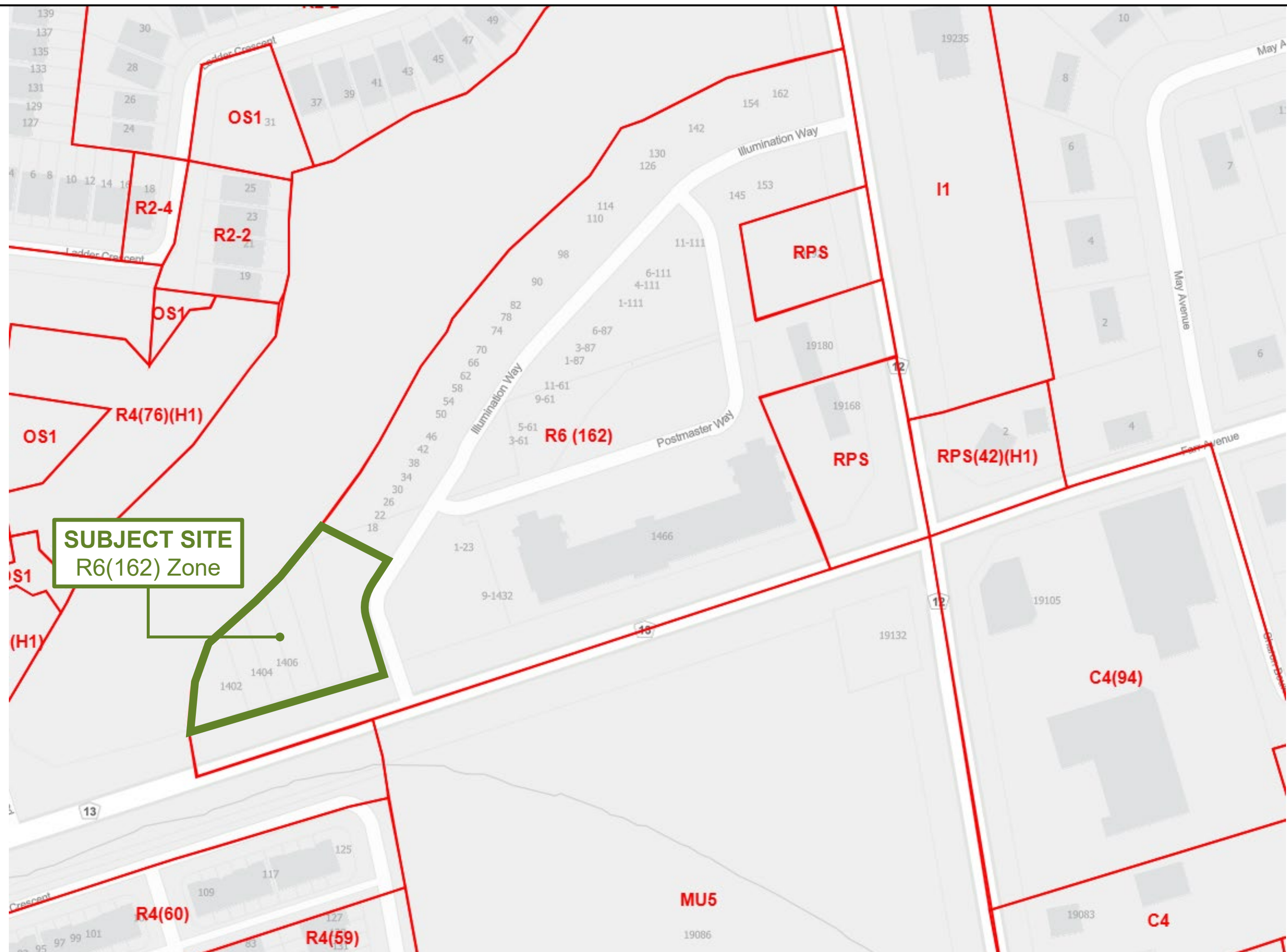


Figure 19