



# Planning Justification Report

April 2024

18642 Leslie  
Street

TOWN OF EAST GWILLIMBURY



**Date:**

April 2024

**Prepared for:**

**18642 Leslie GP Ltd.**

**Prepared by:**

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# INTRODUCTION

# 1.0 INTRODUCTION

MacNaughton Hermesen Britton Clarkson Planning Limited (“MHBC”) has been retained by 18642 Leslie GP Ltd. (“Owner”) to provide planning justification in support of an Official Plan Amendment (“OPA”) application.

The site is located on the west side of Leslie Street and is municipally known as 18642 Leslie (hereafter referred to as the “Subject Lands”), as shown on **Figure 1**.

The proposal seeks an Official Plan Amendment to the Town’s existing Official Plan and 2022 Official Plan, to facilitate an infill development of the Subject Lands with 18 3.5-storey multiple-dwellings deployed on the north and south sides of a proposed private street; a 3-storey building proposed at the southeast corner of the proposed private street and Leslie Street; and retention of the existing heritage dwelling which will be used for live-work purposes.

Originally, it was intended that concurrent Official Plan Amendment (OPA) and Zoning By-Law Amendment (ZBA) applications would be submitted. However, following the Pre-Application Consultation meeting, staff advised on March 5, 2024, that due to recent legislative changes, a standalone OPA application is to be submitted and approved, prior to the submission of a ZBA application.

This report has been prepared in support of the OPA Application. Based on the review and analysis contained herein, we conclude that the proposal has had appropriate regard to matters of Provincial Interest (Section 2 of the *Planning Act*), is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, conforms to the Region of York Official Plan, and conforms to the Town of East Gwillimbury Official Plan, except as is proposed to be amended.



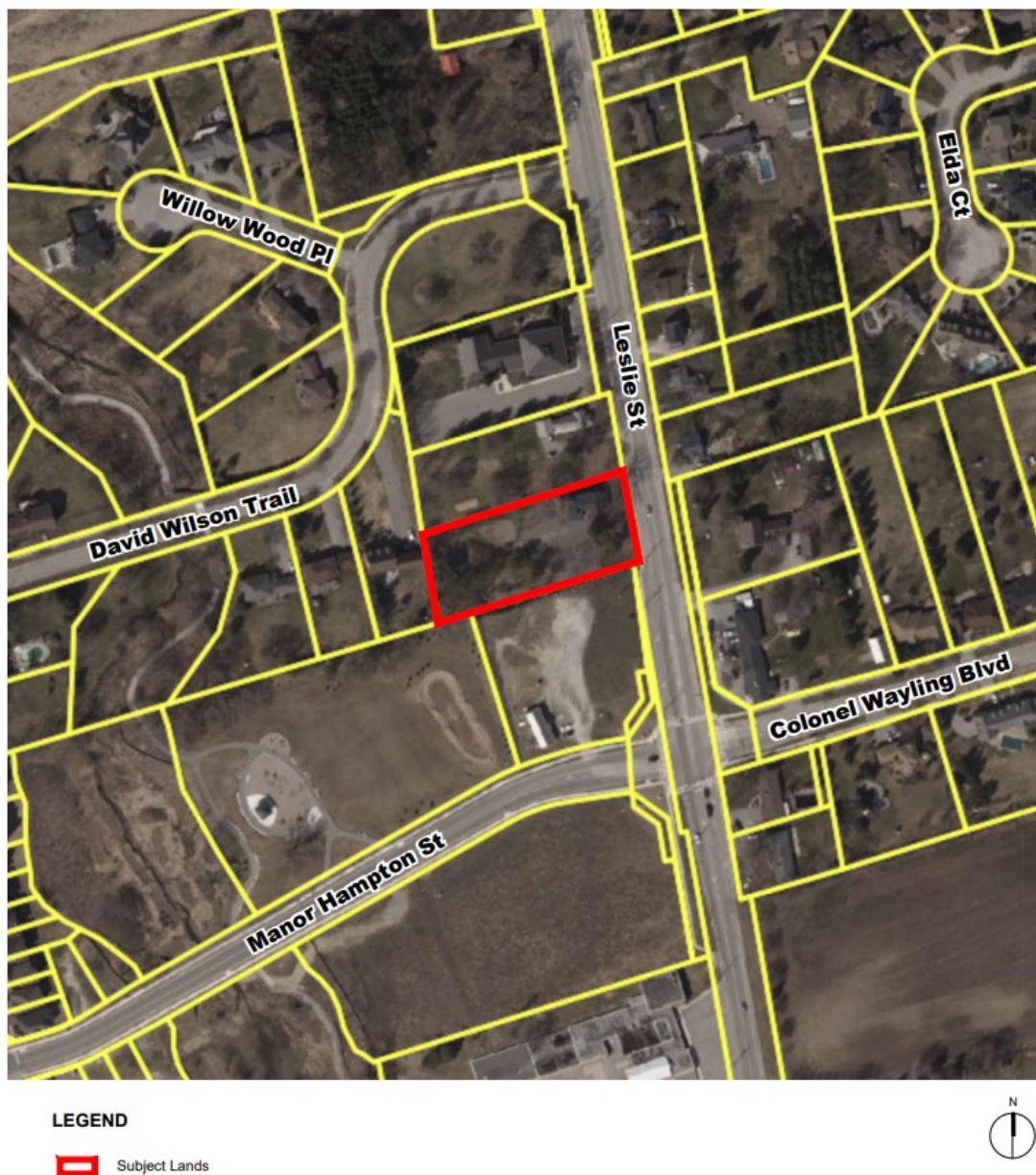


Figure 1: Location Map

## 1.1 SUBJECT LANDS AND SURROUNDING AREA DESCRIPTION

The Subject Lands are located on the west side of Leslie Street (**Figure 1**), approximately 120 metres away from the Leslie Street and Manor Hampton Street/Colonel Wayling Boulevard intersection. The Subject Lands are rectangular, are approximately 0.44 hectares (1.09 acres) in size and is occupied by a two-storey dwelling. The Subject Lands has a frontage of approximately 43.9 metres along Leslie Street and lot depth of approximately 101 metres.



Figure 2a: Facing north along Leslie Road from the Subject Lands

**NORTH:** To the north of the Subject Lands are primarily single-detached dwellings, a place of worship (Sharon-Hope United Church), and a massage therapy business in a 1 storey residential building. A Veterinary Clinic (Sharon Veterinary Clinic) is located further north.



Figure 2b: Single Detached Dwelling facing east from the Subject Lands

**EAST:** Leslie Street is located immediately east with primarily single-detached dwellings, and a small woodlot located further east.





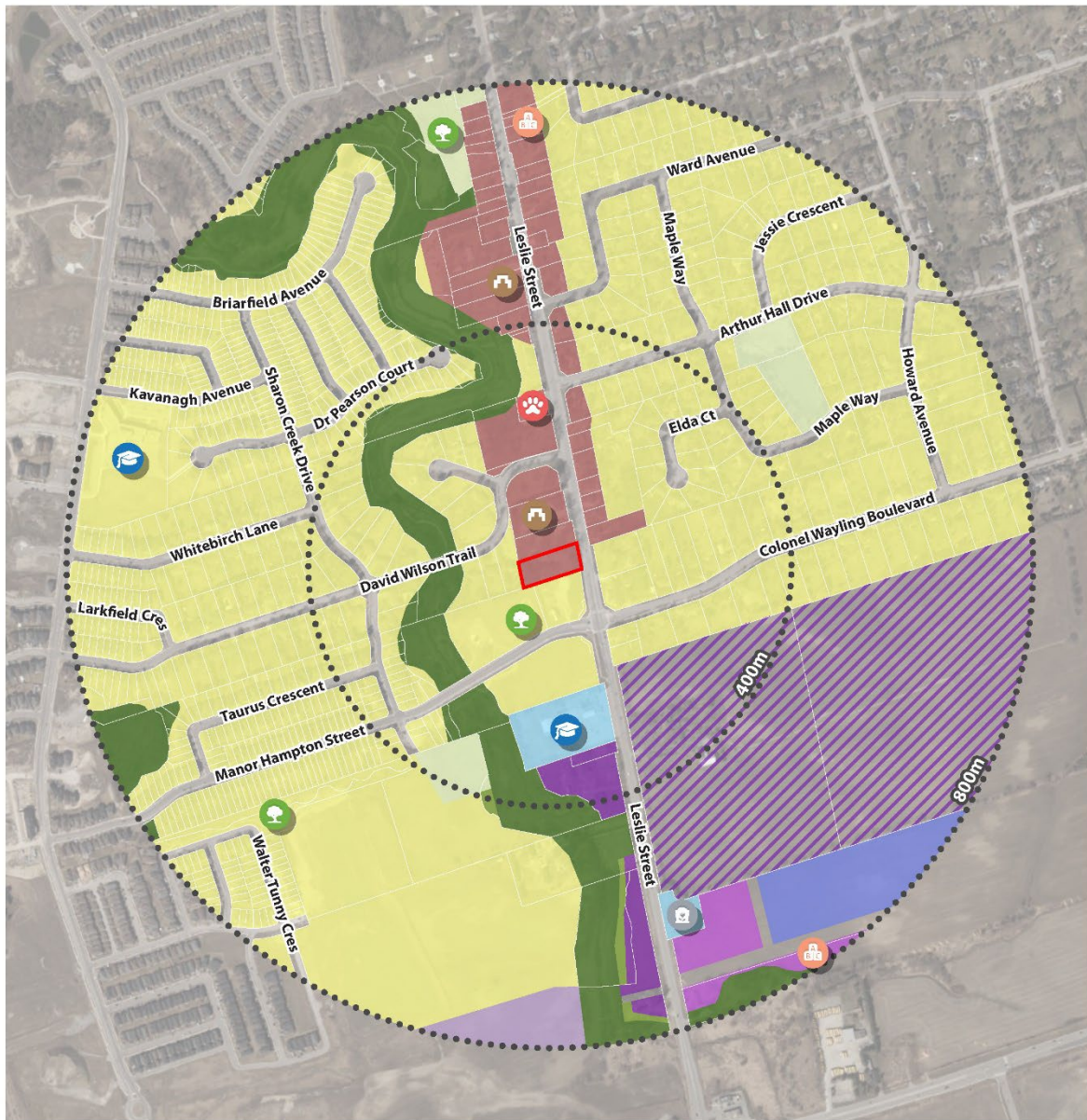
Figure 2c: Facing south along Leslie Road from the Subject Lands

**SOUTH:** Immediately south of the Subject Lands is Manor Hampton Bike Park. Further south are primarily single detached dwellings on deeper lots, Sharon Public School, and a horse breeding facility (Morton Stables). A 6-storey mixed-use development (Sharon Corners) is proposed further south and is under review by Town Planning Staff.



Figure 2d: Single Detached Dwellings along David Willson Trail, east from the Subject Lands

**WEST:** To the west is a low-scale residential neighbourhood comprising single-detached residential dwellings. A Natural Heritage System and the David Wilson Trail are also located to the west of the Subject Lands.



### LEGEND

	Subject Lands		Prestige Employment		Place of Worship
	Low Density Residential		Environmental Protection Area		Veterinarian
	Village Core Area		Parks and Open Space		Park
	Institutional		Open Space Special Study Area		Cemetery
	Residential Mixed Use		New Community Design Plan#3		
	Medium Density Residential 1		School		
	Mixed Business Employment		Daycare		



Figure 3: Context Map



### 1.1.1 TRANSPORTATION

The Subject Lands are located on the west side of Leslie Street, and are serviced by:

- Bus Line 50 (Newmarket Terminal) provides services from Sutton at High Street and Burke Street, to Newmarket Terminal, with stops along Leslie Street;
- Bus Line 425 (Huron Height School Special via Holland Landing) provides services from East Gwillimbury to Davis Drive in Newmarket, with access to the Newmarket GO Station Terminal.

## 1.2 POLICY CONTEXT

The following section provides an initial summary of the policy context for the proposed redevelopment. A detailed review of the policy framework is provided in **Appendices C to H**.

### 1.2.1 THE PLANNING ACT

The proposed development supports the applicable matters of Provincial interest as outlined in Section 2 of the *Planning Act* regarding the incorporation of sustainable measures, efficient utilization of land, contributions to a range of uses and growth, utilization of existing infrastructure, supporting active transportation and compliance with the Building Code, AODA and other required accessible standards. These matters are further discussed in subsequent sections of this report.

### 1.2.2 PROVINCIAL POLICY STATEMENT AND GROWTH PLAN

The Provincial Policy Statement ("PPS") and Growth Plan for the Greater Golden Horseshoe ("Growth Plan") are applicable to the Subject Lands. The policies within Section 1.1 of the PPS state that healthy, livable, and safe communities are sustained by accommodating an appropriate affordable and market-based range and mix of uses including residential and commercial to support long-term needs. Specifically, sufficient land be made available to accommodate an appropriate range and mix of land uses to meet the projected needs for a time horizon of up to 25 years. Communities should promote cost-effective development patterns and standards to minimize land consumption and servicing costs.

The policies within Section 1.3 of the PPS guide the development of settlement areas with a focus on intensification and redevelopment. The policies encourage a mix of land uses that are transit-supportive, use existing infrastructure and public services, support active

transportation, and promote green spaces in order to ensure that the long-term economic prosperity of existing and planned communities is maintained.

The policies within Section 1.4 require an appropriate range and mix of housing types and densities to meet current and projected needs. The policies encourage new housing types and densities to be located in areas that are appropriately serviced by existing or planned municipal infrastructure and public services. The Growth Plan directs development to establish built-up areas where there is existing municipal infrastructure. Intensification and redevelopment are encouraged as is a range and mix of residential and employment uses in a compact urban form.

### 1.2.3 REGION OF YORK OFFICIAL PLAN, 2022

The Region of York Official Plan came into effect in November 2022, replacing the 2010 Official Plan. The Subject Lands are designated in the Region of York Official Plan ("YROP") as an "Urban Area" on Map 1 – Regional Structure (**Figure 5**). Urban Areas are intended to support communities that are compact, well-designed, and lively to be socially inclusive, environmentally sustainable, and economically vibrant. Urban Areas aim to accommodate a significant portion of the planned growth in the Region through intensification.

The Subject Lands are designated "Community Area" on Map 1A – Land Use Designations (**Figure 6**). Community Areas are where the majority of residents, personal services, retail, arts, culture, and recreational facilities are to be located. The Subject Lands are also located in a Built Up Area on Map 1B – Urban System Overlays (**Figure 7**).

Map 9A – Regional Road Cycling Network identifies Leslie Street (the adjacent road to the Subject Lands) as "Proposed Cycling Facilities" (**Figure 8**). Leslie Street is identified to have up to "41 metres" of street width, as per Map 11 – Planned Street Widths (**Figure 9**).

The Subject Lands are also located within a Recharge Management Area (WHPA Q1/Q2) on Map 12A SGRA & Recharge Management Area Map (**Figure 10**).



Figure 4: Map 1 – Regional Structure



Figure 5: Map 1A – Land Use Designations



Figure 6: Map 1B – Urban System Overlays



Figure 7: Map 9A – Regional Road Cycling Network

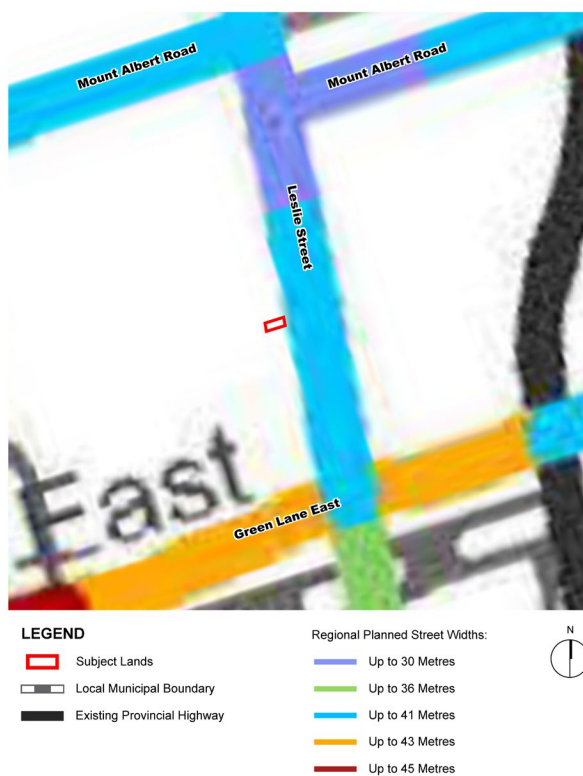


Figure 8: Map 11 – Planned Street Width

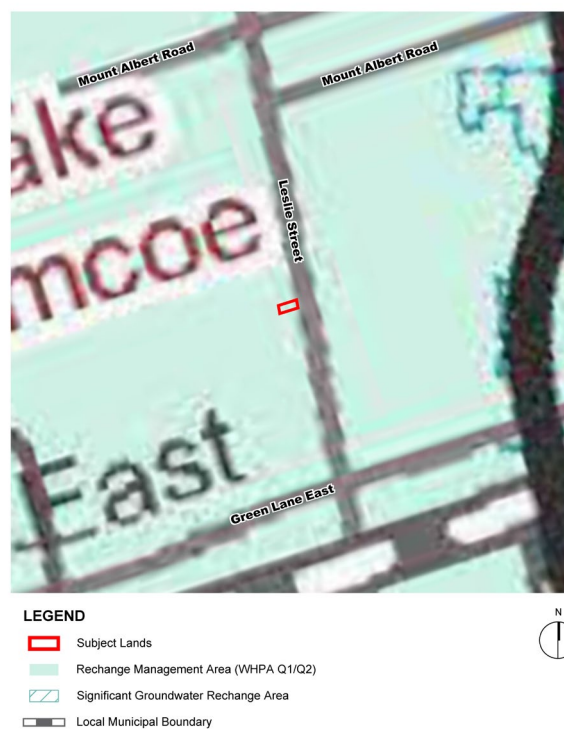


Figure 9: Map 12A – SGRA &amp; Recharge Management Area Map



## 1.2.4 LAKE SIMCOE PROTECTION PLAN (LSPP)

The LSPP was developed to protect and restore the ecological health of Lake Simcoe and its watershed, as human-related activities including urban and rural uses have impaired the watershed ecosystem through direct and indirect changes. The Subject Lands are located within the Lake Simcoe Protection Act Watershed Boundary, and specifically within the East Holland Subwatershed boundary.

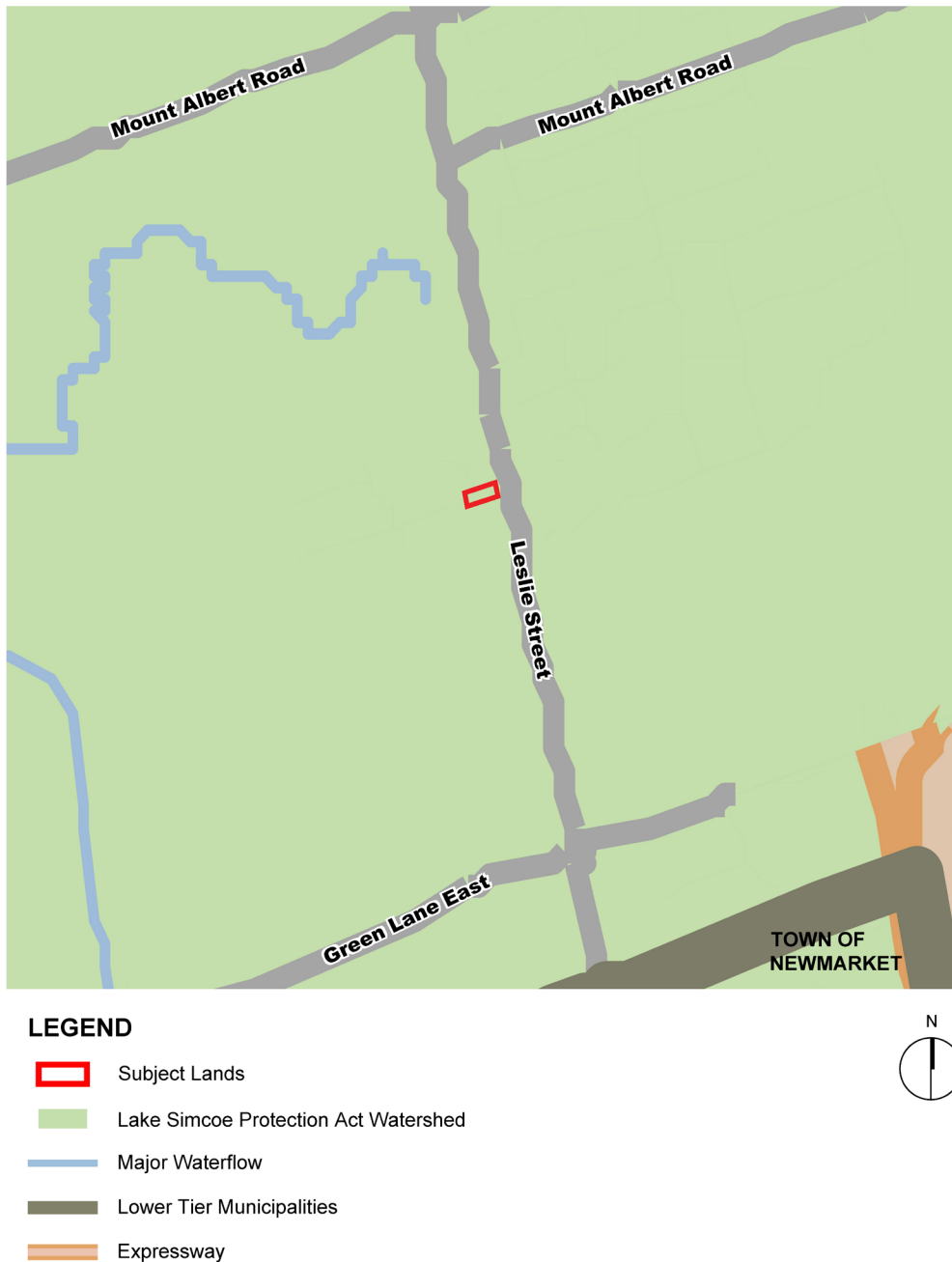


Figure 10: LSPP Watershed Boundary Map

### 1.2.5 TOWN OF EAST GWILLIMBURY OFFICIAL PLAN, 2010

The Town of East Gwillimbury Official Plan ("Town OP") was approved in 2010, and is in place to support long-term growth and development within the Town. The Subject Lands are located on a Local Corridor on Schedule A – Town Structure (**Figure 11**), and within a Built Boundary on Schedule A-1 – Urban Structure (**Figure 12**). Local Corridors are intended to support an urban mixed-use character that is pedestrian-oriented and transit-supportive. It is noted that land uses permitted include, Residential Mixed Use, Medium Density Residential, Neighbourhood Commercial, Institutional, Parks, and Open Space.

In addition to being located on a corridor, the Subject Lands are also located partially in a Community Area (**Figure 12**). These areas are planned to foster a sense of belonging and include a variety of housing sizes, types, and densities, as well as other uses to contribute to the creation of a built environment that meet the needs of residents, and to create vibrant, identifiable, liveable, and walkable neighbourhoods.

The Subject Lands are also designated Village Core Area on Schedule B-3 – Sharon Land Use Plan (**Figure 13**). The Village Core designation permits a wide range of uses including retail stores, personal service shops, restaurants, business and professional offices, medical clinics, mixed uses, residential units or apartments within commercial buildings, as well as institutional uses and open space.

Leslie Street is identified as a "Regional Arterial" on Schedule E – Transportation Network (**Figure 14**). Furthermore, Leslie Street is identified as "Proposed Cycling Facilities on Regional Roads and Right of Ways" on Schedule E-1 (**Figure 15**). An existing park is located south of the Subject Lands, on Schedule F-1 – Parks, Trails, and Community Facilities in the Urban Planning Area (**Figure 16**).

The Subject Lands are identified within a Wellhead Protection Quantity Area (WHPAQ) on Schedule J (**Figure 17**). The ecological and hydrological integrity of these areas are to be protected from the impacts of new development.

#### 1.2.5.1 SHARON SECONDARY PLAN

The Subject Lands are located in the Sharon Secondary Plan area. Overall, the Secondary Plan calls for new development to recognize the unique nature of this area and provide for the protection and enhancement of its historical and architectural features. Furthermore, the preservation and adaptive reuse of existing buildings in a manner compatible with the heritage character of the community is encouraged. As noted previously, the Village Core Area designation permits a range of uses including retail stores, professional offices, mixed uses, residential units or apartments in commercial buildings, institutional uses and open spaces.



Figure 11: Schedule A – Town Structure

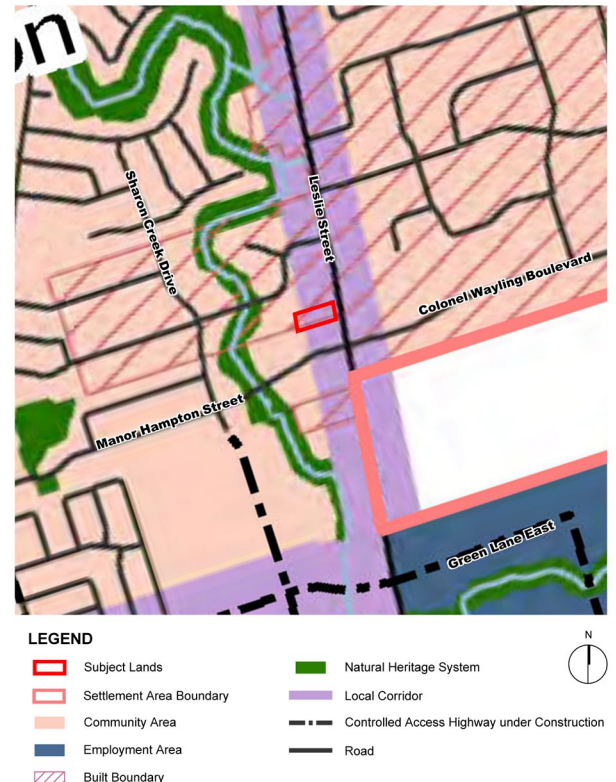


Figure 12: Schedule A-1 – Urban Structure

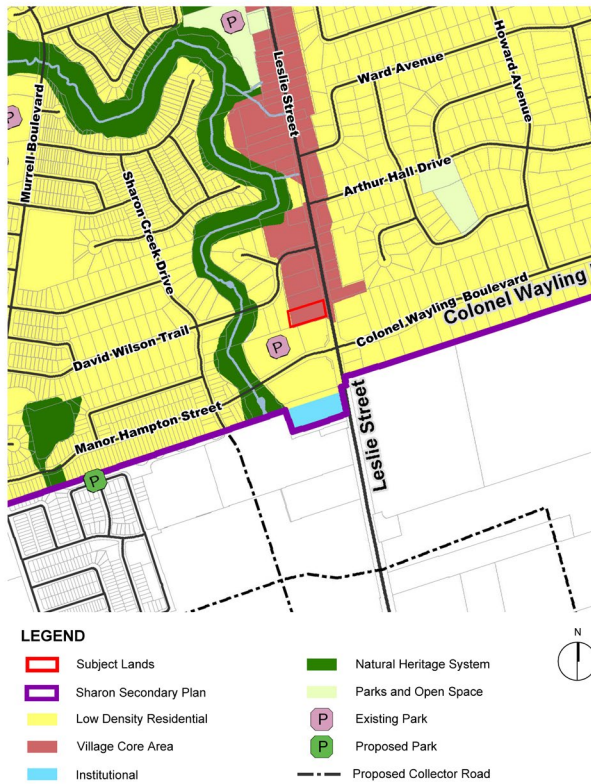


Figure 13: Schedule B-3 – Sharon Land Use Plan



Figure 14: Schedule E – Transportation Network





Figure 15: Schedule E-1 – Cycling Network

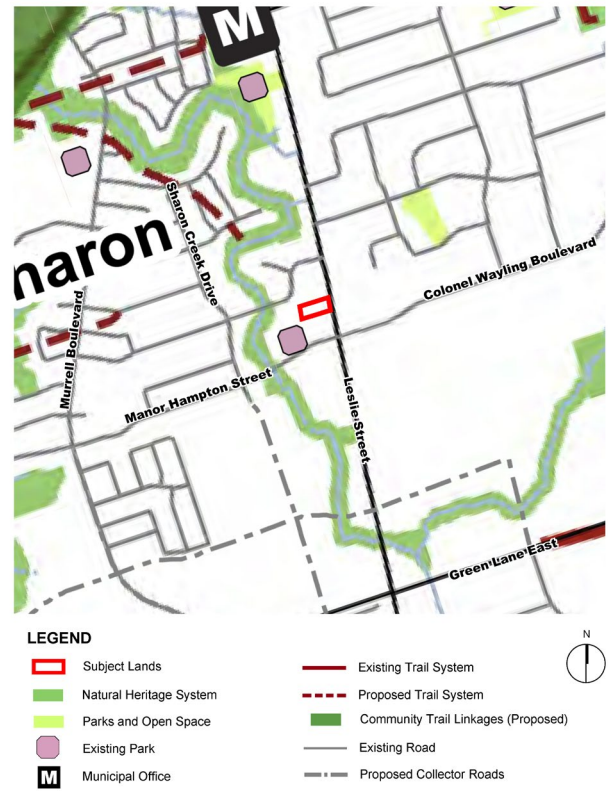


Figure 16: Schedule F-1 Parks, Trails and Community Facilities in the Urban Planning Area

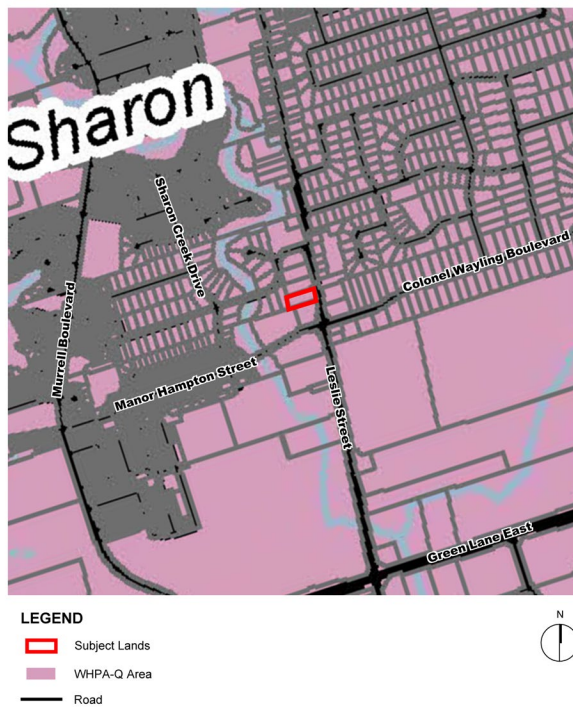


Figure 17: Schedule J: Wellhead Protection Quantity Area (WHPA-Q)



### 1.2.5.2 EAST GWILLIMBURY OFFICIAL PLAN (2022)

The Town of East Gwillimbury (EG) has reviewed and is updating its Official Plan (OP). The Town's Updated OP has been finalized and was then adopted and endorsed at the June 21, 2022, Council meeting. The OP is currently awaiting approval from the Region of York.

The OP is the primary tool for implementing long-range Provincial, York Region, and Town-wide land use policies. The detailed policies of this Plan build upon the community's vision for the future and a number of supportive community values. This OP establishes a framework for growth and development to 2051. Of note, the 2022 OP maintains similar land use policies as those in the current 2010 OP for the historic main street area of Sharon, where it is intended to grow and provide greater density and a broader mix of uses to support the local community at densities which are supportive of transit.

The Subject Lands are located in the Central Growth Area (Settlement Areas) on Schedule 1 (**Figure 18**) as part of the Growth Management Strategy. Growth in this area is projected to be approximately 113,000 people by 2051. The Subject Lands are also located in the Settlement Areas, and specifically in the Built Boundary on Schedule 2. The Settlement Areas are the focus of new development within the Town.

The Subject Lands are located in a Delineated Built-Up Area, as shown on Figure 19. Further, the lands are located in a Community Area. Community Areas are to be planned to be primarily residential in nature, but also include neighbourhood supporting uses such as office uses, retail and service commercial uses, institutional uses, public service facilities and parks and open spaces.

The Subject Lands are located on a Corridor on Schedule 2 (**Figure 19**) and designated Village Core Area on Schedule 3C - Sharon Land Use Plan (**Figure 20**). Leslie Street is identified as a road where cycling facilities are proposed on Schedule 7 (**Figure 21**) and a Regional Arterial on Schedule 8 (**Figure 22**). The Subject Lands are located on Map 6 Recharge Management Area (**Figure 23**).

All development approvals within the Town are to be explicitly linked to the ability of the Town to provide municipal service infrastructure and transportation system capacity. All development approvals within the Town are to be conditional upon commitments from the Town and/or the proponent of any development proposal to the timing and funding of any required road, active transportation facility, public service facility, park, and appropriate municipal service infrastructure. We therefore anticipate that the future Zoning By-law Amendment would include a Holding Provision relative to servicing allocation being dedicated to the Subject Lands.



Figure 18: Schedule 1 – Growth Management



Figure 19: Schedule 2 – Urban Structure

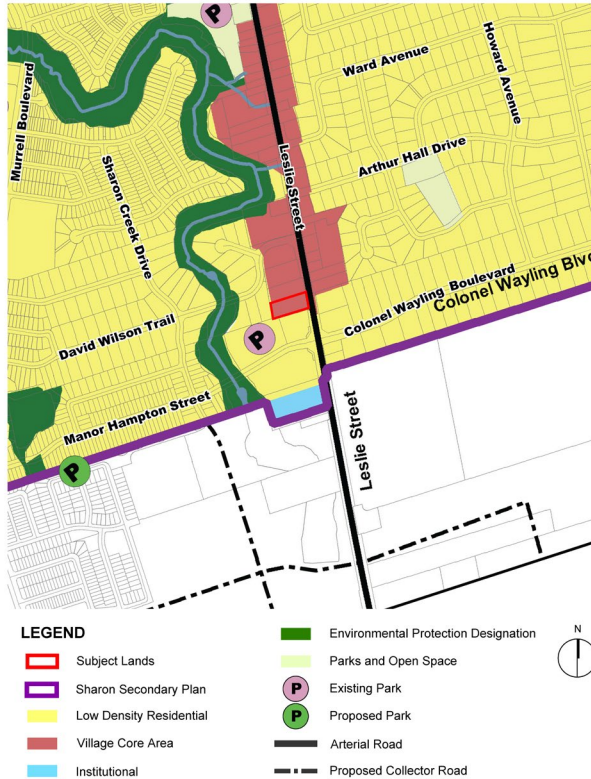


Figure 20: Schedule 3C – Sharon Land Use Plan

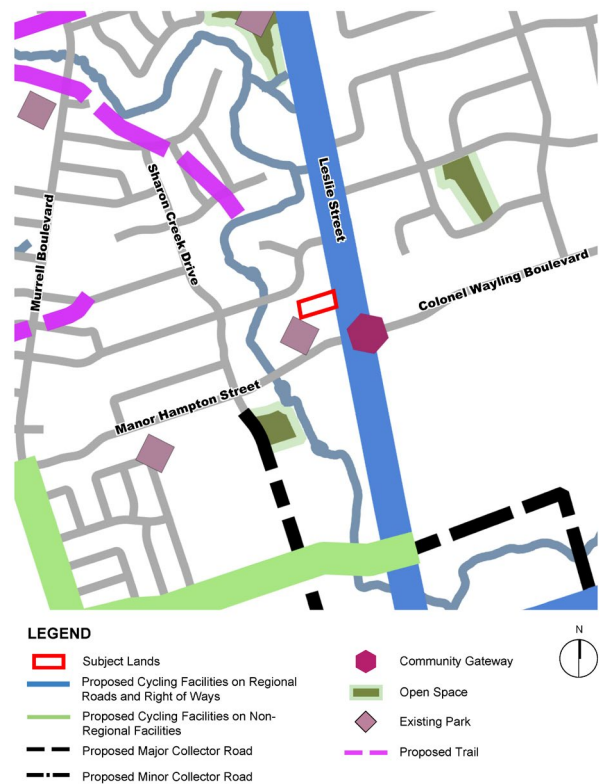


Figure 21: Schedule 7 – Active Transportation, Parks And Community Facilities

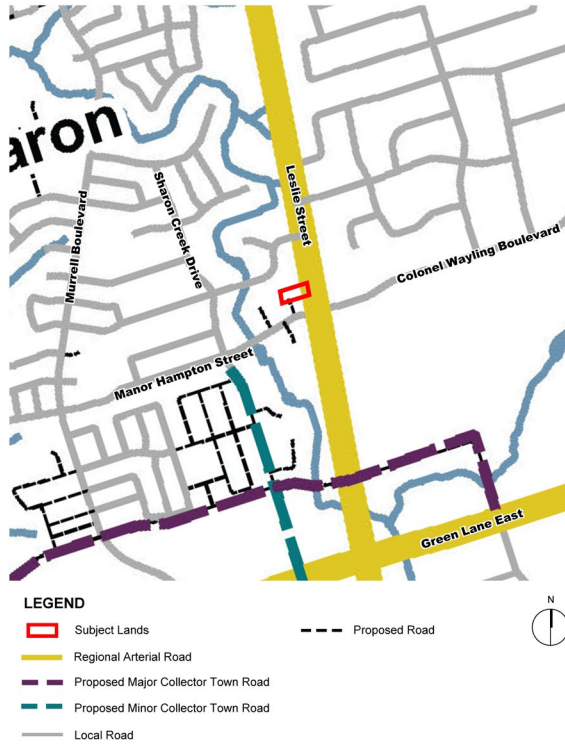


Figure 22: Schedule 8 – Road Network

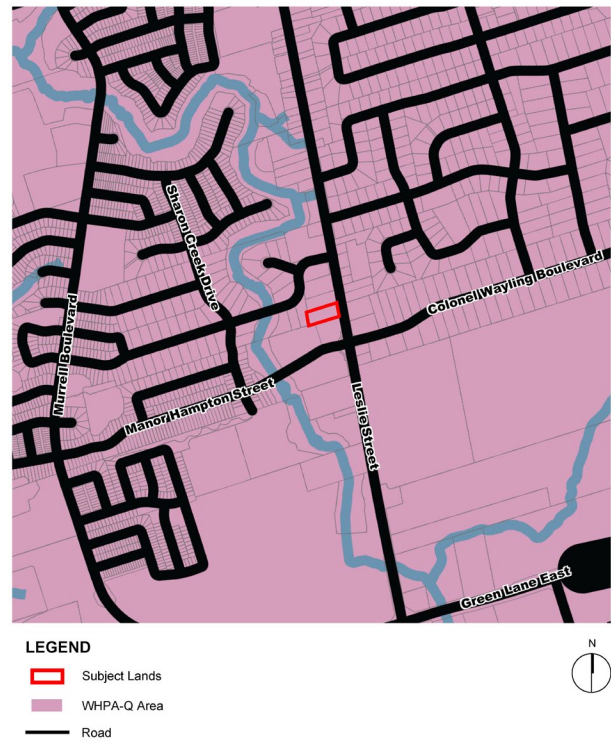


Figure 23: Appendix I Map 6 – Recharge Management Area

## 1.2.6 SHARON HERITAGE CONSERVATION DISTRICT

East Gwillimbury is undertaking a Heritage Conservation District (HCD) Study for the community of Sharon. The Subject Lands are located within a Sharon Heritage Conservation District Study Area along Leslie Street and it is listed on the East Gwillimbury Register of Cultural Heritage Properties. This is an area that has unique characteristics and is protected by municipal by-law. The purpose of the HCD is to protect the Town's cultural heritage and establish policies and guidelines outlining what is regarded as acceptable and desirable change. When completed the Sharon HCD would include an HCD Plan with policies and urban design guidelines to manage growth, while maintaining and respecting the heritage and character of the community.



Figure 24: Sharon Heritage Conservation District Map

## 1.2.7 COMPREHENSIVE ZONING BY-LAW 2018-043

The Zoning By-law zones the Subject Lands as Mixed Use 1 with a Holding provision (MU1 (H4)). The Mixed Use 1 provision is based on the existing Commercial General Zone but



is modified to implement the Village Core Areas designation in the Official Plan. The residential uses permitted include Accessory apartments, boarding, lodging or rooming houses, coach houses, single detached dwellings, townhouse dwellings with rear lane access, home businesses, home child care, long term care facilities, retirement homes, short term rental accommodations, and dwelling units within a non-residential building. The Holding provision is based on the confirmation of the town that servicing is available and sufficient to be allocated to certain developments.

In the interim, these developments include animal clinics, animal daycare centres without grooming, art galleries, business offices, commercial schools, financial institutions, libraries, medical offices, and museums. In addition to the above non-residential uses mentioned for the holding provision, the zoning permits banquet halls, caterer's establishments, commercial fitness centres, community centres, funeral homes, garden centres, motels/hotels, nanobreweries, outdoor display and sales area, place of amusement, place of worship, private clubs, restaurants, retail stores, service commercial us, private schools, and theatres. A Zoning By-law Amendment application will be provided in the future to implement the proposed development.

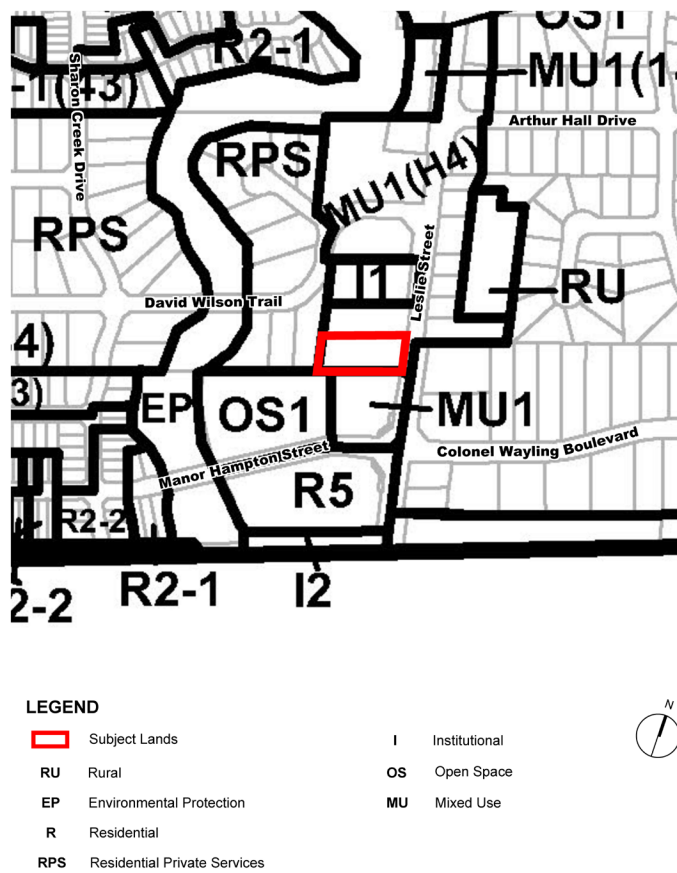


Figure 25: 2018-043 Zoning By-law Map 4

### 1.2.8 APPLICABLE TOWN GUIDELINES

The East Gwillimbury Town-Wide Urban Design Manual, Sharon Village Urban Design Guidelines, and Sharon Village Architectural Control Guidelines apply to the Subject Lands providing guidelines and objectives to ensure high-quality development, and preservation of the historical character, where applicable. These guidelines will be addressed in further detail when the future Zoning By-law Amendment application is submitted.





**2.0**

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# THE PROPOSAL

# 2.0 Proposal

The proposed development comprises of 3.5-storey multiple-dwellings deployed on the north and south sides of a proposed private street, a 3-storey building at the southeast corner containing 3 residential units, and the retention of the existing heritage building which will be used for live-work purposes (home-based business), as shown in Figure 26. A total of 40 units are proposed on the Subject Lands, or 91 units per hectare. The total Gross Floor Area proposed is 4,088.34 square metres, and the total Floor Space Index is 1.01. The rear portion of the existing building will be demolished, while the 1 and a half-storey heritage portion will be retained.

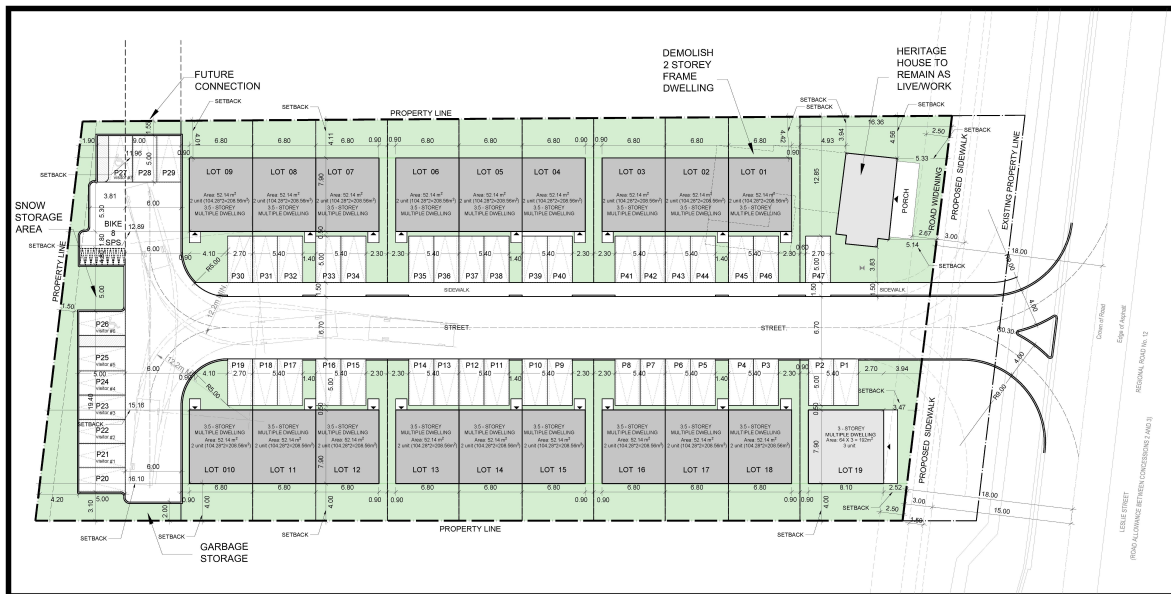


Figure 26: Site Plan

All units on the ground floor in the multiple-dwellings along the private street (unit A) would have access to ground floor amenity spaces at the rear, ranging between 27.20 square metres and 33.97 square metres per lot. All units above grade in those multiple-dwellings (unit B) would have access to amenity space integrated into the front and rear of each unit, providing 9.6 square metres per unit. The proposed 3-storey multiple-dwelling to be located on the southeast corner of the site will have 33.05 square metres of amenity space at the rear.

A total of 37 residential parking spaces are proposed. 10 Visitor parking spaces, including 2 accessible parking spaces, are also proposed at the terminus of the proposed private street. Further, 8 bicycle parking spaces are proposed, and the proposed bicycle parking is located in a highly visible and accessible location near the visitor parking area at the terminus of the private street. The multiple-dwelling units are oriented along the proposed private street, which provides pedestrian and vehicular access to Leslie Street. The proposed private street will be 6.7 metres and the proposed sidewalk will be 1.5 metres. A road widening of 7.9 metres is provided.

## 2.1 CONCEPTUAL ARCHITECTURE

The proposed architectural design will be of high quality to complement the surrounding existing and proposed developments. Special design considerations have been made for all frontages of the Subject Lands. Further details of these will be provided during the Zoning By-law Amendment process.

The overall design direction of the proposal development is compatible with the surrounding area as through the introduction of 3.5-storey multiple-dwellings, one 3-storey multiple-dwelling at the southeast corner and the retention of the existing heritage building, does not exceed the maximum permitted height 4-storeys. Further, the proposal will provide for a range and mix of residential uses that will contribute toward a complete and transit-supportive community. To this end, streetscape perspective and building elevations have been provided in support of the application as shown in Figures 27 to 29.



Figure 27: Site Streetscape Perspective



Figure 28: Proposed Elevations for the Multiple-Dwellings along the private street

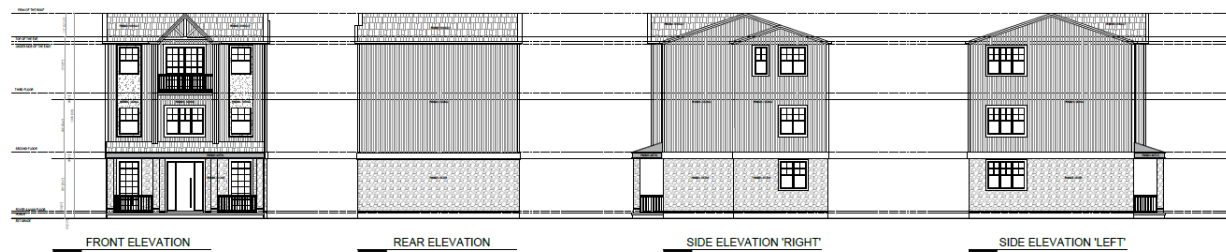


Figure 29: Proposed Elevations for the standalone Multiple-Dwelling along Leslie Street



## 2.2 CONCEPTUAL LANDSCAPING

Landscaping in the form of shrubs and grass will be planted along the internal private street, along the perimeter of the site, and along Leslie Street to provide for a high-quality public and private streetscape. The proposed sidewalk will provide a connection between the proposed development, and the sidewalk along Leslie Street, thereby encouraging walkability and will complement the character of the existing community. The Landscape Concept Plans are shown in Figure 30.



Figure 30: Landscaping Plans

The proposal has been designed to provide for a safe and appropriate pedestrian circulation network. The proposed multiple-dwellings have been located along the private street and will provide pedestrian pathways that will connect directly to Leslie Street and the future connection into the neighbourhood from the north portion of the visitor parking area, as shown in Figure 31. Given the size and orientation of the proposed development, the proposed pedestrian circulation network provides connectivity throughout the site and to the surrounding street system including Leslie Street. This allows future residents of the proposed development to easily access surrounding commercial, and open space uses, as well as existing community amenities.



Figure 31: Site Perspective

We note that the future Zoning By-law Amendment Application to be submitted, and the corresponding Planning Justification Report will provide further details regarding the Built Form and Massing, Architectural Design, Landscape Design, Access, Parking, and Servicing, and Sustainable Design.

### 2.3.a DRAFT OFFICIAL PLAN AMENDMENT TO THE TOWN OF (2010)

The Town OP designates the Subject Lands as Village Core Areas on Schedule B-3 – Sharon Land Use Plan. Further, the Subject Lands are located on a Local Corridor (Schedule A – Town Structure). The Village Core permits a range of uses including retail, mixed uses, personal shops, restaurants, business/professional offices, clinics, residential units or apartments in commercial buildings, and institutional uses and open space. Further, the maximum density permitted is 32 units per hectare for residential development.

An OPA is being submitted to implement the proposed residential development through a site-specific provision as follows:

- to permit a single use (residential only) in the proposed multiple-dwellings;
- to permit live-work in the retained heritage dwelling; and
- increase the permitted density to facilitate the proposed development.

The draft OPA to the Town OP (2010) is found in **Appendix A** of this report.

## 2.3.b DRAFT OFFICIAL PLAN AMENDMENT TO THE TOWN OP (2022)

Similar to the above, the Town OP (2022) designates the Subject Lands as Village Core Areas on Schedule 3C – Sharon Land Use Plan. Further, the Subject Lands are located on a Local Corridor (Schedule A – Town Structure). The Village Core permits a range of uses including retail, mixed uses, personal shops, restaurants, business/professional offices, clinics, residential units or apartments in commercial buildings, and institutional uses and open space. Given that the 2022 Town OP permits Home-Based Business, which aligns with live-work, an amendment is not sought for the live-work use for the 2022 Town OP.

An OPA is being submitted to implement the proposed residential development through a site-specific provision as follows:

- to permit a single use (residential only) in the proposed multiple-dwellings; and
- increase the permitted density to facilitate the proposed development.

The draft OPA to the Town OP (2022) is found in **Appendix B** of this report.

## 2.4 SUPPORTING PLANS AND REPORTS

In support of the proposed amendment and development, and through the guidance of the Pre-Application Consultation Checklist dated April 27, 2023, the following plans and studies have been prepared:

- Arborist Report prepared by EnVision Consultants Ltd.;
- Topographic Survey prepared by ertl. surveyors;
- Architectural Plans prepared by AGA Architecture Engineering;
- Landscaping Plans prepared by Laud Studios Inc.;
- Geotechnical Investigation prepared by Soil Engineers Ltd.;
- Traffic Impact Study prepared by CGC Transportation Consulting;
- Hydrogeological Assessment prepared by Soil Engineers Ltd.;
- Site Servicing & Stormwater Management Report prepared by C.F. Crozier & Associates; and
- Heritage Impact Assessment prepared by Parslow Heritage Consultancy Inc.;

### 2.4.1 ARBORIST REPORT

EnVision Consultants Ltd, have prepared an Arborist Report in support of the proposal. A tree inventory was conducted and reviewed in the context of the proposed site plan. The Report contains the following findings:

- A total of 138 trees with a diameter at breast height (DBH) of 5 cm or larger were inventoried on the Site and within 10 m of the Site boundaries. A total of fifteen (15) species were identified;
- Of the 138 trees identified, sixty-eight (68) were found to be in good condition, fifty-six (56) were found to be in good to fair condition, three (3) were found to be in fair condition, five (5) were found to be in fair to poor condition, one (1) was found to be in poor condition, and five (5) were dead;
- Thirty-six (36) trees with a DBH of 20 cm or larger are proposed to be removed to facilitate residential development of the Site; and,
- Thirty-one (31) trees, all located on neighbouring properties, should be retained with general protection measures, and nine (9) trees are to be retained with specific protection measures.

The Report contains the following recommendations:

- Tree protection fencing is to be implemented in the Tree Protection Zone (TPZ) of trees along the southern and southwestern boundaries of the Site;
- Site works are to remain within the property boundaries on the northern portion of the Site to avoid encroachment into the dripline of trees 609, 610, and 611; and,
- Replacement plantings and/or fees are to be discussed with the Town of East Gwillimbury to compensate for the proposed removal of thirty-six (36) trees on the Site.

## 2.4.2 HYDROGEOLOGICAL INVESTIGATION

Soil Engineers Ltd. Prepared a Hydrogeological Investigation in support was completed to establishing the local hydrogeological settings within the Site. The Investigation contains the following conclusions:

- The Subject Lands are located within the Physiographic Region of Southern Ontario known as the Schomberg Clay Plains;
- The site is underlain by glaciolacustrine deposits (Silty), consisting, predominantly of silt and clay, minor sand, interpreted as having been deposited in a former lake basin (lacustrine) environment;
- The Subject Lands are located in the Lake Simcoe Watershed and the East Holland River sub-watershed. There are no records for any wetlands within, or in close proximity to the site;
- The Subject Lands are underlain by native silt, silty clay, and silty clay till, extending to the termination depth of 6.6 m below grade;
- The review of the local topography map and ground surface elevation, indicates a total elevation relief across the site is about 1.0m;



- Between the granular fill, the lands are underlaying by native silt, silty clay, and silty clay till, extended to a termination depth of 6.6m;
- The study measured groundwater level elevations ranged from 257.89 to 263.04 masl;
- The test results suggest that low to moderate groundwater seepage rates can be anticipated into open excavations below the groundwater table;
- Given that the estimated dewatering flow rate exceeds 50,000 L/day but is below the 400,000 L/day PTTW threshold limit, the approval for any proposed temporary groundwater-taking for construction requires an application for an EASR approval with the MECP;
- The estimated zone of influence for any conceptual dewatering wells or dewatering array around excavation footprints could reach a maximum of 30.9 m away from the conceptual dewatering array around the excavation footprints and servicing trenches, and it is recommended that a geotechnical engineer is consulted for review;
- Given that the proposed development falls within the Wellhead Protection Areas WHPA-Q1 and WHPA-Q2 of Lakes Simcoe and Couchiching/Black River Source Protection Area, it is anticipated that a Pre- and Post Development Water Balance, will be required along with implementing low-impact development (LID) infiltration infrastructure;
- LID infrastructure is to be implemented in areas where the shallow groundwater is deeper than 1m and other measures such as bioswales, rain gardens and thickening topsoils are to be considered; and
- The use of permeable fill material at the site during the grading stages is recommended to enhance shallow soil conditions that will promote infiltration and evapotranspiration to maintain the water balance for the proposed development.

### 2.4.3 GEOTECHNICAL INVESTIGATION

Soil Engineers Ltd. prepared a Geotechnical Investigation in support of this application to reveal the subsurface conditions and determine the engineering properties of the disclosed soils for the design and construction of a proposed residential development. The scope of the Investigation involves fieldwork of four sampled boreholes and recommendations through analyzing Subsurface and Groundwater conditions. The Investigation addresses the following matters:

- The proposed structures can be supported on conventional spread and strip footings, founded on engineered fill or competent native soil, at a depth of at least 1.2 m below the proposed finished grade
- For structures with a basement, the perimeter walls should be designed to sustain a lateral earth pressure calculated using the soil parameters stated in Section 6.7.

Any applicable surcharge loads adjacent to the basement must also be considered in the wall design. For basement slab or any slab-on-grade construction, the floor subgrade should consist of sound native soil or well-compacted inorganic earth fill

- The subgrade for the underground services should be found on sound native soil or properly compacted, inorganic earth fill. A Class 'B' bedding, consisting of compacted 19-mm CRL, or equivalent, is recommended for the underground service construction
- Some of the on-site inorganic soils are suitable for trench backfill; however, any wet soil will require aeration prior to its use as a structural backfill. The backfill material should be inorganic soils, free of boulders or oversized rock pieces (over 15 cm in size), compacted to at least 95% SPDD in lifts no more than 20 cm in thickness, or the thickness should be determined by test strips.
- Water seepage can be expected during excavation into the native soils and where encountered, it can be collected in sump pits and removed by conventional pumping. Where excavation extends into saturated soil, extensive dewatering may be required.

#### 2.4.4 SITE SERVICING & STORMWATER MANAGEMENT REPORT

A Functional Servicing and Stormwater Management Report has been prepared by C.F Crozier and Associates in support of the application. The report provides the following conclusions:

- Water servicing would be provided through a new connection to the 200 mm diameter watermain within the eastern boulevard of Leslie Street;
- The proposed development will rely on the future trunk 450 mm sanitary sewer in Leslie Street to act as the sanitary outlet for the proposed development. Sewage flows will be conveyed from west to east through the development via private sanitary sewers;
- The storm sewer is to be extended in Manor Hampton Street up to Leslie Street to provide the storm outlet for the development, which will also see the upsizing of the existing 525 mm diameter sewer to a 600 mm diameter;
- The stormwater quantity control criteria of matching post-development peak flows to pre-development peak flows will be met, and water quantity storage will be provided in a superpipe within the roadway;
- It is anticipated that the implementation of the proposed Jellyfish Filter unit in addition to inherently clean water from roof runoff will meet stormwater quality control criteria;
- Phosphorus objectives will be met through the proposed Jellyfish Filter unit. Remaining phosphorus on site will be offset through the Lake Simcoe Phosphorus Offset Program (LSPOP);

- Stormwater volume control objectives will be further examined in the detailed design stage in future applications to be submitted to the Town; and
- Water balance calculations will be completed and options for infiltration mitigation will be further examined at the detailed design stage under future applications to be submitted to the Town.

## 2.4.5 TRAFFIC IMPACT STUDY

A Transportation Impact Study prepared by CGE Transportation Consultants has been submitted in support of this application. The report includes a review of the existing and planned transportation network and a Transportation Demand Management strategy to appropriately assess the effects of the proposed development on the transportation system.

The proposed development provides 37 parking spaces for residents and 10 visitor parking spaces (including 2 accessible spaces). 8 bicycle parking spaces will be provided. The Report notes that there will be a parking shortfall of 2 spaces or 4% from the By-law's requirement. The Report further notes that parking justifications are typically provide when there is a deficiency of 10% or more, there it recommends a waiver from this requirement. The report concludes that with the proposed TDM measures, the proposed supply of vehicular parking spaces on the Subject Lands is appropriate.

Access will be a Right-In, Right-Out (RIRO) connection to Leslie Street, which is located 90 metres north of Leslie Street & Colonel Wayling Boulevard/Manor Hampton Street signalized intersection. The application will provide a land conveyance of 2.5 m along the entire frontage of Leslie Street to meet the requirement of a 36m right-of-way width. To meet the Region's requirements for the future expansion of Leslie Street, temporary and permanent RIRO access points are delineated. As such, a temporary access point will be used until Leslie Street is widened, after which a permanent RIRO access will be established. The TDM provides strategies to reduce congestion, minimize the number of single-occupant vehicles, encourage alternative modes of travel, and reduce vehicle dependency.

The area is serviced by York Region Transit, through the YRT bus route 50 along Leslie Street. Leslie Street has a paved shoulder that accommodates cyclists. It was concluded that high traffic volumes can be accommodated within the adjacent road network (Leslie Street), and that the proposed development will not have significant impacts on traffic movements at the existing intersections.

## 2.4.6 HERITAGE IMPACT ASSESSMENT

A Heritage Impact Assessment was prepared by Parslow Heritage Consultancy Inc. in support of this application, to address the potential impacts of the proposed development, and the proposed alterations to the existing structure. The Assessment recommended the following:

- The extant c. 1860 structure be retained, as per the proposed redevelopment.
- Redevelopment not obscure the existing street exposure of the north, south or east faces of the c.1860 portion of the extant structure.
- The mature trees associated with the Leslie Street exposure of the property be retained.
- A maintenance schedule be devised and implemented to ensure the continued preservation and longevity of the c.1860 structure.
- Redevelopment of the property employ designs and finishes that are supportive and complementary to the c.1860 structure and in keeping with the surrounding heritage of the area, including the pending HCD and the current Sharon Village Urban Design Guidelines.
- Rehabilitation of the c.1860 structure be undertaken to meet the Sharon Village Urban Design Guidelines and ensure the structure becomes a stately feature of the proposed redevelopment's gateway. Proposed rehabilitation efforts for the c.1860 structure be illustrated in renderings and submitted to the Town of East Gwillimbury for approval.
- Consider design adjustments to the proposed structure south of the redevelopment gateway (Lot 19 on Site Plan), including increasing the setback of the new structure from Leslie Street, to ensure the c.1860 structure is a focal point of the gateway.
- As a best practice measure, should the Town of East Gwillimbury approve the proposed redevelopment to include the removal of the extant additions from the c.1860 structure, the materials from the additions be offered to a salvage firm in an effort to divert waste from landfills.

## 2.5 COMMUNITY CONSULTATION STRATEGY

Our approach to the proposal's Consultation Activities is to ensure an open and transparent community planning exercise that is guided by the community and local stakeholders input while grounded in evidence and sound technical analysis.



## 2.5.1 PURPOSE & DESIRED OUTCOME

The desired outcome is to have safe, meaningful involvement and engagement with the local community, and explore how the proposed development will support the Town's collective future.

Community support will be an essential factor during the planning process for the proposed development. This will be achieved through the following actions:

- Working directly with Staff to ensure communication through the application process is open and transparent;
- Engaging with local residents, adjacent land owners, community groups, and stakeholders, where appropriate;
- Gathering feedback from verbal and written responses submitted to Staff and concerns raised at Community Meeting(s);
- Holding an additional public or community meeting, if required, to present any revisions to the proposal to the public; and
- Maintaining regular communication with Staff and the local Councillor's Office.

## 2.5.2 CONSULTATION STRATEGY

Once the development application has been deemed complete, a "Public Notice" sign advising the public of the submitted Official Plan Amendment application will be posted on the Subject Lands.

- The sign will be coordinated with Staff to meet the required standards and will be posted in a location visible from the street.
- Staff will send out notices for a Community Consultation Meeting to properties within 120 metres of the Subject Lands at least 20 days prior to the required Community Meeting.
- In addition, Staff will post meeting information on the Town's website and the Councillor's Office will post the information on their website.
- Additional notice through newspapers, email or telephone will be provided if necessary.
- Members of the Project Team will attend and present at the Community Consultation Meeting hosted by Staff, outlining the project and obtaining feedback from the public, landowners, and other stakeholders. A mix of in-person and/or digital/online formats of community meetings will be undertaken as appropriate.

Once the Public Consultation process is completed all comments received from residents, stakeholders, and adjacent landowners will be considered to refine the proposed development before going before Council for a decision on the application.



# **POLICY ANALYSIS**

# **3.0**

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## 3.0 POLICY ANALYSIS

The relevant policies are analyzed in order to provide confirmation and rationale as to how the proposal and proposed Official Plan Amendment meets the requirements of the applicable policy documents.

The following sections provide a summary of the relevant policies and how they have been addressed. A detailed analysis for each policy documented can be found in **Appendices C to H**.

### 3.1 THE PLANNING ACT

Section 2 of the *Planning Act* calls for municipalities in carrying out their responsibilities under this Act, to have regard for, among other matters, matters of provincial interest. The proposed development supports the matters of Provincial interest as outlined in Section 2 of the *Planning Act* by:

1. The proposal includes the retention of the existing heritage building and the HIA prepared by Parslow Heritage Consultancy Inc. in support of the application concludes that the proposal meets applicable policies and guidelines;
2. The proposed development will efficiently use land that is currently underutilized, and will further contribute to the housing stock in this area of the Town;
3. The development permitted by the proposed amendment will provide an intensification to the Subject Lands that is transit-supportive, and that promotes active transportation through the provision of safe, direct, accessible pedestrian routes;
4. The proposed residential development will contribute to the mix and range of uses within this area of the City, adjacent to a future subway station. The proposed redevelopment will assist the Town in meeting its long-term needs for growth;
5. The proposed development will be supported by the existing transit options and will incorporate low-impact development and other sustainable measures to assist the Region and the Town to become resilient to climate change;
6. The proposed development will be constructed in accordance with the Ontario Building Code, AODA, and all required accessible standards; and



7. The Subject lands are located in an area designated for growth and development, and not located in an area subject to any environmental, public health or safety concerns.

## 3.2 PROVINCIAL POLICY STATEMENT (2020)

The PPS was approved by the Ministry of Municipal Affairs and Housing on May 1, 2020 and is applicable to the Subject Lands. The PPS provides general policy direction to the Province in matters relating to land use planning and development. Specifically, the PPS outlines policy for Ontario's long-term prosperity, economic health, and social well-being. These directives help to inform Municipalities' Official Plans and Zoning By-Laws, which then allow for the efficient use of lands and development patterns that support strong, livable, and healthy communities that protect the environment and public health and safety, and facilitate economic growth.

Building strong healthy communities is one of the key policy directives of the PPS found in Section 1.0. It helps to inform the management and promotion of efficient development and land use patterns for accommodating an appropriate mix of residential, employment, institutional, recreation, park and open space uses and improving accessibility by removing land use barriers in order to create livable communities. The policies support the promotion of healthy, livable, and safe communities through such matters as, intensification, land use compatibility, provision of housing, and the efficient use of public services and infrastructure.

The policies within Section 1.1.3 guide the development of settlement areas with a focus on intensification and redevelopment. The policies encourage a mix of land uses that are transit-supportive, optimize the use of existing infrastructure and public services, support active transportation, and promote green spaces in order to ensure that the long-term economic prosperity of existing and planned communities is maintained.

The housing policies identified in Section 1.4 require an appropriate range and mix of housing types and densities to meet current and projected needs. New housing types and densities are encouraged to be located in areas that are appropriately serviced by existing or planned municipal infrastructure and public services. The proposed development, through the proposed applications, is consistent with the housing policies.

The policies in Section 1.6 require the efficient use of existing water, stormwater, sanitary sewer, and transportation infrastructure. New developments are encouraged to utilize and support existing municipal infrastructure and support and enhance existing and planned transportation networks and corridors. The proposed development will efficiently use existing services and infrastructure, and support nearby transit routes.

Section 1.7 focuses on how to achieve and support long-term economic prosperity. The policies recognize that promoting redevelopment on underutilized lands can optimize the use of land, resources, and infrastructure and that the viability and vitality of main streets are to be maintained and where possible enhanced. The efficient movement of people is an integral component to the long-term economic prosperity therefore providing efficient, cost-effective, and reliable forms of transportation integrated within and between different jurisdictions to support projected needs is important for meeting this policy objective. The proposed development will provide for the redevelopment of currently underutilized lands, that are well-connected to transit.

Land use and development patterns are encouraged to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate adaptation. Section 1.8 describes that these can be achieved by promoting compact forms and a structure of nodes and corridors, promoting the use of active transportation, and improving the mix of employment and housing uses to shorten commute journeys and decrease congestion. The proposed development promotes the use of active transportation through the provision of sidewalk through the Subject Lands, and increases the housing options available by providing multiple-dwellings.

Section 2.6 discusses Cultural Heritage policies that aim to conserve significant built heritage resources, and permit development and site alteration only where it has been evaluated and demonstrated that the heritage attributes and protected heritage property would be preserved.

A full analysis of the relevant PPS policies in relation to the proposed applications can be found in **Appendix D**. In summary:

1. The proposed Official Plan Amendment will allow for the redevelopment of underutilized lands adjacent to existing residential land uses. As a result, this will promote and contribute to the financial well-being of East Gwillimbury through increased tax revenue and development charges.
2. The proposed development will contribute towards the Region and Town meeting the intensification targets and housing options by increasing the stock of residential units.
3. The Subject Lands are located in a settlement area, existing built up area and are designated for intensification. As such, the proposed OPA which seeks to increase the density to facilitate development of the Subject Lands is appropriate.
4. The proposed Official Plan Amendment will ensure that the Subject Lands are developed in a manner, which is compatible with and supportive of the adjacent land uses.

5. The development permitted by the proposed amendment will provide an intensification to the Subject Lands that is transit-supportive, and that promotes active transportation through the provision of safe, direct, accessible pedestrian routes, including a sidewalk and a walkway that connects the buildings on-site to the off-site pedestrian network and destinations, and bicycle parking located in a highly visible and accessible location near the visitor parking area at the terminus of the private street.
6. The proposed development does not cause undue environmental or public health and safety concerns and further contributes to a healthy walkable community.
7. The proposed development permitted by the Official Plan Amendment will comply with all applicable Provincial legislation, including the Ontario Building Code and Accessibility for Ontarians with Disabilities Act (AODA).
8. The proposal includes the retention of the existing heritage building and the HIA prepared by Parslow Heritage Consultancy Inc. in support of the application concludes that the proposal meets applicable policies and guidelines.

**In our opinion, the proposed Official Plan Amendment and the development are consistent with the PPS.**

### 3.3 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, (as amended in 2020)

The GGH was approved by the Province of Ontario on June 16th, 2006 and amended on July 1, 2017, May 16, 2019 and August 28, 2020. The Growth Plan sets out policies to manage growth in the Greater Golden Horseshoe to achieve compact, complete communities in the future.

The GGH provides a framework for implementing the Provincial Government's vision for building stronger, prosperous communities by better managing growth in the Greater Golden Horseshoe. The *Planning Act* also requires that decisions affecting a planning matter conform to the Growth Plan. The management of growth in existing areas, and where it should be taking place, is guided through the Growth Plan as it recognizes the importance of intensification and the way municipalities plan that growth.

Schedule 3 of the Growth Plan forecasts a population of 2,020,000 and 990,000 jobs for the Region of York for 2051.

The Subject Lands are within the Built Up area of the Growth Plan, an area prioritized for intensification by the Growth Plan. Further, the proposed development will assist in achieving the minimum intensification target of the Growth Plan set out for built-up areas.

The policies within Section 2.2 discuss the management of growth to accommodate a greater number of people and jobs in order to build complete, compact, and transit-oriented communities through the better use of land and infrastructure. Policies within the Growth Plan require development to support and achieve complete communities, within walking distance and accessible for residents and employees.

Section 2.4 outlines housing policies to support the achievement of complete communities by incorporating a mix of unit sizes to accommodate a diverse range of housing sizes and incomes. These policies direct municipalities to maintain land with servicing capacity to provide a three-year supply of residential units, which could exclusively consist of lands suitably zoned for intensification and redevelopment.

Section 3.0 addresses the necessary infrastructure needed to support growth, such as transit, infrastructure corridors, water and wastewater systems, stormwater management, and public service facilities. Specifically, Section 3.2 speaks to the continued investment in transit infrastructure, including bicycle and pedestrian networks, to meet the policy objectives of moving people, and goods, and connecting them to adjacent neighbourhoods and communities.

Section 4.2 discusses Cultural Heritage Resources, noting that these will be conserved to foster a sense of place and benefit communities.

A full analysis of the relevant Growth Plan policies in relation to the proposed applications can be found in **Appendix E**. In summary:

8. The Subject Lands are located in a settlement area, existing built up area and are designated for intensification. As such, the proposed OPA which seeks to increase the density to facilitate development of the Subject Lands is appropriate.
9. The proposed single residential uses and retained heritage dwelling for live-work is compatible with surrounding land uses and implement the Town's intensification vision and it will assist in meeting the daily needs of local residents and employees.
10. The densities proposed by the Official Plan Amendment are transit supportive and meet the objectives for densities within walking distance of transit stops. The proposed amendment also facilitates a range of built form that are contextually appropriate.

11. The proposed Official Plan Amendment will allow for additional housing options including supporting growth in proximity to existing and future services, helping to achieve a complete community.
12. The proposed amendment will permit a development that allows for the efficient use of the Subject Lands and will optimize available infrastructure including municipal water and sewage services, utilities, roads, and public transit.
13. The proposed development permitted will incorporate low-impact development and other sustainable measures, including transportation demand management measures to assist the Province and Town to become resilient to climate change. This level of detail will be addressed at the detailed design stage during Site Plan Approval.
14. The proposal includes the retention of the existing heritage building and the HIA prepared by Parslow Heritage Consultancy Inc. in support of the application concludes that the proposal meets applicable policies and guidelines.
15. Development of the Subject Lands as facilitated by the amendments will not cause any undue environmental or public health and safety concerns.

**In our opinion, the proposed Official Plan Amendment and the development conform to the Growth Plan.**

### 3.4 LAKE SIMCOE PROTECTION PLAN

The LSPP was approved under the Lake Simcoe Protection Act in 2008 and took effect on June 2, 2009. The Plan addresses long-term environmental issues in Lake Simcoe and its watershed by promoting immediate action to address threats to the ecosystem, such as excessive phosphorus, targeting new and emerging causes of stress such as invasive species and climate change, protecting and restoring important natural areas such as shorelines and wetlands, and restoring the health of fish and other aquatic life. As the Subject Lands are within the Lake Simcoe Protection Act Watershed Boundary, the LSPP applies to the Subject Lands.

As the proposed gross floor area of the development exceeds 500 sq m (5,382 sq ft), the development is considered to be major development per the Lake Simcoe Protection Plan, the Lake Simcoe Phosphorus Offsetting Policy, and the South Georgian Bay Lake Simcoe Source Protection Plan. As such, we have reviewed the relevant sections of these Plans below. An analysis of these documents can be found in **Appendix F**.



Policy 4.8 of the LSPP requires that applications for major development be accompanied by a stormwater management plan that addresses certain criteria. These criteria require that the stormwater management plan demonstrates consistency with stormwater management master plans and subwatershed evaluations, provides an integrated treatment train approach, and provides an evaluation of anticipated changes in the water balance and phosphorus loadings between pre- and post-development.

The proposed development is supported by a Site Servicing and Stormwater Management Report, prepared by C.F. Crozier & Associates, evaluates how the proposal meets the water balance, phosphorus objectives, and overall policy objectives of the LSPP, prepared by C.F. Crozier & Associates. The Report discusses the requirements of Policy 4.8, and it is noted that it will be addressed in further detail during the Site Plan process.

**Based on the above, it is our opinion that the proposed Official Plan Amendment and the development conform to the policies of the LSPP.**

### 3.5 YORK REGION OFFICIAL PLAN, 2022

The new YROP was recently approved by the Province on November 4<sup>th</sup>, 2022 by the Ministry of Municipal Affairs and Housing. The Plan provides a long-term vision for York Region's physical form and community structure. To pursue the vision, it sets goals and objectives, describes a regional structure for accommodating growth, states the policies to be followed, and provides guidance on implementing policies.

The YROP describes how York Region will accommodate 810,000 residents and 325,000 jobs by 2051. A strategic approach to growth management and aligning land use, financial sustainability, infrastructure, and phasing has been integrated into the Plan to manage this magnitude of growth.

Specifically, **Table 1: York Region Population and Employment Forecast** in **Policy 2.2.1** outlines East Gwillimbury projected population growth to 57,100 and 16,500 jobs by 2031, and 128,600 and 44,300 by 2051, respectively.

Section 2.0 provides a foundational framework for managing growth that protects the natural and agricultural systems, provides for complete communities, and ensures economic vitality in a financially sustainable manner. York Region will continue to experience a significant portion of the new urban growth anticipated in the Greater Golden Horseshoe (GGH) over the next 30 years. The Plan provides for growth in the York Region to a population of 2.02 million people and 990,000 jobs by 2051.

The Subject Lands are designated in the Region of York Official Plan ("YROP") as "Urban Area" on Map 1 – Regional Structure, and "Community Area" on Map 1A – Land Use Designations. Further, they are located in Built Up Area on Map 1B – Urban System Overlays. In addition to the aforementioned objective for Urban Areas, Community Areas

are to accommodate the majority of housing, personal services, retail, institutional, cultural, and recreational services.

Map 9A – Regional Road Cycling Network identifies Leslie Street (the adjacent road to the Subject Lands) as “Proposed Cycling Facilities”. The same road is designated to have up to “41 metres” of street width, as per Map 11 – Planned Street Widths.

The Subject Lands are also located within a Recharge Management Area (WHPA Q1/Q2) on Map 12A SGRA & Recharge Management Area Map. It is noted that the Recharge Management Areas are where aquifers are susceptible to impacts where activities take water without returning it to the same source and where these activities reduce recharge. A full review of applicable YROP policies is contained in **Appendix F**. In summary:

1. The proposed amendments will facilitate the efficient use of the development site by permitting a residential development for currently underutilized lands within an Urban Area.
2. The proposed amendment will assist in making efficient use of underutilized lands and directing development as it encourages a more land-efficient and cost-effective use of existing and future land and infrastructure.
3. The proposed amendment are supported by technical studies that support the increase in density on the Subject Lands. The amendments conform to the policies set out in the YROP regarding Urban Systems.
4. The proposed Official Plan Amendment will allow for a compact built form that optimizes existing infrastructure and maximizes the efficient use of land.
5. The proposed development will provide residential uses on underutilized lands thereby supporting the housing and intensification objectives identified in the YROP. The proposed development area will contribute to a diversity of housing options and types, contributing to the objective of complete communities in the Town.
6. The Subject Lands will be developed in a manner that is compatible with existing and proposed uses through appropriate design, transition, and orientation in the surrounding area.
7. The proposed amendment will permit a transit-supportive development that is within walking distance of bus routes along Leslie Street.

8. The proposed development as permitted by the proposed amendments will incorporate low impact development and other sustainable measures to assist the Region and the Town to become resilient to climate change.
9. The proposal will not have any adverse impacts on existing road networks in terms of anticipated traffic volumes as determined by the Transportation Study prepared by CGE Transportation Consulting.

**In our opinion, the proposed Official Plan Amendment and the development conform to the YROP.**

### 3.6.a TOWN OF EAST GWILLIMBURY OFFICIAL PLAN, 2010

The Town OP was originally approved by the Ontario Municipal Board in 2010. It has been consolidated for October 2018. The Town is projected to have a resident population of 86,500 and 34,000 jobs and is to transition from a historic community of communities to a connected urban area.

The Subject Lands are located along a Local Corridor and in a Community Area on Schedule A – Town Structure in the Town OP. The Local Corridor seeks to provide development to support an urban mixed-use character that is pedestrian-oriented and transit-supportive. The Subject Lands are within a Built Boundary on Schedule A-1 – Urban Structure.

The Subject Lands are also designated within the Village Core Area on Schedule B-3 – Sharon Land Use Plan, which is considered a Secondary Plan implemented within the Official Plan for Sharon Village.

Section 2 identifies policies surrounding sustainability, and contemplates the design and structure to implement sustainable practices. Sustainability policies are categorized into environmental, economic and social sustainability to provide a community that can meet current and future residents' needs.

Section 3.1 discusses population growth up to 2031, with a total of 86,500 by 2031, and 74,500 people within the Urban Area designation by 2031. Growth management focuses on protecting Natural Heritage Systems identified, identifying the Urban Planning Area including Community Areas, Employment Areas, and Agricultural/Long Term Growth Areas, the Settlement Area boundary, establishing Community and employment areas, establishing Centres and Corridors as a focus for mixed-use development, establishing the active transportation system, identifying the transportation network.

Section 3.2.2 discusses Community Areas, planning them to contribute to creating vibrant, identifiable, liveable and walkable neighbourhoods, and a built environment that provides opportunities for residents to meet their daily needs.

Policy 3.2.3.3 discusses Corridors, and specifically Local Corridors, which are intended to support an urban mixed-use character that is pedestrian-oriented and transit-supportive, and permits Residential Mixed Use, Medium Density Residential, Neighbourhood Commercial, Institutional, Parks, and Open Space. Additionally, the built form is to achieve a total Floor Space Index of 0.65 at full build-out, and not exceed 4 storeys in height.

Section 3.5 discusses intensification, and notes that this is accomplished through redevelopment, development of vacant/underutilized sites, infill, and the expansion or conversion of existing buildings. Further, Section 3.5 calls for optimizing opportunities for infill intensification, revitalization, and mixed uses.

Section 4.3.3 discusses the Village Core designation, which permits a wide range of uses including retail, personal services shops, mixed uses, residential uses, offices, or apartments within commercial buildings, and is to be historical mainstreets. Village Core Areas are to have a maximum height of 4 storeys, a Floor Space Index maximum of 0.75 for non-residential, a maximum of 32 units per net hectare of residential development, and the integration with adjacent lands. Specifically Policy 4.3.3.4 calls for the historical and architectural character are to be preserved and enhanced where possible through development.

The Sharon Secondary Plan, Village Core Area policies in Section 4.3.3 (Village Core Area) speak to development in relation to the nature of the area and historical character, and how the preservation and enhancement of these areas.

Of note, Policy 4.3.3.23 states that new development shall be designed in keeping with the character of surrounding development and shall be evaluated based on submission of the following information: i) detailed site and landscape concept plans that include information on how the development will be integrated with the surrounding portions of the Village Core Area and, ii) perspective drawings of the proposed buildings.

Section 6 discusses Heritage polices, which are in place to conserve heritage resources, preserve, restore, and rehabilitate historically significant areas, structures, and buildings, promote heritage awareness, and preserve information and historical facts. Heritage Conservation District policies are discussed in Section 6.3 and Subject Lands are identified as one, subjecting the lands to relevant provisions in the Ontario Heritage Act, and providing policies to enable the preservation of the district while providing compatible developments.

Section 7 discusses Infrastructure, and contains policies that address transportation networks in the Town, Servicing and Stormwater Management, Wellhead protection areas, Aquifers, Groundwater Recharge, and Energy Production. The Subject Lands are located in a Wellhead Protection Quantity Area (WHPA-Q). Section 7.5 contains policies for the WHPA-Q, which will be addressed during the detailed design stage during Site Plan Approval.

### 3.6.b TOWN OF EAST GWILLIMBURY OFFICIAL PLAN (2022)

The Town of East Gwillimbury has reviewed and is updating its OP. The Town's Updated OP has been finalized and was then adopted and endorsed at the June 21, 2022, Council meeting. The OP is currently awaiting approval from the Region of York. The Town's vision through the Town OP is to provide policies that ensure the protection of agricultural resources and the natural heritage system, foster a vibrant agricultural and rural community, ensure new developments contribute to creating complete communities, encourage a full range and mix of housing options, promote a fiscal responsibility for growth and development, create vibrant and connected urban communities through preserving the Town's cultural heritage, to promote a resilient and environmentally sustainable community, and they provide opportunities for economic development.

Of note, the 2022 OP maintains similar land use policies as those in the current 2010 OP for the historic main street area of Sharon, where it is intended to grow and provide greater density and a broader mix of uses to support the local community at densities which are supportive of transit. Further, the Subject Lands are located in the Central Growth Area (Settlement Areas) as part of the Growth Management Strategy. It is additionally noted that in Section 4.6.3.7 of the 2022 Official Plan, Home-Based Businesses are permitted, which are similar to the proposed live-work use in the retained heritage building.

In our opinion, the proposal is in general conformity with the 2010 Town OP and the 2022 Town OP except as is proposed to be amended. In summary:

1. The Official Plan Amendment will permit increase density on the development site which are appropriate given the existing and planned land uses.
2. The proposed amendments will permit the development of 40 units, and the preservation of the existing heritage dwelling on underutilized lands will support the housing demands and population growth.
3. The proposed development will be compatible with surrounding residential uses, which are predominately low-rise single-detached dwellings along Leslie Street.



4. The proposed development represents a compact built form that supports the intensification goals of the Town.
5. The residential units proposed will provide a variety of housing types, adding to the current housing stock, which will accommodate future residents.
6. The proposed development will be pedestrian-friendly and integrate the existing transportation network for future residents to connect with the surrounding area. Future residents will also be able to utilize the existing transit options available on Leslie Street, connecting to surrounding commercial uses and services.
7. The overall design of the proposed development is compatible with the surrounding area that predominately contains low-rise dwellings. These are addressed in the Architectural Plans and Landscaping Plans provided in support of this application.
8. The proposal provides a development that enhances and preserves the Heritage Conservation District through the retention of the existing heritage dwelling. The Heritage Impact Assessment prepared by Parslow Heritage Consultancy Inc. in support of the application concludes that the portion retained and the development proposal is appropriate for the Subject Lands.
9. Sustainability is contemplated within the proposed development, through the encouragement of public transit and active transportation use, and sustainable design elements that will assist in meeting the objectives of the Town OP. These elements would be further detailed during the Site Plan process.
10. The Hydrogeological Investigation is provided in support of this application and concludes that the proposed development meets the objectives of the Lake Simcoe Protection Plan and the Wellhead Protection Quality Area.
11. The proposed development will be adequately serviced through connections and necessary upgrades to existing infrastructure as noted in the Site Servicing and Stormwater Management Report prepared by C.F. & Crozier Associates.

**In our opinion, the proposed development, as implemented by the Official Plan Amendment, conforms to the Town OP except as is proposed to be amended.**

### 3.7 RATIONALE FOR THE PROPOSED AMENDMENTS

Policy 8.21.1 of the Town OP states that Official Plan Amendments are to be in accordance with relevant policies and criteria, and are to that Council shall have regard for the following:

- i) *the need for the proposed change in use to meet the goals of this Plan;*
  - The proposed development provides additional housing types and options for the Town. The development will add to providing a complete, healthy, and sustainable community. Additionally, the proposal introduces 40 units or 91.28 units per hectare, which would generate a population of approximately 80 new residents that support active transportation and existing transit options.
- ii) *the physical suitability of the land for the proposed use;*
  - The height, density, and massing of the proposed development are suitable for the Subject Lands. The proposal is composed of low-rise dwellings and does not exceed the maximum permitted height of 4 storeys. Additionally, the density for the development is appropriate for meeting the intensification goals of the Town and Region.
- iii) *the adequacy of the existing and proposed road network in relation to the development of such proposed areas;*
- iv) *the convenience and accessibility of the site for vehicular and pedestrian traffic and the traffic safety in relation thereto; and*
  - The proposed private street will be adequate for the existing and planned road network along Leslie Street. The Transportation Impact Study prepared by CGE Transportation Consulting in support of the application concludes that the traffic increase along Leslie Street through the development will not have adverse impacts on the function of the existing road network.
- v) *the adequacy of all applicable municipal services;*
  - The Subject Lands will be appropriately serviced through existing and planned improvements to municipal services.
- vi) *the compatibility of such proposed use with uses in the surrounding area;*

- The proposed development is compatible with the surrounding area, which is predominately low-rise detached dwellings. The residential uses will fit within the existing context.
- vii) the potential effect of the proposed use on the financial position of the affected municipalities and boards;*
- As previously mentioned, the proposed development would generate a population of approximately 80 new residents in the Town, increasing the tax base thereby supporting the growth objectives.
- viii) the effect of the proposed use on the population level and the social character of the community.*
- The proposed development provides additional residential uses within the area, and supports the population growth anticipated for the Town.

**In our opinion, the proposed Official Plan Amendment is appropriate, reasonable, and implements the intensification goals and objectives of the Provincial, Regional, and Town policies. The proposal represents good planning and is in the public interest.**



# 4.0

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**SUMMARY AND  
CONCLUSIONS**



# 4.0 SUMMARY AND CONCLUSIONS

MHBC has prepared this Planning Justification Report in support of an Official Plan Amendment Application. The Application will permit the development of underutilized lands at 18642 Leslie Street with a residential development. The Proposal would demolish a portion of the existing dwelling while retaining key portions of the heritage building on the subject lands and redevelop the Subject Lands with 40 residential units containing a Gross Floor Area of 4,088.34 square metres. This assists in achieving the objectives of the Official Plan policy for attracting investment and economic growth to the Town, creating new homes and jobs to increase the range of dwelling types, conserving the area's heritage resources, and further contributing to a complete community. The proposed development represents good planning.

The Proposal would demolish a portion of the existing dwelling while retaining key portions of the heritage building on the subject lands and redevelop the Subject Lands with 40 residential units containing a Gross Floor Area of 4,088.34 square metres. This assists in achieving the objectives of the Official Plan policy for attracting investment and economic growth to the Town, creating new homes and jobs to increase the range of dwelling types, conserving the area's heritage resources, and further contributing to a complete community.

The proposed development provides additional residential uses, assisting in the existing housing stock and options. The proposed private road, sidewalk, and future connection to the north of the terminus of the private road will provide pedestrian and vehicular access between the Subject Lands and surrounding areas. The Proposal includes the retention of the existing heritage dwelling to conserve its heritage value and assist with retaining an identified property in the Sharon HCD. The proposed development is consistent with and respects the surrounding residential low-rise character and existing heritage context along Leslie Street.

The proposed development is serviced by existing transit options along Leslie Street, which have access to surrounding municipalities. The York Region Transit buses are accessible in walking distance along Leslie Street.

The proposal will have appropriate setbacks and heights, limiting adverse impacts on adjacent properties, and will complement the surrounding context. Further design details will be outlined during the Zoning By-law Application detailed Site Plan stage.

The proposed Official Plan Amendment is consistent with the Town of East Gwillimbury's vision and permits the efficient use of land that contributes to urban growth. Based on

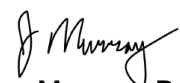
the analysis of this report, we concluded that the proposed development is in the public interest and represents good planning for the following reasons:

1. The proposed development has appropriate regard to matters of Provincial Interest (Section 2 of the *Planning Act*).
2. The Official Plan Amendment is consistent with the policies of the PPS.
3. The Official Plan Amendment is consistent with the policies of the Growth Plan.
4. The Official Plan Amendment conforms to the Lake Simcoe Protection Plan.
5. The Official Plan Amendment conforms to the Region's Official Plan.
6. The Official Plan Amendment conforms to 2010 Town's Official Plan and the 2022 Town's Official Plan, except as requested to be amended.
7. The proposed residential development provides an appropriate density that is transit-supportive and will utilize the existing and planned municipal infrastructure and provide a compact built-form that represents an efficient use of underutilized lands and the optimization of infrastructure.
8. The proposed development expands the range of housing choices, fostering diversity and strengthening the area's stability, livability and revitalization while helping to create a complete community.
9. The proposed Official Plan Amendment and the development will respect and maintain the heritage character along Leslie Street, and within the Sharon Community.

We certify that is report was prepared jointly by the identified authors and under the supervision of a Registered Professional Planner (RPP) within the meaning of the Ontario Professional Planners Institute Act, 1994.

Yours truly,  
**MHBC**

  
David A. McKay, MSc, MLAI, MCIP, RPP  
Vice President & Partner

  
Jay Murray, BA  
Planner



  
Francis K. Kwashie, BA, MSc, MES, MCIP, RPP  
Associate



# **Appendix A: Draft Official Plan (2010) Amendment**

# **A**

**THE CORPORATION OF THE TOWN OF EAST  
GWILLIMBURY 2024**

AMENDMENT NO. X-2024  
TO THE OFFICIAL PLAN FOR THE TOWN OF EAST GWILLIMBURY

## AMENDMENT NO. X-2024 TO THE OFFICIAL PLAN FOR THE TOWN OF EAST GWILLIMBURY

<u>SECTION</u>	<u>PAGE</u>
<b>PART I</b>	<b>THE DOCUMENTATION.....1</b>
1	APPROVAL PAGE.....1
2	ADOPTING BY-LAW.....2
<b>PART II</b>	<b>THE PREAMBLE.....3</b>
2.1	PURPOSE OF THIS AMENDMENT.....3
2.2	LOCATION OF THIS AMENDMENT.....3
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<b>PART III</b>	<b>THE AMENDMENT.....5</b>
3.1	INTRODUCTION.....5
3.2	DETAILS OF THE AMENDMENT.....5
3.3	IMPLEMENTATION AND INTERPRETATION.....5
<b>SCHEDULE A – Location Plan.....6</b>	
<b>SCHEDULE B – Land Use Plan.....7</b>	
<b>Certificate of Approval</b>	

**AMENDMENT No. X-2024**  
**TO THE OFFICIAL PLAN FOR THE**  
**TOWN OF EAST GWILLIMBURY PLANNING AREA**

This Official Plan document which was adopted by the Council of the Corporation of the Town of East Gwillimbury is approved pursuant to Sections 17 and 21 of the *Planning Act* and came into force on \_\_\_\_\_, 2024.

Date: \_\_\_\_\_

\_\_\_\_\_  
Paul Freeman, MCIP, RPP  
Chief Planner  
Development Services  
The Regional Municipality of York



**THE CORPORATION OF THE TOWN OF EAST GWILLIMBURY**

**BY-LAW NO. 2024-XX**

**A By-law to Adopt Amendment No. X-2024 to the Official Plan of the East Gwillimbury Planning Area for properties known as 18642 Leslie Street**

The Council of the Corporation of the Town of East Gwillimbury, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, hereby enacts as follows:

1. Amendment No. X-2024 to the Official Plan of the East Gwillimbury Planning Area, consisting of the attached Part Three described in Appendix “A” is hereby adopted.
2. The Clerk is hereby authorized and directed to inform The Regional Municipality of York of the aforementioned Amendment No. X-2024 to the Official Plan of the East Gwillimbury Planning Area.
3. This By-law shall come into force and take effect on the day of the final passing thereof.

ENACTED and PASSED this \_\_\_\_\_, 2024.

\_\_\_\_\_  
Virginia Hackson, Mayor

\_\_\_\_\_  
Fernando Lamanna, Municipal Clerk

## **PART II: THE PREAMBLE**

### **2.1 Purpose**

The purpose of this Amendment to the Town of East Gwillimbury Official Plan is to amend the Town's Official Plan as it pertains to the subject lands in order to facilitate the development of multiple-dwellings deployed on the north and south side of a private street, at the southeast corner of the proposed private street and Leslie Street with 3 units, and an existing heritage dwelling to remain as live-work.

### **2.2 Location**

The lands affected by this Amendment are known as 18642 Leslie Street – West of Leslie Street, north of Major Hampton Street. Part of Lot 8 Concession 2 (Geographic Township of East Gwillimbury).

### **2.3 Basis**

The proposed Amendment is considered by Council to be appropriate for the following reasons:

1. The use of the lands for multiple dwelling residential uses, and a live-work use is considered an appropriate land use as the surrounding context consists primarily of low-rise single detached dwellings.
2. The density is reasonable for the currently underutilized lands and facilitates the proposed residential dwellings and an existing dwelling retained for live-work.
3. The proposal will provide residential units on lands that are located in a "Local Corridor" and "Community Area" in the Town Official Plan, which contemplates both medium-density residential and a mix of uses intended to serve the Town's growing population.
4. The development permitted by the proposed amendment will provide an intensification to the Subject Lands that is transit-supportive, and that promotes active transportation through the provision of a sidewalk and bicycle parking.
5. The proposed development will contribute towards the Region and Town meeting the intensification targets and housing options by increasing the stock of residential units.
6. The residential units proposed will provide a variety of housing types, adding to the current housing stock, which will accommodate future residents.

7. The proposal includes the retention of the existing heritage building and the HIA prepared by Parslow Heritage Consultancy Inc. in support of the application concludes that the proposal meets applicable policies and guidelines.

## **PART III: THE AMENDMENT**

### **3.1 Introduction**

All of this part of the document entitles PART THREE – THE AMENDMENT, consisting of the following text and Schedules constitutes Amendment No. X-2024 to the Town of East Gwillimbury Official Plan.

### **3.2 Details of the Amendment**

The lands at 18642 Leslie Street – West of Leslie Street, north of Major Hampton Street, Part of Lot 8 Concession 2 (Geographic Township of East Gwillimbury). shall be developed as follows:

Special Provisions and Exceptions XX (Site-Specific Amendment)

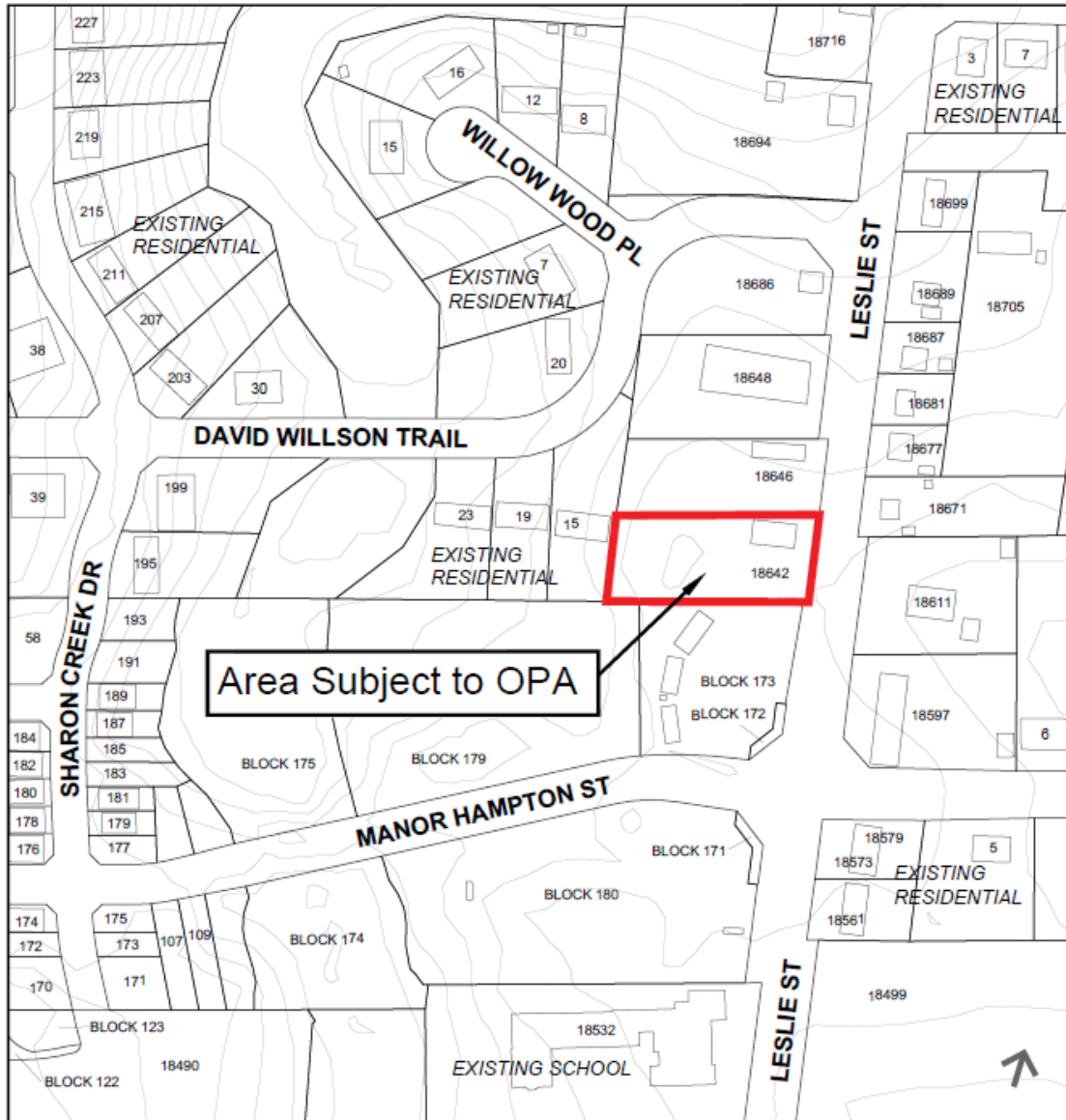
- a) permit a single use residential development;
- b) permit live work (live work is defined as a single unit (e.g., studio, loft, or one bedroom) consisting of both commercial space or office and a residential component that is occupied by the same resident); and
- c) to permit a density of 92 units per hectare.

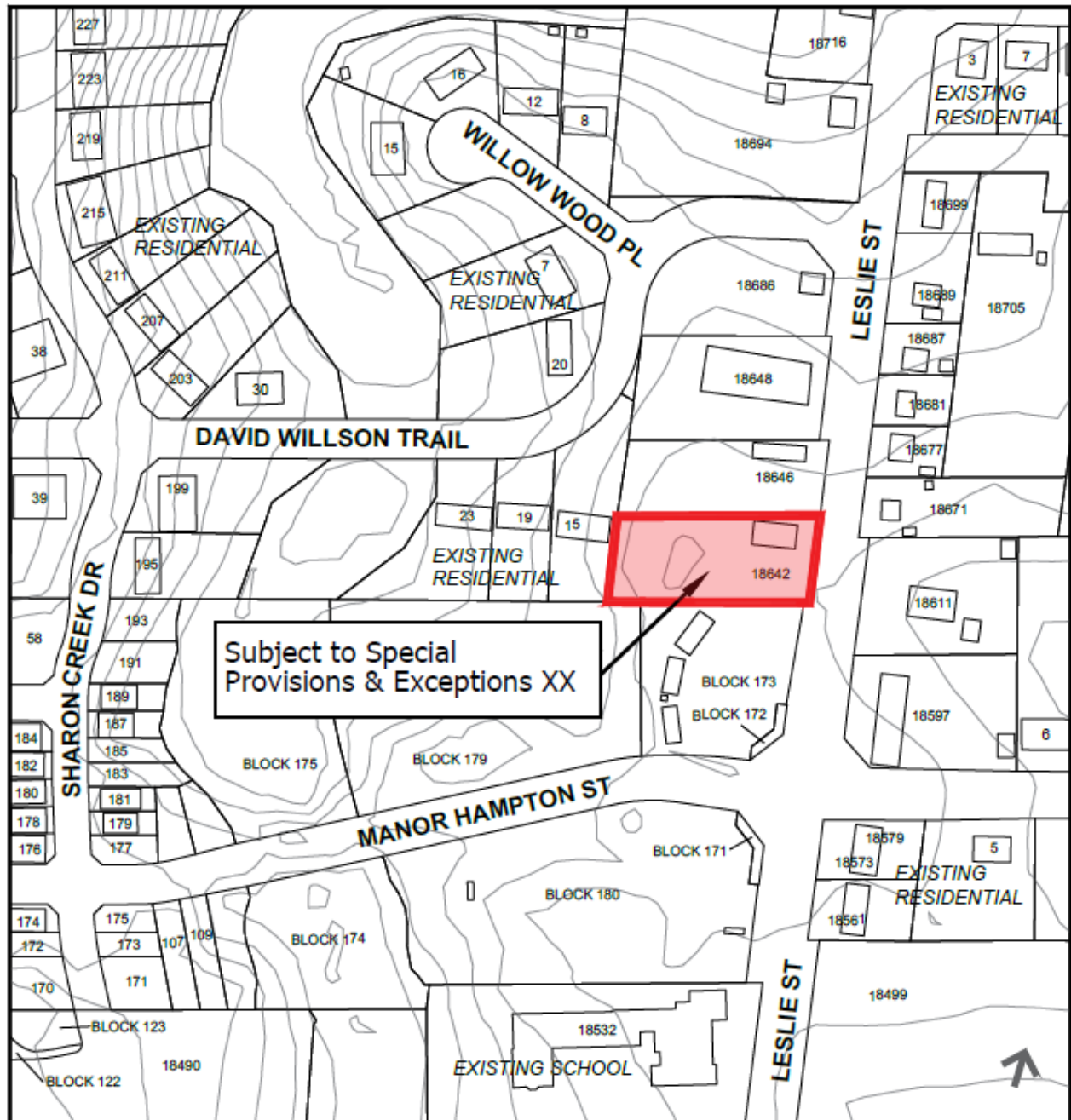
### **3.3 Implementation and Interpretation**

- a) The implementation of this Amendment shall be in accordance with the provisions of the *Planning Act*, R.S.O. 1990, the relevant policies of the applicable Provincial Plans, and the respective policies of the York Region Official Plan and the Town of East Gwillimbury Official Plan.
- b) The provisions of the Official Plan as amended from time to time regarding the interpretation of the Official Plan of the Town of East Gwillimbury, apply in regard to this Official Plan Amendment. In the event of conflict with the Official Plan or any Amendment thereto, the provisions of the Official Plan shall prevail unless otherwise specified.

## **SCHEDULE "A" LOCATION PLAN**

### **OFFICIAL PLAN AMENDMENT NO. X-202 TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN**







# **Appendix B: Draft Official Plan (2022) Amendment**

# **B**

**THE CORPORATION OF THE TOWN OF EAST  
Gwillimbury 2024**

AMENDMENT NO. X-2024  
TO THE OFFICIAL PLAN FOR THE TOWN OF EAST Gwillimbury

## AMENDMENT NO. X-2024 TO THE OFFICIAL PLAN FOR THE TOWN OF EAST GWILLIMBURY

<u>SECTION</u>	<u>PAGE</u>
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3.1	INTRODUCTION.....5
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3.3	IMPLEMENTATION AND INTERPRETATION.....5
<b>SCHEDULE A – Location Plan.....6</b>	
<b>SCHEDULE B – Land Use Plan.....7</b>	
<b>Certificate of Approval</b>	

**AMENDMENT No. X-2024**  
**TO THE OFFICIAL PLAN FOR THE**  
**TOWN OF EAST GWILLIMBURY PLANNING AREA**

This Official Plan document which was adopted by the Council of the Corporation of the Town of East Gwillimbury is approved pursuant to Sections 17 and 21 of the *Planning Act* and came into force on \_\_\_\_\_, 2024.

Date: \_\_\_\_\_

\_\_\_\_\_  
Paul Freeman, MCIP, RPP  
Chief Planner  
Development Services  
The Regional Municipality of York

**THE CORPORATION OF THE TOWN OF EAST GWILLIMBURY****BY-LAW NO. 2024-XX****A By-law to Adopt Amendment No. X-2024 to the Official Plan of the East Gwillimbury Planning Area for properties known as 18642 Leslie Street**

The Council of the Corporation of the Town of East Gwillimbury, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, hereby enacts as follows:

1. Amendment No. X-2024 to the Official Plan of the East Gwillimbury Planning Area, consisting of the attached Part Three described in Appendix “A” is hereby adopted.
2. The Clerk is hereby authorized and directed to inform The Regional Municipality of York of the aforementioned Amendment No. X-2024 to the Official Plan of the East Gwillimbury Planning Area.
3. This By-law shall come into force and take effect on the day of the final passing thereof.

ENACTED and PASSED this \_\_\_\_\_, 2024.

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Virginia Hackson, Mayor

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Fernando Lamanna, Municipal Clerk

## **PART II: THE PREAMBLE**

### **2.1 Purpose**

The purpose of this Amendment to the Town of East Gwillimbury Official Plan is to amend the Town's Official Plan as it pertains to the subject lands in order to facilitate the development of 18 multiple-dwellings deployed on the north and south side of a private street, at the southeast corner of the proposed private street and Leslie Street with 3 units, and an existing heritage dwelling to remain as live-work.

### **2.2 Location**

The lands affected by this Amendment are known as 18642 Leslie Street – West of Leslie Street, north of Major Hampton Street. Part of Lot 8 Concession 2 (Geographic Township of East Gwillimbury).

### **2.3 Basis**

The proposed Amendment is considered by Council to be appropriate for the following reasons:

1. The use of the lands for multiple dwelling residential uses, and a live-work use is considered an appropriate land use as the surrounding context consists primarily of low-rise single detached dwellings.
2. The density is reasonable for the currently underutilized lands and facilitates the proposed residential dwellings and an existing dwelling retained for live-work.
3. The proposal will provide residential units on lands that are located in a "Local Corridor" and "Community Area" in the Town Official Plan, which contemplates both medium-density residential and a mix of uses intended to serve the Town's growing population.
4. The development permitted by the proposed amendment will provide an intensification to the Subject Lands that is transit-supportive, and that promotes active transportation through the provision of a sidewalk and bicycle parking.
5. The proposed development will contribute towards the Region and Town meeting the intensification targets and housing options by increasing the stock of residential units.
6. The residential units proposed will provide a variety of housing types, adding to the current housing stock, which will accommodate future residents.



7. The proposal includes the retention of the existing heritage building and the HIA prepared by Parslow Heritage Consultancy Inc. in support of the application concludes that the proposal meets applicable policies and guidelines.

## **PART III: THE AMENDMENT**

### **3.1 Introduction**

All of this part of the document entitles PART THREE – THE AMENDMENT, consisting of the following text and Schedules constitutes Amendment No. X-2024 to the Town of East Gwillimbury Official Plan.

### **3.2 Details of the Amendment**

The lands at 18642 Leslie Street – West of Leslie Street, north of Major Hampton Street, Part of Lot 8 Concession 2 (Geographic Township of East Gwillimbury). shall be developed as follows:

Special Provisions and Exceptions XX (Site-Specific Amendment)

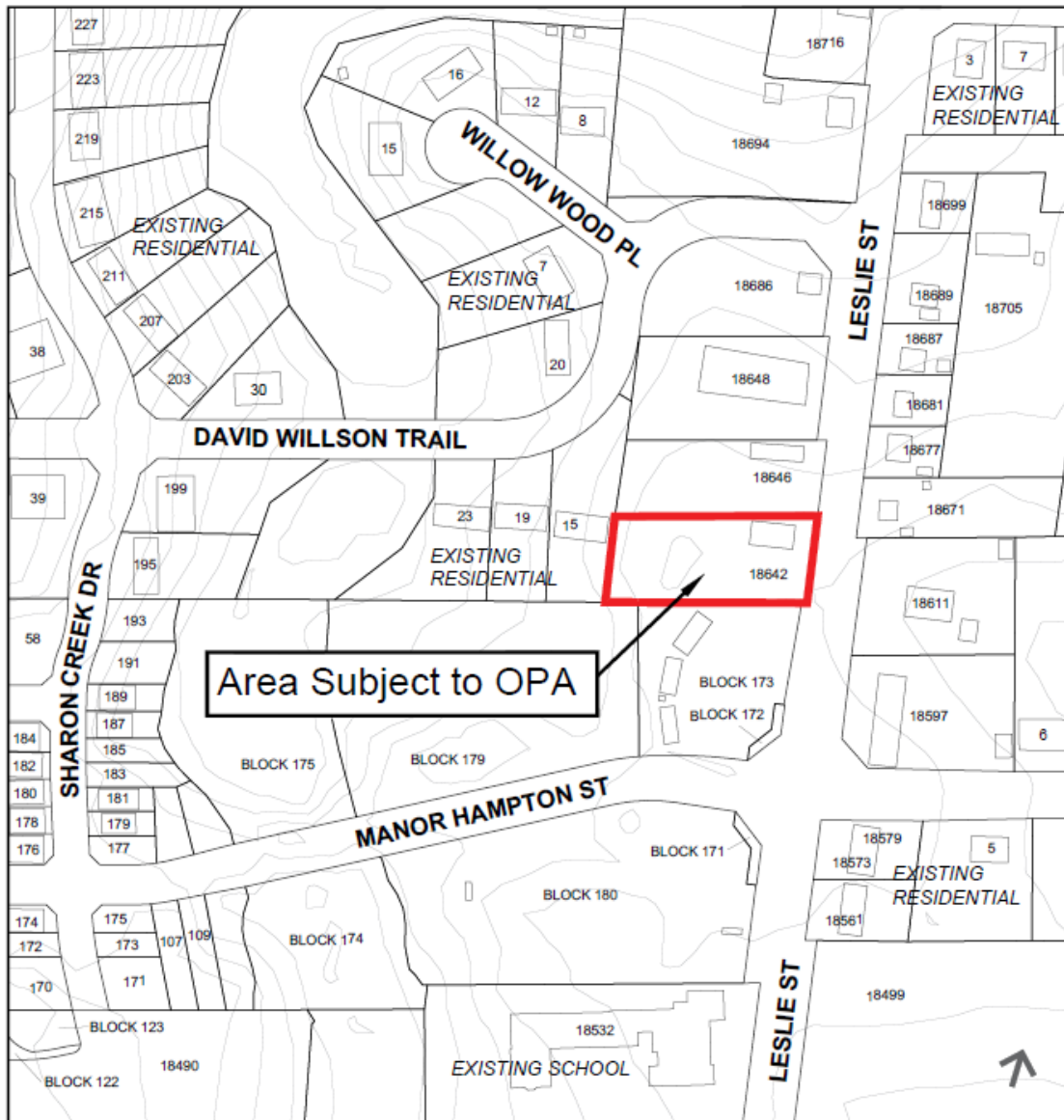
- a) permit a single use residential development; and
- b) to permit a density of 92 units per hectare.

### **3.3 Implementation and Interpretation**

- a) The implementation of this Amendment shall be in accordance with the provisions of the *Planning Act*, R.S.O. 1990, the relevant policies of the applicable Provincial Plans, and the respective policies of the York Region Official Plan and the Town of East Gwillimbury Official Plan.
- b) The provisions of the Official Plan as amended from time to time regarding the interpretation of the Official Plan of the Town of East Gwillimbury, apply in regard to this Official Plan Amendment. In the event of conflict with the Official Plan or any Amendment thereto, the provisions of the Official Plan shall prevail unless otherwise specified.

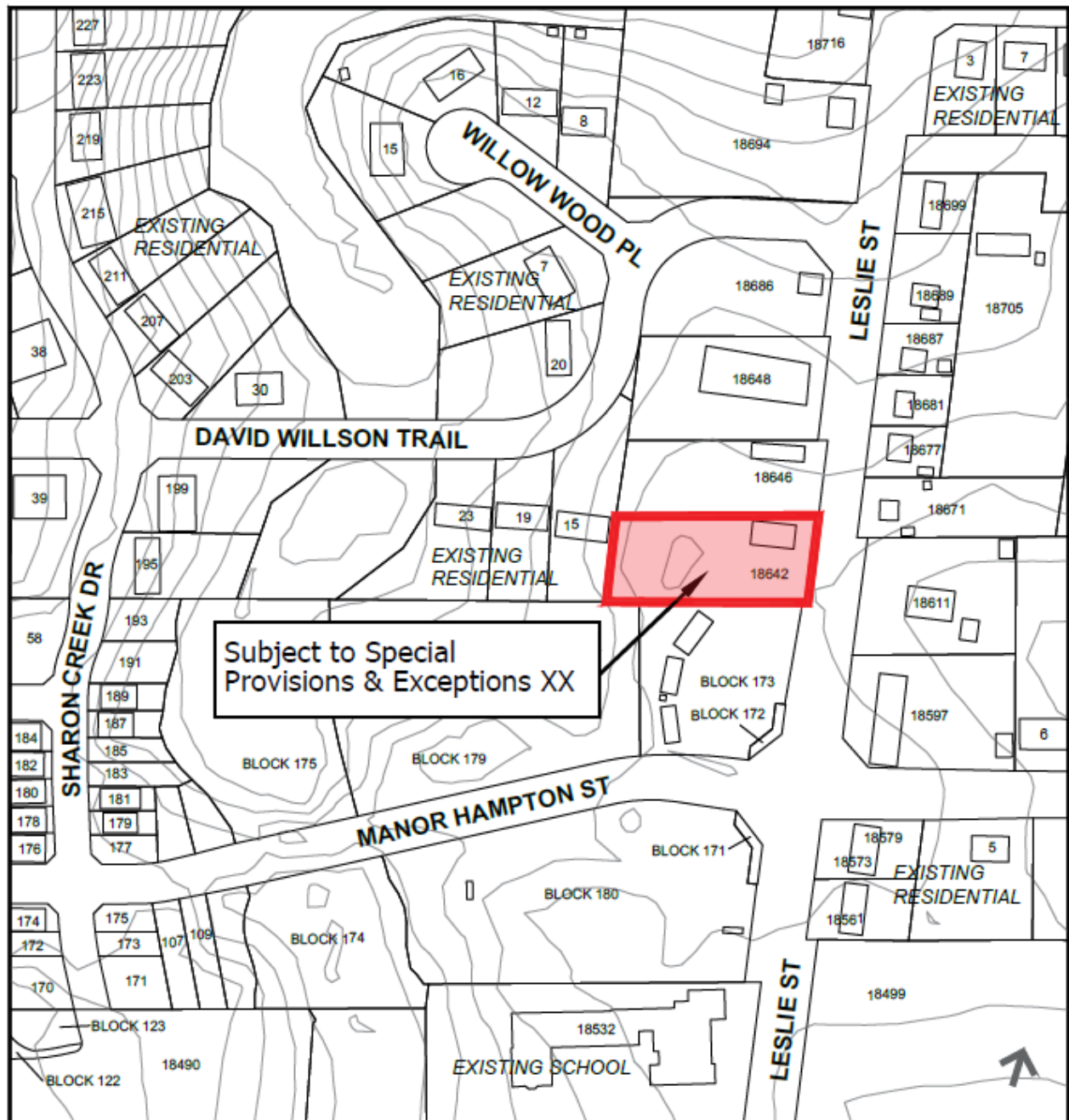
## SCHEDULE “A” LOCATION PLAN

**OFFICIAL PLAN AMENDMENT NO. X-202\_  
TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN**



## SCHEDULE "B" LAND USE PLAN

### OFFICIAL PLAN AMENDMENT NO. X-202 TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN



# Appendix C: Provincial Policy 2020 Analysis



## Appendix C: Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 ("PPS") was approved by the Lieutenant Governor in Council and came into effect May 1, 2020. The Provincial Policy Statement replaced the Provincial Policy Statement issued April 30, 2014.

The PPS aims to facilitate the construction of healthy, livable, safe communities by encouraging efficient use of land, resources, and infrastructure that in turn contribute to citizens' well-being, economic vitality and environmental protection.

The following is a summary of policies within the PPS applicable to the proposed development and how the proposal responds to the policies.

### Section 1.0 – Building Strong Healthy Communities

Policy 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Within Section 1.0 Building Strong and Healthy Communities, **Policy 1.1, Subsection 1.1.1**, describes how healthy, liveable and safe communities are sustained. The following is a review of the relevant policies and how the proposed amendments address them.

#### POLICIES

#### EVALUATION

- |                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><i>a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</i></p>                                                                                                                                                                        | <p>The proposal will permit the development of residential uses to occur within an existing settlement area of the Town of East Gwillimbury. The proposed development represents efficient development and land use and will help support the financial well-being of the neighbourhood, the Town, the Region, and the Province over the long term.</p>                                 |
| <p><i>b) Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship,</i></p> | <p>The proposed development will permit a mix of residential unit types on the Subject Lands, which will contribute to diversifying the housing stock by providing a range of unit types and sizes, and meets the long-term and annual housing needs of the neighbourhood and the Town of East Gwillimbury. The existing dwelling is to be retained as a live-work operation, which</p> |



- cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;* provides additional commercial uses for the area.
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;* The Subject Lands are located within a settlement area that is designated for growth and intensification, and the proposed residential uses will not cause any environmental or public health and safety concerns.
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;* The Subject Lands are located within the existing settlement area and are designated for growth. No expansion to the existing settlement area boundary is required.
- e) *Promoting the integration of land use planning, growth management, transit supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;* The proposed development will intensify the currently underutilized Subject Lands and utilize the existing municipal infrastructure on the Subject Lands thereby minimizing servicing costs to the Town.
- f) *Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;* The proposed building will be constructed in accordance with the Ontario Building Code, AODA and all required accessible standards.
- g) *Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;* The proposed development will utilize the existing municipal infrastructure that is available to the Subject Lands where applicable, reducing servicing costs. A Site Servicing and Stormwater Management Report Report has been prepared by C.F. Crozier & Associates that confirms sufficient infrastructure is available to service the proposal.

- |                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                            |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><i>h) Promoting development and land use patterns that conserve biodiversity; and</i></p> <p><i>i) Preparing for the regional and local impacts of a changing climate.</i></p> | <p>The proposed development is not proposed on natural areas and will not disrupt surrounding land use patterns that regard biodiversity.</p> <p>The proposed development will support initiatives such as developing a compact urban form in proximity to public services and retail.</p> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Policy 1.1.2** states that *intensification and redevelopment of designated growth areas are intended to accommodate for a range and mix of employment and housing opportunities and other land uses to meet the needs for the time horizon of up to 25 years.*

**Evaluation:** The proposed amendment will permit residential intensification within a settlement area and will assist the Town in meeting its growth projections.

### **Policy – 1.1.3 Settlement Areas**

This Provincial Policy Statement is applicable to the proposed development as it states that:

*"the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities...It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures."*

**Policy 1.1.3.1** of the PPS states that *settlement areas shall be the focus of growth and development.*

**Evaluation:** The proposed development is situated within an existing settlement area. The proposal represents intensification and redevelopment of an existing underutilized property within the Town. The proposal is compatible with the existing residential and commercial uses near the Subject Lands.

**Policy 1.1.3.2** states that *land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*

- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive.*

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment.*

**Evaluation:** The proposed development supports Policy 1.1.3.2 a) as the proposal will allow for development of underutilized land for a higher density built form and will connect to the existing municipal infrastructure for this area. The proposed development will provide an efficient use of land and resources by maximizing the developable area of the Subject Lands through the provision of additional housing options. The proposed development has access to Leslie Road with the density provided which has access to commercial uses and public services south of the Subject Lands.

The proposed development will be serviced by the existing York Region Transit on Leslie Road, through Bus Route 425 (Huron Heights School Special via Holland Landing) and Line 50 (Sutton Via Keswick Marketplace). Bus Route 425 runs along the proximate main road, Green Lane East. This route also has access to Major Transit Station Areas, west on Green Lane East.

**Policy 1.1.3.3** states that *planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

**Evaluation:** The proposed development represents a residential intensification opportunity on an underutilized site within a settlement area where intensification in the form proposed is permitted by the Official Plan. The proposal will assist in increasing the supply of housing within the Town and will increase the range of housing options within this settlement area. In addition, the proposed development will utilize and support the existing infrastructure in the form of water, wastewater, stormwater, road, and transit.

**Policy 1.1.3.4** states that *appropriate development standards be promoted which facilitate intensification, redevelopment, and compact form while maintaining appropriate levels of public health and safety.*

**Evaluation:** The proposed development allows for an appropriate level of intensification with appropriate development standards that will provide an efficient and compact development of lands. It will maintain appropriate levels of safety.

**Policy 1.1.3.5** states that *planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.*

**Evaluation:** The proposed development contributes to meeting the Town of East Gwillimbury and Sharon Community intensification targets.

**Policy 1.1.3.6** states that *new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

**Evaluation:** The proposed development is located in a designated growth area and along a main road. The proposed development will provide for a compact urban form and will allow for an efficient use of the Subject Lands than the existing uses.

## **Section 1.4 - Housing**

**Policy 1.4.1** states that *in order 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 residential intensification and redevelopment and, if necessary, 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 to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

*Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

**Evaluation:** The proposal contributes to the Town of East Gwillimbury's ability to accommodate residential growth for a minimum of 15 years through residential intensification at a higher than existing density. The proposed development will provide multiple-dwellings (39 units) and the retention of the existing heritage

building (1 unit). The proposal will utilize existing services and utilities provided in the area.

**Policy 1.4.3** states that *planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- b) permitting and facilitating:*
  - 1. all housing options required to meet the social, health , economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
  - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

**Evaluation:** The proposal is representative of a residential intensification that will provide multiple-dwellings (39 units) and the retention of the existing heritage building (1 unit), in addition to the existing heritage home on the property. This will contribute to the range of housing options in the area and will make an efficient use of the Subject Lands by providing for compact urban form and development standards. In addition, the proposal will support the existing transit facilities and future transit investment in the Town.

## **Section 1.6 – Infrastructure and Public Service Facilities**

**Policy 1.6.6.1** states that *planning for sewage and water services shall:*

- a) *accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*
  - 1. *municipal sewage services and municipal water services; and*
  - 2. *private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;*
- b) *ensure that these systems are provided in a manner that:*
  - 1. *can be sustained by the water resources upon which such services rely;*
  - 2. *prepares for the impacts of a changing climate;*
  - 3. *is feasible and financially viable over their lifecycle; and*
  - 4. *protects human health and safety, and the natural environment;*
- c) *promote water conservation and water use efficiency;*
- d) *integrate servicing and land use considerations at all stages of the planning process;*

**Evaluation:** The proposed development will result in the intensification of an underutilized parcel of land within a settlement area and will utilize the existing municipal sewage services and municipal water services. Upgrades to the existing infrastructure will be provided as necessary.

**Policy 1.6.6.2** states that *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. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*

**Evaluation:** The proposed development represents residential intensification within a settlement area and will utilize the existing municipal sewage services and municipal water services. Additionally, upgrades to the existing infrastructure will be provided as necessary.

**Policy 1.6.6.7** states that *planning for stormwater management shall:*

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long-term;*
- b) *minimize, or, where possible, prevent increases in contaminant loads;*
- c) *minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*

- d) *mitigate risks to human health, safety, property and the environment;*
- e) *maximize the extent and function of vegetative and pervious surfaces; and*
- f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

**Evaluation:** The Site Servicing and Stormwater Management report is in support of the development, and confirms the above through the following:

- Providing a connection to the existing watermain located within the eastern boulevard of Leslie Street, and the future sanitary sewer along Leslie Street.
- Providing a Jellyfish filter unit to respond to phosphorus objectives and meet the stormwater quality control criteria.
- Water balance calculations are to be completed by the Hydrogeologist.

### **Section 1.6.7 Transportation Systems**

**Policy 1.6.7.1** states that *transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.*

**Evaluation:** The Subject Lands are serviced by the existing York Region Transit Bus Line 425 and Line 50. The Transportation Impact Brief prepared by CGE Transportation Consulting in support of the application notes that the site access, pedestrian sidewalk, provision of parking for residential and visitor are appropriate and facilitate the movement of residents safely. Further, the anticipated increase in population from the proposal would support existing transit services in the area and beyond.

**Policy 1.6.7.2** states that *efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

**Evaluation:** The proposed residential development will intensify the Subject Lands and support the existing transportation infrastructure. The Transportation Impact Brief prepared by Nextrans in support of this application provides a discussion on the transportation demand strategies for the site.

**Policy 1.6.7.4** states that *a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

**Evaluation:** The proposed residential development includes proposed sidewalks that have access to Leslie Street. Further, these sidewalks have access the public transit options and support the existing transit and active transportation options



along Leslie Street. The density and provision of residential units support the current and future options.

## **1.7 – Long-Term Economic Prosperity**

**Policy 1.7.1** states that *long-term economic prosperity should be supported by:*

- a) Promoting opportunities for economic development and community investment-readiness;*
- b) Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) Optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
- d) Maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*
- e) Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.*

**Evaluation:** The Subject Lands are located within the built boundary of a settlement area of the Town of East Gwillimbury. The proposed development offers a range of residential units, offering housing opportunities in this settlement area. The added population accommodated by the proposal will support the existing surrounding land uses. The proposed development will create a sense of place for residents and visitors through a well-designed built form, and reflects a high level of architectural design along the private street and Leslie Street. Further, the proposal represents the intensification of underutilized lands that will contribute to the urban environment along Leslie Street, in the Town of East Gwillimbury.

## **1.8 – Energy Conservation, Air Quality and Climate Change**

**Policy 1.8.1 b)** states that *planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure..*

**Evaluation:** The proposed development will provide intensification on the Subject Lands and a more efficient and compact building form that is transit-supportive, as it has access to existing transit options along Leslie Street. The development will have access to the surrounding existing commercial uses and public services to the south of the Subject Lands. This allows for the promotion of active transportation and encourages the reduction of automobile dependency and congestion. An opportunity to provide sustainable building features to maximize energy efficiency and conservation is to be incorporated in the proposal and will be further addressed as part of the detailed design stage. Together, the proposed development will assist with the efficient use of resources and land and will provide a positive contribution to this community.

## **Section 2.6 – Cultural Heritage and Archaeology**

**Policy 2.6.1** states that *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*

**Evaluation:** A Heritage Impact Assessment was prepared by Parslow Heritage Consultance Inc. in support of this application, and concludes that the development will not adversely impact the retained existing heritage dwelling. The assessment recommends the preservation of the 1860 structure, as intended by the proposal, and the surrounding proposed multiple-dwellings are compatible and appropriate on the Subject Lands.

**Based on the above, it is our opinion that the proposed Official Plan Amendment is consistent with the PPS.**

# **Appendix D: Growth Plan 2020 Analysis**

**D**

## Appendix D: Growth Plan (2020) Analysis

The Growth Plan for the Greater Golden Horseshoe ("Growth Plan"), as amended on August 28, 2020, is applicable to the Subject Lands. The management of growth in existing areas, and where it should be taking place, is guided through the Growth Plan as it recognizes the importance of intensification and the way municipalities plan that growth. The Growth Plan is applicable to the Subject Lands.

An analysis of the Growth Plan policies has been conducted to demonstrate that the proposed ZBA and Draft Plan of Subdivision are in keeping with the direction of the Growth Plan policies. The following is a summary of the policies applicable to the proposed development.

**Policy 1.2.1** states *that the successful realization of this vision for the GGH centres on effective collaboration amongst the Province, other levels of government, First Nations and Métis communities, residents, private and non-profit sectors across all industries, and other stakeholders. The policies of this Plan regarding how land is developed, resources are managed and protected, and public dollars are invested are based on the following principles:*

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*
- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- *Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.*
- *Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*
- *Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.*
- *Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.*
- *Support and enhance the long-term viability and productivity of agriculture by protecting prime agricultural areas and the agri-food network.*
- *Conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Metis communities.*
- *Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive*

*to the impacts of a changing climate – and moving towards environmentally sustainable by incorporating approaches to reduce greenhouse gas emissions.*

**Evaluation:** The proposal satisfies this vision for growth in the Greater Golden Horseshoe by contributing to compact, vibrant and complete communities. In addition, the proposal optimizes the use of existing water, wastewater and stormwater infrastructure to support growth in a compact and efficient form. Further, the proposal will provide for a mix of housing options in the neighbourhood that is in proximity to transit service options along Leslie Street. Also, the proposed development will not cause any undue environmental concerns as it is not located in a Natural Heritage area. It will also preserve the existing cultural heritage dwelling, and further the cultural heritage along Leslie Street.

### **Section 2.2.1 Managing Growth**

**Policy 2.2.1** provides that the forecasted population and employment growth identified within the Growth Plan, or such higher forecasts as established by the applicable upper- or single-tier municipality through its municipal comprehensive review, will be used for planning and managing growth in the Greater Golden Horseshoe ("GGH") to the horizon of this Plan. The proposed development will permit residential uses which will assist in achieving the population targets for the Region and Town as set out in through this policy and in Schedule 3 of the Growth Plan.

The relevant policies of **Section 2.2** are described and addressed as follows:

**Policy 2.2.1.2** directs that *the forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) *the vast majority of growth will be directed to settlement areas that:*
  - i. *have a delineated built boundary;*
  - ii. *have existing or planned municipal water and wastewater systems; and*
  - iii. *can support the achievement of complete communities;*
- b) *growth will be limited in settlement areas that:*
  - i. *are rural settlements;*
  - ii. *are not serviced by existing or planned municipal water and wastewater systems;*
  - iii. *are in the Greenbelt Area;*
- c) *within settlement areas, growth will be focused in:*
  - i. *delineated built-up areas;*
  - ii. *strategic growth areas;*
  - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
  - iv. *areas with existing or planned public service facilities;*
- d) *development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
- e) *development will be generally directed away from hazardous lands;*

**Evaluation:** The proposal supports the policies noted above in the following:

- Adding new residential units within the Town's settlement area that will utilize existing public infrastructure;
- Focusing new growth through intensification on an underutilized site, that is within the settlement area;
- Concentrating residential uses in a way that will contribute to meeting the forecast of residential demand of the Region of York and the Town of East Gwillimbury;
- Providing residential uses within the settlement area that support the creation of complete communities; and
- Proposing higher intensity residential uses in an area that is already designated for residential intensification.

**Policy 2.2.1.4** of the Growth Plan requires the proposal to support the achievement of complete communities that provide the following:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:*
  - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - ii. public service facilities, co-located and integrated in community hubs;*
  - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
  - iv. healthy, local, and affordable food options, including through urban agriculture;*
- e) provide for a more compact built form, and a vibrant public realm, including public open spaces;*
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) integrate green infrastructure and appropriate low impact development.*

**Evaluation:** The proposed development will contribute to achieving a complete community by:

- providing additional housing options and typologies within the Town's settlement area;

- the proposed development will promote a high quality of life for future residents at all stages of life;
- providing conveniences to the community through the following:
  - proximity to a variety of transportation modes, including existing York Region Transit, which has access to transit options along Green Lane East;
  - providing residential uses located near existing retail uses and public services, which will help reduce the demand for vehicles and reduce greenhouse emissions; and
- the utilization of the existing municipal services and infrastructure, providing improvements where necessary;
- incorporating green infrastructure and low impact development however this level of detail will be addressed in the detailed design.

### **Section 2.2.6 Housing**

**Policy 2.2.6.1** states *Upper – and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders will:*

- a) *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as other policies of this Plan by:*
  - i. *Identifying a diverse range and mix of housing options and densities, including additional residential units, and affordable housing to meet projected needs of current and future residents; and*
  - ii. *establishing targets for affordable ownership housing and rental housing;*

Furthermore, **Policy 2.2.6.3** states that *to support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

**Evaluation:** The proposed development has been designed to be supportive of this housing goal, and provides for a mix and diversity of housing types. This also provides a variety of unit sizes within the area.

### **Section 3.2 - Policies for Infrastructure to Support Growth**

**Policy 3.2.7.2** states that *proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:*

- a) *is informed by a subwatershed plan or equivalent;*
- b) *incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;*



- c) *establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and*
- d) *aligns with the stormwater master plan or equivalent for the settlement area, where applicable.*

**Evaluation:** A Site Servicing and Stormwater Management Report prepared by C.F. Crozier & Associates has been submitted in support of the proposed development concludes that the stormwater management practices implemented shall have regard to the above.

## **Section 4.2 – Policies for Protecting What is Valuable**

**Policy 4.2.7.1** states that *Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.*

**Evaluation:** The portion of the structure is a heritage dwelling will be retained, preserving the historical identity along Leslie Street and within the Town of East Gwillimbury.

**Based on the above, it is our opinion that the proposed Official Plan Amendment conforms to the policies of the Growth Plan.**

# **Appendix E: Lake Simcoe Protection Plan Analysis**



## Appendix E: Lake Simcoe Protection Plan (2009) Analysis

The Lake Simcoe Protection Plan (LSPP) was approved July 2009, and contains policies for the protection and restoration of ecological health of Lake Simcoe and the surrounding watershed.

The Subject Lands are located within the "Lake Simcoe Protection Act Watershed Boundary", according to Lake Simcoe Protection Act Watershed Boundary Map.

**Policy 4.7-DP** of the LSPP states that *Municipalities shall incorporate into their official plans policies related to reducing stormwater runoff volume and pollutant loadings from major development and existing settlement areas including policies that:*

- a. encourage implementation of a hierarchy of source, lot-level, conveyance and end-of-pipe controls;*
- b. encourage the implementation of innovative stormwater management measures;*
- c. allow for flexibility in development standards to incorporate alternative community design and stormwater techniques, such as those related to site plan design, lot grading, ditches and curbing, road widths, road and driveway surfaces, and the use of open space as temporary detention ponds;*
- d. support implementation of programs to identify areas where source control or elimination of cross connections may be necessary to reduce pathogens or contaminants; and*
- e. support implementation of source control programs, which are targeted to existing areas that lack adequate stormwater controls.*

**Evaluation:** The proposed development is supported by a Stormwater Management Report prepared by C.F. Crozier & Associates. The proposed development is considered major, and the report proposes the implementation of a Jellyfish Filter unit, to assist in meeting stormwater quality control criteria.

**Policy 4.8-DP** of the LSPP states that *An application for major development shall be accompanied by a stormwater management plan that demonstrates:*

- a. consistency with stormwater management master plans prepared under policy 4.5, when completed;*
- b. consistency with subwatershed evaluations prepared under policy 8.3 and water budgets prepared under policy 5.2, when completed;*
- c. an integrated treatment train approach will be used to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls and conveyance techniques, such as grass swales;*
- d. through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and*
- e. through an evaluation of anticipated changes in phosphorus loadings between pre-development and post-development, how the loadings shall be minimized.*

**Evaluation:** The proposed development is supported by a Stormwater Management Report prepared by C.F. Crozier and Associates, which addresses the above policies, and will further detail them through the Site Plan process.

**Policy 4.9-DP** of the LSPP states that *Stormwater management works that are established to serve new major development in the Lake Simcoe watershed shall not be permitted unless the works have been designed to satisfy the Enhanced Protection level specified in Chapter 3 of the MOE's "Stormwater Management Planning and Design Manual 2003", as amended from time to time. This policy does not apply if the works are intended to serve an infill development or a redevelopment within a settlement area, it is not feasible to comply with the specified design standard, and the person seeking to establish the works demonstrates that the works incorporate the most effective measures in the circumstances to control the quality and quantity of stormwater related to the development or redevelopment.*

**Evaluation:** The proposed development is an infill development, and the Stormwater Management Report provided in support of the application addresses quality and quantity for stormwater through the development process. Further, the Jellyfish Filter will assist in meeting the treatment criteria of 80% as per the Stormwater Management Planning & Design Manual (2003).

**Policy 4.10-DP** of the LSPP states that *Every owner and operator of a new stormwater management works in the Lake Simcoe watershed shall be required to inspect and maintain the works on a periodic basis.* Furthermore, **Policy 4.11-DP** states that *Every owner and operator of a new priority stormwater management works in the Lake Simcoe watershed shall be required to monitor the operation of works, including monitoring the quality of the effluent from the works, on a periodic basis.*

**Evaluation:** A strategy will be implemented for inspection and monitoring, which will be further contemplated through the Site Plan process.

**Policy 4.24.SA** of the LSPP states that *Within one year of the date the Plan comes into effect, the MOE, in collaboration with other Provincial ministries, the First Nations and Métis communities, the LSRCA and municipalities will develop a Phosphorus Reduction Strategy for the Lake Simcoe watershed for the purpose of reducing phosphorus loadings to achieve the target of dissolved oxygen of 7 mg/L. The Strategy will be designed to accommodate the implementation of the Growth Plan for the Greater Golden Horseshoe, where relevant. The components of the Phosphorus Reduction Strategy will include:*

- a. *the development of subwatershed phosphorus loading targets;*
- b. *if determined to be necessary, the development of phosphorus loading targets for specific areas of Lake Simcoe, including individual targets for Kempenfelt Bay, Cook's Bay, and the main basin;*
- c. *an assessment of sources or sectors that contribute phosphorus loadings to the watershed, including:*
  - i. *sewage treatment plants,*
  - ii. *tributary sources,*
  - iii. *subsurface sewage systems,*
  - iv. *stormwater runoff, and*
  - v. *sources of atmospheric deposition;*
- d. *an identification of practical and effective actions that should be taken to address each source or sector assessed under sub-paragraph c;*

- e. *the proposal of a long-term total phosphorus loading cap for each sewage treatment plant in the Lake Simcoe watershed. These long-term phosphorus loading caps will be integrated and consistent with phosphorus loading goal established in the Plan and targets referred to under sub-paragraph a. and b., and will consider the following:*
  - i. *detailed evaluations of treatment efficiency, flow capacity and economic feasibility in achieving various effluent limits,*
  - ii. *flow capacity needed to accommodate the population and employment growth allocated to the areas serviced by a sewage treatment plant,*
  - iii. *minimum standards for phosphorus removal, and*
  - iv. *timelines required for achieving compliance with the new loading caps; and*
- f. *an examination of how effluent re-use opportunities in the Lake Simcoe watershed may contribute to reducing phosphorus loadings to achieve the dissolved oxygen target of 7 mg/L.*

**Evaluation:** As previously noted, the proposed Jellyfish Filter unit will assist phosphorus objectives, and the remaining shall be offset through the Lake Simcoe Phosphorus Offset Program (LSPOP).

**Policy 6.33-DP** states *An application for development or site alteration shall, where applicable:*

- a. *increase or improve fish habitat in streams, lakes and wetlands, and any adjacent riparian areas;*
- b. *include landscaping and habitat restoration that increase the ability of native plants and animals to use valleylands or riparian areas as wildlife habitat and movement corridors;*
- c. *seek to avoid, minimize and/or mitigate impacts associated with the quality and quantity of urban run-off into receiving streams, lakes and wetlands; and*
- d. *establish or increase the extent and width of a vegetation protection zone adjacent to Lake Simcoe to a minimum of 30 metres where feasible.*

**Evaluation:** The proposed development is located within a settlement area. There are no streams, lakes, or wetlands in proximity of the Subject Lands. Landscaping improvements will be provided throughout the subject lands.

**Policy 6.33-DP** states *a significant groundwater recharge area is an area identified,*

- a. *as a significant groundwater recharge area by any public body for the purposes of implementing the PPS;*
- b. *as a significant groundwater recharge area in the assessment report required under the Clean Water Act, 2006 for the Lake Simcoe and Couchiching/Black River Source Protection Area; or*
- c. *by the LSRCA in partnership with MOE and MNR as an ecologically significant groundwater recharge area in accordance with the guidelines developed under policy 6.37.*

Furthermore, **Policy 6.33-DP** states *once identified, municipalities shall incorporate significant groundwater recharge areas into their official plans together with policies to protect, improve or restore the quality and quantity of groundwater in these areas and the function of the recharge*

areas. **Policy 6.40-DP** states that *Outside of the Oak Ridges Moraine area, an application for major development within a significant groundwater recharge area shall be accompanied by an environmental impact study that demonstrates that the quality and quantity of groundwater in these areas and the function of the recharge areas will be protected, improved or restored.*

**Evaluation:** The proposed development is located within a Significant Recharge Area according to the YROP. An Environmental Impact Study will be addressed in the Site Plan Application submission, as this is identified to be provided by Town and Region Staff during the site plan application.

**In our opinion, the proposed Official Plan Amendment conforms to the Lake Simcoe Protection Plan.**

# **Appendix F: York Region Official Plan Analysis**



## Appendix F: York Region Official Plan (2022) Analysis

The YROP was originally approved in 1994 by the Ontario Municipal Board. As part of the statutory five year review, the Official Plan was reviewed and consolidated in 2010. The new YROP was recently approved and adopted by the Province on November 4<sup>th</sup>, 2022 by the Ministry of Municipal Affairs and Housing.

The Subject Lands are designated within the *Urban Area* on **Map 1: Regional Structure**. Specifically, the Subject Lands are designated in the *Community Area* on **Map 1A: Land Use Designations**.

*Urban Areas* are described as areas that provide the focus for growth and development. *Community Areas*, are described as areas where residential, population-related employment and community services are directed to accommodate concentrations of existing and future population and employment growth;

The Subject Lands are designated within the *Built-Up Area* on **Map 1B: Urban System Overlays**.

The Subject Lands are designated adjacent to Leslie Street, which is designated to have *Up to 41 metres* width on **Map 11: Planned Street Widths**. Additionally, the road is designated as *Proposed Cycling Facilities* on **Map 9A: Regional Road Cycling Network**.

The Subject Lands are further designated in *Recharge Management Area (WHPA Q1/Q2)* on **Map 12A: SGRA & Recharge Management Area Map**.

### Section 2 – The Foundation for Complete Communities

**Policy 2.1.4** states that *in addition to the structural elements and designations shown on Maps 1 and 1A, the urban system is further guided by land use policy areas shown as overlays on Map 1B that provide additional direction, assist in the application of policies and measuring and monitoring efforts. The urban system includes the following components:*

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



e) *Future Urban Area, where future urban expansion areas may occur to accommodate growth needs beyond 2051, through a Municipal Comprehensive Review.*

**Evaluation:** The proposed development is designated “Built-Up Area” as shown on Schedule 1B: Urban System Overlays. The proposal will work towards meeting the minimum annual 50% intensification target by providing a total of 40 dwelling units

**Policy 2.2.1** states that *the population and employment forecasts in Table 1 is to be used as the basis for planning of new development.*

**Table 1:**

Municipality		2016	2021	2031	2041	2051
Aurora	Population	57,200	64,000	71,900	79,600	85,800
	Employment	27,300	29,600	34,100	38,300	41,600
East Gwillimbury	Population	24,700	35,700	57,100	88,700	128,600
	Employment	9,500	10,600	16,500	27,500	44,300
Georgina	Population	46,800	48,100	56,500	65,500	70,500
	Employment	9,300	9,400	12,900	17,300	20,700
King	Population	25,300	28,200	38,200	56,900	66,400
	Employment	9,600	10,000	12,200	15,800	18,300
Markham	Population	339,100	349,000	416,300	496,700	618,000
	Employment	182,000	190,300	221,200	258,600	302,200
Newmarket	Population	86,800	90,700	98,900	107,200	118,500
	Employment	45,000	47,500	50,700	54,000	58,100
Richmond Hill	Population	201,000	208,300	251,900	284,100	320,400
	Employment	78,800	83,400	96,600	108,500	122,600
Vaughan	Population	315,700	33,100	398,600	479,200	576,200
	Employment	222,200	243,700	280,600	315,800	354,400
Whitchurch-Stouffville	Population	47,300	51,400	60,800	73,900	103,500
	Employment	15,400	17,000	20,200	24,000	28,400
<b>York Region</b>	Population	<b>1,143,900</b>	<b>1,209,500</b>	<b>1,450,200</b>	<b>1,731,800</b>	<b>2,087,900</b>
	Employment	<b>599,100</b>	<b>641,500</b>	<b>745,000</b>	<b>859,800</b>	<b>990,600</b>

**Evaluation:** Table 1 of the YROP above shows that the Town of East Gwillimbury is forecasted to have an estimated population of 57,100, and population of 128,600 by 2051. The proposed development of multiple-dwellings, and retention of the existing heritage dwelling will contribute to accommodating those forecasts by 2051.

**Policy 2.3.1** states that *communities shall be planned and designed as sustainable, healthy, vibrant complete communities walkable to most local amenities.*

**Evaluation:** The proposed development will be designed as healthy and vibrant, and add to the existing residential community along Leslie Street. The Site will

have access to existing sidewalks and will have access to existing commercial uses to the south of the Subject Lands.

**Policy 2.3.13** states 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.*

**Evaluation:** The proposal represents a safe, accessible and pedestrian-orientated development and will be designed provide additional residential uses which add to the existing character of the area. It will blend appropriately with the predominately residential land use surrounding the Subject Lands. A sidewalk is proposed, providing access for future residents to utilize active transportation routes in the area. As per **Map 9A**, future residents would also benefit from the proposed cycling facilities designation, further encouraging active transportation. The development encourages the use of public transit, when considering the proximity to York Region Transit stops.

**Policy 2.3.17** states that *development shall be supported by a mobility plan, prioritizing active transportation and transit. The plan shall assess impacts on York Region's transportation system, infrastructure and surrounding land uses.*

**Evaluation:** The proposal development is supported by a Transportation Impact Study prepared by CGE Transportation Consulting, which analyzes the existing and planned region transportation systems.

**Policy 2.3.39** states *to 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:*

- a) Affordable housing to address need throughout the income spectrum, including market and community housing;*
- b) Emergency and transitional housing;*
- c) Co-housing; group, rooming, and special needs housing; and*
- d) Purpose-built rental housing.*

**Evaluation:** The proposed development will provide a mix and range of housing options to the Town and add to the existing housing stock, through the provision of multiple-dwelling units.

**Policy 2.3.44** states to *require that local municipal official plan and zoning by-laws permit a range of housing options, unit sizes, tenure and levels of affordability within each community, including:*

- a) Consideration of inclusionary zoning;*
- b) Incorporation of additional residential unit policies;*
- c) Prohibition of demolition or conversion of purpose-built rental buildings if the rental vacancy rate is less than 3% for a period of more than three consecutive years in the local municipality;*
- d) Permitting, facilitating and appropriately distributing housing options throughout communities, including those identified in policy 2.3.39; and*
- e) Implementation of municipal housing strategies through local planning processes.*

**Evaluation:** The proposed development provides multiple-dwellings, in addition to retaining the existing heritage dwelling. This will add to the existing housing stock for the Town, providing options for future residents from all walks of life.

**Policy 2.4.1** states *that cultural heritage resources shall be conserved to foster a sense of place and benefit communities.* **Policy 2.4.2** states *To promote well-designed built form and cultural heritage planning, and to conserve features that help define character, including built heritage resources and cultural heritage landscapes.*

**Evaluation:** The proposed development will preserve the existing heritage dwelling, and provide a design for the multiple-dwellings that preserve the heritage character in the Town.

**Policy 4.1.1** states 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*

**Evaluation:** The proposed development is located within an *Urban Area*, as shown on **Map 1** of the YROP and within *Community Area*, as shown on **Map 1A**, being the primary locations of growth and development within York Region. Therefore, the proposal meets the intent of this policy by providing additional residential units and associated population growth in support of the Town and Region's objectives.

**Policy 4.1.3** states that *the primary location for growth and development within York Region take place within the Urban System which includes the following structural elements:*

*b) The built-up area, outside of strategic growth areas, with small scale intensification and infill based on the local context.*

**Evaluation:** The proposed development will provide the appropriate amount of intensification in a built up area, thereby increasing the housing stock and variety of housing options in support of the Town and the Region's growth objectives.

**Policy 4.2.1** states 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.*

**Evaluation:** The proposed development is designated *Urban Area* on **Map 1** and *Community Area* on **Map 1A** of the YROP. The proposal will introduce additional residential options to the existing housing supply.

**Policy 4.2.2** states 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.*

**Evaluation:** The proposed development consists of multiple-dwellings, providing additional housing options and types.

**Policy 4.2.3** states that *an adequate supply of housing be maintained by providing:*

*a) A minimum of 15- year supply of land designated for housing through intensification, redevelopment, and in designated greenfield areas; and*

- b) A minimum 5-year supply of units with servicing capacity to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

**Evaluation:** The proposal contributes to Town of East Gwillimbury intensification objectives, providing additional housing options in the Town and Region.

**Policy 4.2.4** states *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.* Furthermore, **Policy 4.2.5** states *local municipalities encourage and permit live-work development opportunities through a combination of flexible zoning permissions and accommodations for combined residential and business or personal services, office uses, and home occupations.*

**Evaluation:** The proposal will permit additional residential uses within the Town, which will be located in proximity to surrounding commercial uses. Furthermore, the retained heritage dwelling will be preserved as a live-work dwelling.

**Policy 4.4.2** states *that a minimum of 50% of all residential development between 2021 to 2041, and 55% from 2041 to 2051 occur annually within the built-up area identified on Map 1B.*

**Evaluation:** The proposed development is designated within the *Built-Up Area* identified on Map 1B, and 40 units are proposed, contributing to the 50% residential intensification target.

**Policy 4.4.7** states *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.*

**Evaluation:** The proposed development is adjacent to Leslie Street, which has access to existing commercial uses to the south of the Subject Lands which can be accessed through public transit and active transportation.

**Policy 4.4.8** states *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.*

**Evaluation:** The proposed development provides multiple-dwelling units on the Subject Lands, which adds to the existing housing typology available in the Town of East Gwillimbury.

**Policy 4.4.10** states that *local municipalities shall complete and adopt intensification strategies based on the policies of the Plan.*

*a) Plan to meet or exceed intensification targets identified in Table 6*

Municipality	Residential Units	Intensification Rate
Aurora	4,600	45%
East Gwillimbury	700	2%
Georgina	2,700	32%
King	4,700	52%
Markham	52,400	55%
Newmarket	11,400	89%
Richmond Hill	34,500	78%
Vaughan	51,300	57%
Whitchurch-Stouffville	4,200	25%
<b>York Region</b>	<b>166,500</b>	<b>52%</b>

**Evaluation:** The proposal of multiple-dwellings and the retained existing heritage dwelling will add an appropriate amount of intensification for the Subject Lands, and assist in meeting Town intensification targets.

**Policy 6.1.1** states to *prioritize active transportation, transit, and goods movement and require that Transportation Demand Management measures to reduce single occupancy automobile trips are identified in transportation studies and in development applications.* Policy **6.1.2** calls for the monitoring of the provision of parking across York Region, consistent with policy 2.3.19 of the Plan. Further, **Policy 6.1.3** *requires development applications to complete a Mobility Plan to demonstrate how the proposed development is designed to support a transportation system for all users.* Policy **6.1.4** requires local municipalities to consider major trip generators and to strengthen land use and site design policies that promote multimodal access to destinations and sustainable modes of transportation, including walking, cycling, transit, and carpooling.

**Evaluation:** The proposed development will provide a development that utilizes the existing transportation infrastructure, and provide sidewalks to encourage active transportation. A Transportation Impact Study has been prepared by CGE Transportation Consulting in support of the application, including transportation demand management plan.

**Policy 6.1.3** states to *require development applications to complete a Mobility Plan to demonstrate how the proposed development is designed to support a transportation system for all users.*

**Evaluation:** A Transportation Impact Study has been prepared and demonstrates that the proposed development is a transit supportive community, suitable for all users.

**Policy 6.3.16** calls for achieving higher transit usage by supporting improvements in service, convenient access, connectivity and urban design, including the following:

- a) Minimizing walking distance to planned and existing transit stops through measures such as the provision of walkways, sidewalks and more direct street patterns;*
- b) Connecting transit stops directly to sidewalks and adjacent buildings in the Urban Area and Towns and Villages;*
- c) Providing bus bays, transit shelters and bus loops with sufficient lighting and accessibility features where warranted as identified by Transit Service Guidelines;*
- d) Directing medium-and high-density urban development to major transit corridors;*
- e) Creating an efficient system for parking and drop-off facilities for commuters;*
- f) Providing intermodal terminals or hubs;*
- g) Providing transit service on mid-block collector streets;*
- h) Giving priority to active transportation users accessing transit through the planning and development approvals process;*
- i) Applying industry, Provincial, and Regional best practices and guidelines in the review and evaluation of development applications and related studies; and,*
- j) Requiring that development applications include a mobility plan that addresses the criteria in policies 2.3.17 and 4.2.16.*

**Evaluation:** The adjacency of the proposed development to Leslie Street will result in convenient access, connectivity and urban design in the following ways.

- Intensification on the subject lands by introducing multiple-dwellings (39 units) and the retention of the existing heritage building to remain as live work use (1 unit).
- The proposed development is in proximity to transit options along Leslie Street, and the East Gwillimbury GO station along Green Lane East.
- The proposed sidewalk connection to the existing sidewalk along Leslie Street will provide connections for pedestrians.
- The proposed development is in proximity to a diverse range of commercial/retail, and open spaces, which make these uses accessible to future residents without the access to drive.
- A Transportation Impact Study was provided in support of the application and includes a transportation demand management strategy.

**Policy 6.3.36** states to *limit direct vehicle access from developments adjacent to Regional roads by:*

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

**Evaluation:** The proposed development will be integrated into the existing network, and provide a connection to and from Leslie Street.

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

**Evaluation:** A Site Servicing and Stormwater Management Report has been prepared by C.F Crozier & Associates in support of the proposed development and concludes the proposal will have access to or provide improvements to the existing infrastructure along Leslie Street.

**Policy 6.5.3** states *requires that development and site alteration proposals meet applicable stormwater management policies, guidelines and best practices.* **Policy 6.5.4** states *that local municipalities require that stormwater management works be built, maintained and financially sustained for the life of the asset in accordance with applicable legislation and guidelines to ensure that they function as designed.* Further, **Policy 6.5.7** states *that development take an integrated and innovative approach to stormwater management, be water efficient, and minimize, or where possible, prevent increases in stormwater volumes, contaminant loads and changes in water balance and maximize infiltration through an integrated treatment approach.*

**Evaluation:** The proposed development will be coordinated with servicing capacity to ensure water and stormwater infrastructure are in place. The Site Servicing and Stormwater Management Report prepared in support of this application also confirms improvements to existing services. Services will be available prior to occupancy of the proposed development.

**Policy 6.6.4** states *to support and require local municipalities to include standards for waste diversion, material storage and collection that maximize diversion and align with provincial direction, in the approval process for new multi-residential developments.* **Policy 6.6.7** states *require local official plans to identify all known closed and active waste disposal facilities and provide policies for development within or on lands in close proximity to such sites, and their future rehabilitation, in accordance with provincial guidelines and legislation.*

**Evaluation:** The proposed development will be coordinated to include standards for waste diversion and material storage. The Site Servicing and Stormwater Management prepared in support of this application concludes that the development will be accessed to provide a connection to the storm sewer on Manor Hampton Street.

**In our opinion, the proposed Official Plan Amendment conforms to the York Region Official Plan.**



# **Appendix G: Town of East Gwillimbury (2010) Official Plan Analysis**

# **G**

## Appendix G: Town of East Gwillimbury Official Plan (2010) Analysis

The Town OP was originally approved by the Ontario Municipal Board after its appeals between 2013 and 2014. It has been consolidated for October 2018. The Town is projected to have a resident population of 86,500 and 34,000 jobs, and is to transition from a historic community of communities to a connected urban area. The framework will provide direction and a policy framework for managing growth and land use decisions up to 2031.

The Subject Lands are located in the *Local Corridor* and *Community Area* on **Schedule A: Town Structure**. Specifically, the Subject Lands are located in the *Built Boundary* on **Schedule A-1: Urban Structure**.

The Subject Lands are designated within the *Village Core* on **Schedule B-3: Sharon Land Use Plan**.

The Subject Lands is adjacent to Leslie Street, which is a *Regional Arterial* on **Schedule E: Transportation Network**, and *Proposed Cycling Facilities* on **Schedule E-1: Cycling Network**.

The Subject Lands are in proximity to an existing park on **Schedule F-1 Parks, Trails and Community Facilities in the Urban Planning Area**.

The Subject Lands are also identified as within the *WHPA-Q Area* on **Schedule G: Wellhead Protection Quantity Area**.

### Section 2.0 – Sustainability

**Policy 2.3.6** requires *all development applications and the design of municipal sites and facilities to incorporate the consideration of Crime Prevention through Environmental Design (CPTED) principles*. Furthermore **Policy 2.3.7** requires the *Incorporation of appropriate accessibility measures as part of the review of development applications and preparation of Urban Design Guidelines in accordance with the Accessibility for Ontarians with Disabilities Act and the Town's Accessibility Standards*.

**Evaluation:** The proposal development has been designed incorporating CPTED principles with eyes on the private street and Leslie Street, with primary entrances and windows providing direct access and visibility. There is appropriate way-finding and signage will be provided. Further the proposal will be developed and comply with AODA and the relevant design guidelines.

**Policy 2.4.3** states that *all development shall address the minimum standards necessary to satisfy the applicable elements outlined in the Thinking Green Development Standards to the satisfaction of the Town*. **Policy 2.4.9** states that *The Town will promote and encourage the use of recognized and accredited third-party verified green building*

*certification programs for all new development, including LEED®, Greenhouse®, and Energy Star®.*

**Policy 2.4.6** states *The Town's Thinking Green Development Standards shall be comprised of elements that contribute to sustainable community design and development and may include, but not be limited to, the following:*

- i) Minimum standards for energy efficient building design to achieve reduced energy consumption and demand;*
- ii) Standards for community design to apply active transportation principles, reduce vehicle trips, enhance walkability and encourage use of public transit through a compact urban form;*
- iii) Standards designed to achieve diverse and mixed-use communities with a range of housing types, proximity to services, public facilities, parks, environmental areas, and supporting uses;*
- iv) Minimum standards for water conservation in all buildings, and landscaping and maintenance;*
- v) Green building material requirements to promote durability and reduce the heat island effect;*
- vi) Requirements for Dark Sky compliant practices for exterior lighting;*
- vii) Requirements for waste reduction, reuse and recycling in the construction process;*
- viii) Requirements for the application of stormwater management at the site level to maximize infiltration and reduce phosphorus loading in the Lake Simcoe watershed, where it has been proven that site level stormwater management systems are more environmentally beneficial to Lake Simcoe than centralized systems;*
- ix) Recommendations and standards for the installation of on-site renewable energy generation and energy recovery, where practicable.*

**Evaluation:** The Thinking Green Development Standards will be contemplated in further detail during the Site Plan design stage. The proposed development is a Low Impact Development. Further, it promotes active transportation through the design, provides a range of housing types, and assists in meeting phosphorus objectives in the Lake Simcoe Watershed, as supported through the Site Servicing and Stormwater Management Report prepared by C.F & Crozier in support of the application.

**Policy 2.4.11** states that *The Town shall encourage the following energy efficiency standards for all new buildings requiring approvals under the Planning Act:*

- i) Grade-related (3 storeys or less) residential buildings achieve a minimum performance level that is equal to a rating of 83 or more when evaluated in accordance with Natural Resources Canada's EnerGuide for New Houses: Administrative and Technical Procedures;*

**Evaluation:** The proposed development will incorporate LID measures with further details provided in the subsequent development applications.

### Section 3 – Community Building

**Section 3.1** contains a population growth forecast table, and states that *The population and employment forecasts contained in this Plan are intended to be used for planning and managing growth in the Town. The forecasts have been used to identify Settlement Area boundaries, to determine future infrastructure requirements and to estimate the need for community facilities and services to be delivered by the Town.*

Area	2009	2016	2021	2026	2031
Urban Area	13,600	23,700	36,200	54,400	74,500
Mount Albert	3,400	5,000	5,900	5,900	5,900
Rural Area	6,000	6,000	6,000	6,000	6,000
<b>Total</b>	<b>23,000</b>	<b>34,700</b>	<b>48,100</b>	<b>66,300</b>	<b>86,500</b>

**Evaluation:** The proposed development will introduce 40 units in the form of multiple-dwellings thereby supporting the anticipated population growth targets in the Town.

**Policy 3.2.3** deals with Centres and Corridors and states the following applicable policies:

- iii) Plan Corridors to accommodate new housing and population-related employment in a transit-supportive built form that encourages pedestrian movement and active transportation, with a mix of uses on site where possible;*
- iv) Recognize that some Centres and Corridors reflect the culture and history of the Town;*

**Evaluation:** The proposed development is transit-supportive, and will provide additional housing for the Town. Further, the proposal will retain the existing heritage dwelling, and the multiple dwellings will employ designs and finishes that are supportive and complementary to the dwelling.

**Policy 3.2.3.3** deals with the Corridor designation, and the general policies surrounding them. Corridors generally will support a range of uses to provide a vibrant streetscape and public realm encouraging pedestrian movement. The following applicable policies include:

- a) Along all Corridors, development shall be designed to support an urban, mixed use character that is pedestrian-oriented and supports transit use.*
- b) Transit facilities and active transportation routes (including resting and recreation places) should be incorporated into Corridors.*
- c) Buildings shall be located close to the street edge and address the street and public sidewalk wherever possible. Backlotting will not be permitted. Innovative block*

*patterns should ensure buildings face the street and provide attractive views, combined with high quality landscaping.*

**Evaluation:** The proposed development will provide additional residential uses that will take advantage of the existing transit options. It integrated with the existing sidewalk infrastructure, supporting pedestrian movement and active transportation. The standalone multiple-dwelling and retained heritage dwelling will have direct have main building entrances on the prominent building facades so that they front onto a public street, are clearly visible and directly accessible from then public street. Further, the proposal provides ground floor uses, clear windows and entrances that allow views from and, where possible access to, adjacent streets.

**Policy 3.2.3.3.ii** states the following on local corridors:

- a) *Built form within a Local Corridor shall be planned to achieve an average Floor Space Index (FSI) of 0.65 at full build-out, with a maximum building height of four storeys.*
- b) *Lands in a Local Corridor may be developed in accordance with the land use policies outlined in Section 4 and may be designated:*
  - *Residential mixed use;*
  - *Medium density residential;*
  - *Neighbourhood Commercial;*
  - *Institutional; and/or,*
  - *Parks and open Space.*
- c) *Such uses may be provided through an amendment to this Plan and shall consider land use compatibility and buffering to adjacent lands.*
- d) *Neighbourhood Commercial uses and Residential Mixed Uses with a significant commercial floor area component may be permitted within a Local Corridor subject to an amendment to this Plan, provided the application can demonstrate that the use is warranted and the proposal will not undermine the planned function of the commercial areas within the Queensville Centre or Village Core Areas. The Town may require that a market study and planning analysis be completed to the satisfaction of Council.*

**Evaluation:** The proposed development will be designed to assist in meeting the full build-out FSI of 0.65, and will not exceed the 4 storey maximum. It will provide additional residential uses that follow designated policies from Section 4. The proposal will not undermine the planned function of existing commercial areas within the Village Core designation along Leslie Street.

**Section 3.3** discusses the Urban and Public Realm design, and the implementation of the Urban Design Guidelines

**Policy 3.3.1.1** states *Streetscapes shall be designed to promote safety and ease of use of multiple means of transportation, including vehicular, pedestrian, bicycle and transit. Functional design and widths of streets shall conform to Section 7 of this Plan.* Further

**Policy 3.3.1.2** states *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.*

**Evaluation:** The proposed development will provide a frontage that appropriately adds to the envisioned public realm, to be safe, accessible, and visually attractive.

**Policy 3.3.4.5** states that *the use of cul-de-sacs should be minimized when designing the internal local road network, except in instances where environmental features or previous development patterns prevent through streets.*

**Evaluation:** The orientation of the site relative the residential area to the west and open space areas/Sharon Corners to the south prevents the deployment of a through street, therefore the terminus of the private street is acceptable.

**Policy 3.3.4.6** states *To create visually interesting and attractive streetscapes, architectural design guidelines should be prepared to incorporate features and details such as varied roof and cornice lines, front porches, bay windows, other window projections and detailing, and corner elements.*

**Evaluation:** The proposed development generally conform to the applicable Town and Sharon Community guidelines to ensure that features and details are provided for the residential dwellings.

**Policy 3.3.4.8** states *The proportion of the garage door in the overall house façade width shall be limited to prevent predominance of garages within the streetscape.*

**Evaluation:** The exterior design of a façade its scale, proportion, pattern and materials of building elements including its doors, roofs, windows and decorative elements are appropriate, with details to be provided during future development applications.

### **Sharon Secondary Plan Area**

**Policy 3.4.3.2** states that *In order to provide for the planned north/south collector road between Mount Albert Road and Doane Road and east of Leslie Street, as shown on Schedule E, development proposed for the northeast portion of the Secondary Plan Area shall not preclude options for the location and alignment of the proposed Collector Road and shall consider the following:*

- i) An interface of community employment uses along the east side of the proposed north/south collector;*
- ii) A broader range and mix of land uses for the community;*
- iii) Provision for additional employment population growth and non-residential assessment;*
- iv) Provision for an appropriate buffer between Highway 404 and the residential development in the Sharon community;*

- v) *The final location and alignment of this road shall be determined through the Class Environmental Assessment process.*

**Evaluation:** The proposed development provides additional housing to broaden the range of land uses for the Secondary Plan area. It is noted that the Subject Lands are on the west side of Leslie Street. Additionally, the existing dwelling will remain as a live-work use.

**Policy 3.5.1** states *Growth through intensification in Community Areas shall provide a diverse and compatible mix of land uses, including residential and population-related employment uses.* Further, **Policy 3.5.2** states *Table 3.3 illustrates the minimum targets for intensification that are planned to be achieved for the period 2006 to 2031 within the built boundary shown on Schedule A-1.*

**Policy 3.5.3** states *Infill and intensification is encouraged within the built boundary, particularly within Village Core Areas, Low Density Residential and Medium Density Residential land use designations and along Local Corridors. An accessory apartment or secondary suite is also permitted in the Low Density Residential designation.*

Secondary Plan Area	Residential (units)	Population-Related Employment (jobs)	Employment (jobs)
Holland Landing	390	100	150
Sharon	170		
Queensville	320		
Mount Albert	150	180	50
Other Areas			300
TOTAL	1,030	290	500

**Evaluation:** The proposed development will be an infill development, providing multiple housing options, and appropriately intensify the subject lands, which will assist in the minimum target for Sharon and the Town. Furthermore, intensification is being provided in a Village Core designation area, which is encouraged by the plan.

**Policy 3.5.4** states that *Where an application proposes to intensify the level of development through local infill, the following shall be addressed by the proponent to the satisfaction of the Town:*

- 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.*

**Evaluation:** The proposed development shall be an infill development, intensifying currently under utilized lands. The following address the above policies:

- The Site Servicing and Stormwater Management report prepared in support of this application notes that water servicing will be provided through a new connection to the existing watermain. Additionally, road infrastructure will connect to the proposed private street. The development shall also have access to surrounding public services in proximity.
- The scaling and massing will respect and fit the surrounding context and heritage character.
- The Transportation Impact Study prepared in support of the application provides a Transportation Demand Management Plan, which includes the following to be implemented:
  - Active Transportation (Pedestrian and Cycling) connections including:
    - Internal pedestrian/cycling circulation via sidewalks, bike lanes or multi-use paths.
    - Pedestrian/cycling connections to transit facilities.
    - Fine-grid Active Transportation Network.
  - PRESTO Cards (Transit incentive)
  - TDM Information Package (YRT Maps, Cycling and Trail Maps, GO Schedules)
  - Monitoring Program and Travel Survey/Report
  - TDM Event (Information Session)
  - Membership with Smart Commute
  - Illumination of pedestrian/cycling connections; and
  - Outreach Program
- The proposed development provides a high quality architectural design that respects and complements the existing heritage context
- The proposed development will be a low impact development, and implement low impact development infrastructure.
- The level of intensification will be appropriate for the underutilized subject lands, assisting with the Town's balanced growth approach.

#### **Section 4 – Land Use Policies**

**Policy 4.3.3.1** states *Land designated Village Core Area may be zoned to permit a wide range of uses, including retail stores, personal service shops, restaurants, business and professional offices, medical clinics, mixed uses, residential units or apartments within commercial buildings, as well as institutional uses and open space.*



**Policy 4.3.3.2** states that *Applications for new development within the Village Core Areas shall satisfy the applicable policies of this Plan and the following criteria:*

- i) not exceed a height of four storeys;*
- ii) not exceed a Floor Space Index of 0.75 for non-residential development;*
- iii) not exceed a density of 32 units per net hectare for residential development; and,*
- iv) demonstrate that the development is integrated with adjacent lands wherever feasible with respect to parking, landscaping, and pedestrian and vehicular circulation systems.*

**Evaluation:** The proposed development will provide additional residential units to the existing housing options to the community area and town. The development will be a maximum of 3.5 storeys, and will provide 40 units on the Subject Lands. This is appropriate for the Subject Lands as it contributes to growth targets in the Town and Region. The development will be respectful of the surrounding lands, and provide sufficient landscaping, pedestrian access through the proposed sidewalk, and an appropriate amount of parking. The proposed private street will be the central organizing element of the development, with the provision of a sidewalk supporting the objective of well-connected walkable communities, provision of parking that meet the daily needs of people and support a mix of activities. Furthermore, the proposal will support active transportation and public transit use provide a comfortable, attractive and vibrant, safe and accessible setting for community life and daily social interaction.

**Policy 4.3.3.3** states that *Uses that are not permitted within Village Core Areas shall include outdoor storage, service stations, gas bars, car washes, self storage and generally any use that is primarily automobile oriented.*

**Evaluation:** The proposed development does not include the above uses and will be purposed solely for residential uses.

**Policy 4.3.3.4** states that *Development or redevelopment, including intensification in areas designated Village Core Area shall preserve, complement and enhance the historical and/or architectural character of these areas. Among the specific requirements are the following:*

- i) the sensitive location, limited extent and effective buffering of parking facilities so as not to detract from historic streetscapes and adjacent buildings and uses;*
- ii) the consistency of setbacks and continuity of character, in order to maintain and restore pedestrian-oriented streetscapes and the encouragement of pedestrian activity by providing linkages between the Village Core Area and adjacent areas of residential or other development; and*
- iii) compliance with the heritage policies of Section 6 of this Plan.*

**Evaluation:** The proposed development is an appropriate intensification of underutilized lands, while preserving the existing historical character. This will be done through the preservation of the existing historical dwelling, and providing an architectural design that fits the aesthetic of the surrounding historical character.

**Policy 4.3.3.5** states that *Development within Village Core Areas shall satisfy the following criteria:*

- iv) *Traditional mainstreet areas shall be revitalized and preserved to reinforce the character of the mainstreet;*
- v) *Cultural heritage resources shall be conserved and where possible, enhanced;*
- vi) *Transit facilities should be easily accessible to pedestrians;*
- vii) *The surrounding areas should relate to and be efficiently connected with Village Core Areas through the integration of bicycle and pedestrian trail systems;*
- viii) *All utilities shall be provided underground, where feasible.*

**Evaluation:** The proposed development will have frontage on Leslie Street well as the proposed private street, ensuring that it is consistent with the character of the area. Appropriate pedestrian connections will be provided to contribute to the identity and physical character of the area. All utilities where feasible will be buried with further details provided as part of the Site application to be submitted in the future.

**Policy 4.3.3.6** states to *Parking shall be located interior to the block or at the rear of buildings within Village Core Areas. Limited on-street parking may be explored in appropriate areas.*

**Evaluation:** The proposed development will provide parking on driveways for the multiple-dwellings. Visitor shall be located at the terminus of the proposed private street.

**Policy 4.3.3.9** states *In Village Core Areas sidewalks should be wide enough to allow for pedestrian passage, retail displays, street furniture, landscaping, patios and outdoor dining where appropriate and subject to related planning approvals.*

**Evaluation:** The proposed development will contain a sidewalk on the north side of the multiple-dwellings, planned to connect with the existing sidewalk along Leslie Street.

**Policy 4.3.3.17** states *Notwithstanding 4.3.3.16, drive through facilities are prohibited within the Village Core Area in Sharon.*

**Evaluation:** The proposed development will not have drive through facilities.

**Policy 4.3.3.18** states *Development within the Village Core Area in Sharon (as shown on Schedule B-3) shall recognize the unique nature of this area and provide for the protection and enhancement of its historical and architectural features. The preservation*

*and adaptive reuse of existing buildings in a manner compatible with the heritage character of the community shall be encouraged.*

**Evaluation:** The proposed development will preserve the existing heritage character, through retaining the existing heritage dwelling on the subject Lands.

**Policy 4.3.3.22** states *Development of permitted uses within existing buildings or minor modifications to existing buildings shall be encouraged and shall generally be permitted without an amendment to the Zoning By-law once the by-law is amended to bring it into conformity with this Plan and provided that adequate services and parking are available.*

**Evaluation:** The retained heritage dwelling which will be used as live-work will be serviced appropriately and have adequate parking.

**Policy 4.3.3.23** states that *New development shall be designed in keeping with the character of surrounding development and shall be evaluated based on submission of the following information:*

- i) Development of permitted uses within existing buildings or minor modifications to existing buildings shall be encouraged and shall generally be permitted without an amendment to the Zoning By-law once the by-law is amended to bring it into conformity with this Plan and provided that adequate services and parking are available.*
- ii) perspective drawings of the proposed buildings.*

**Evaluation:** The proposed development respect the existing historical character of the neighbourhood. Architectural plans and Landscaping plans are provided to support this OPA application with further details provided in subsequent applications required by staff.

## **Section 6 – Protecting Our Heritage**

**Policy 6.2.8** states *A Heritage Impact Assessment, prepared by a qualified heritage conservation professional, shall be required for any development proposal, including a Secondary Plan that has the potential to impact a cultural heritage resource to demonstrate that its heritage attributes are not adversely affected. The scope of the Heritage Impact Assessment Mitigation measures and/or alternative development approaches shall be required as part of the approval conditions to ameliorate any potential adverse impacts that may be caused to the cultural heritage resource and its heritage attributes.* **Policy 6.2.9** states *A Heritage Impact Assessment may be required for any proposed alteration work or development activities involving or adjacent to heritage resources to ensure that there will be no adverse impacts caused to the resources and their heritage attributes. Mitigation measures shall be imposed as a condition of approval of such applications.* Furthermore, **Policy 6.2.10** states that *Where development or redevelopment takes place, the Town may require developers, through subdivision and/or site plan agreements, to incorporate listed heritage buildings or sites. All options for on-site retention of designated heritage properties shall be*

*exhausted prior to consideration being given to relocation. The following alternatives shall be given due consideration in order of priority:*

- i) on-site retention in the original use and integration with the surrounding or new development;*
- ii) on-site retention in an adaptive re-use;*
- iii) relocation to another site within the same development;*
- iv) relocation to another sympathetic site within the Town.*

**Evaluation:** The proposed development will retain and preserve the existing heritage dwelling, integrating it with the proposed surrounding multiple-dwellings on the Subject Lands. The Heritage Impact Assessment prepared by Parslow Heritage Consultancy Inc. concludes and recommends that the existing 1860 structure be retained, and that the proposed development is to occur surrounding the existing heritage dwelling.

**Policy 6.3.2** states *During the study period, which can last up to one year, alteration works on properties within the Heritage Conservation District study area including erection, demolition or removal may be prohibited.*

**Evaluation:** Of note the Heritage Impact Assessment provided in support of the application provides recommendation n the retention of key attribute and features. Further through the development review process, the Owners will collaborate with staff to ensure the objectives of the HCD are adhered to.

**Policy 6.3.7** states *Minimum standards for the maintenance of the heritage attributes of property situated in a Heritage Conservation District shall be established and enforced.*

**Evaluation:** A Heritage Impact Assessment submitted in support of the proposal include recommendations that address the maintenance of the heritage attributes of the existing dwelling on the subject lands.

**Policy 6.3.8** states *Any private and public works proposed within or adjacent to a designated District shall respect and complement the identified heritage character of the District as described in the Plan.*

**Evaluation:** The design of the proposed building aims to provide a balance between modern architecture while respecting and complement the identified heritage character of the area.

**Policy 6.3.14** states *Development proposed adjacent to a designated Heritage Conservation District shall be scrutinized to ensure that they are compatible in character, scale and use. A Heritage Impact Assessment may be required for such proposals.*

**Evaluation:** The proposed height and scale of the multiple-dwellings are compatible and respectful with the Sharon Community's historical character.

## Section 7 – Sustainable Infrastructure

**Policy 7.2.2.14** states *Sidewalks shall be required in all new development and redevelopment in accordance with the Urban Design policies in Section 3.3 or any subsequent set of Urban Design Guidelines and in accordance with municipal policies and design standards.*

**Evaluation:** The proposed development contains a sidewalk and along the northern multiple-dwellings. It is planned to connect to the existing sidewalk of Leslie Street.

**Policy 7.2.1.3** states *The Town may permit reduced parking standards for developments that demonstrate through a Transportation Demand Management plan and implementation strategy that a reduction in parking standards is appropriate. A reduction in parking standards may also be permitted where mixed use development is proposed, where there is significant density of development and direct access to transit.*

**Evaluation:** The proposed development is supported through the Transportation Impact Assessment provided by CGE Transportation Consultants, which further contains a Transportation Demand Management plan, and summary for the implementation. It is also noted that the proposed development retains the existing heritage dwelling, and that the density will be increased to facilitate the multiple-dwellings proposed.

**Policy 7.3.2.2** states that *All new development shall incorporate innovative water conservation measures, which may include elements identified by the Region of York and the Town's Thinking Green Development Standards.*

**Evaluation:** A Site Servicing and Stormwater Management Report was prepared in support of the application, that addresses the above noted matters with further details to be provided during the detailed design stage.

**Policy 7.5.2** states *An application for major development shall also be accompanied by an Infiltration Management 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.* Further, **Policy 7.5.3** states that *If on-site water balance cannot be achieved, within the Wellhead Protection Quantity Area shown on Schedule J, proponents shall demonstrate through the Infiltration Management Plan how off-site recharge enhancement to compensate for any predicted loss of recharge, in consultation with the Conservation Authority.*

**Evaluation:** A Site Servicing and Stormwater Management Report was prepared in support of the application, that addresses the above noted matters with further details to be provided during the detailed design stage.

**Policy 7.5.4** states *Proposals for new major development within the Wellhead Protection Quantity Area are permitted if:*

- i) *The development does not require a new or amended Permit to Take Water from the Ministry of the Environment and Climate Change; or*
- ii) *The Ministry of the Environment and Climate Change determines that the new or amended Permit to Take Water required for the new development to proceed will not result in a significant drinking water threat.*

**Evaluation:** The supporting Site Servicing and Stormwater Management Report addresses the proposal relative to Wellhead Protection Quantity Area matters with further details to be provided in subsequent development applications and technical reports required by staff.

## **Section 8 – Implementation**

**Policy 8.21.1** states that *in addition to amendments initiated by the Town, Council shall consider requests for amendments to the Plan in accordance with relevant policies and criteria. In considering the merits of an amendment to the land use designations shown on Schedules B, B-1, B-2, B-3, C-1 and C, or to the policies or provisions of this Plan, Council shall have regard for the following:*

- i) *the need for the proposed change in use to meet the goals of this Plan;*
- ii) *the physical suitability of the land for the proposed use;*
- iii) *the adequacy of the existing and proposed road network in relation to the development of such proposed areas;*
- iv) *the convenience and accessibility of the site for vehicular and pedestrian traffic and the traffic safety in relation thereto; and*
- v) *the adequacy of all applicable municipal services;*
- vi) *the compatibility of such proposed use with uses in the surrounding area;*
- vii) *the potential effect of the proposed use on the financial position of the affected municipalities and boards;*
- viii) *the effect of the proposed use on the population level and the social character of the community.*

**Evaluation:** The proposed amendment will have regard for the above policies, which is detailed in Section 3.6 of this report.

**In our opinion, the proposed Official Plan Amendment conforms to the Town Official Plan.**

# **Appendix H: Town of East Gwillimbury Official Plan (2022) Analysis**



## Appendix H: Town of East Gwillimbury Official Plan (2022) Analysis

The Town of East Gwillimbury (EG) has reviewed and is updating its Official Plan (OP). The Town's Updated OP has been finalized and was then adopted and endorsed at the June 21, 2022, Council meeting. The OP is currently awaiting approval from the Region of York. The framework will provide direction and a policy framework for managing growth and development up to 2051.

The Subject Lands are located in a *Central Growth Area (Settlement Areas)* on **Schedule 1: Growth Management**. Additionally, the Subject Lands are located in on a *Corridor (Built Up Area)*, and *Community Area (Built Up Area)* on **Schedule 2: Urban Structure**.

The Subject Lands are designated within the *Village Core Area* on **Schedule 3C: Sharon Land Use Plan**.

The Subject Lands is adjacent to Leslie Street, which is a *Regional Arterial* on **Schedule 8: Road Network**, and *Proposed Cycling Facilities on Regional roads and Right of Ways* on **Schedule 7: Active Transportation, Parks And Community Facilities**. An existing park is also identified on **Schedule 7**.

The Subject Lands are also identified within the *WHPA-Q Area* on **Appendix I Map 6: Wellhead Protection Quantity Area**.

### Section 2.0 – Growth Management

**Policy 2.1.a)** states *York Region has established a 2051 population projection for residential growth in East Gwillimbury of 127,600 persons. This growth represents a need to accommodate approximately 90,000 more residents by 2051. Growth is to be allocated within East Gwillimbury as follows:*

#### *The Rural and Agricultural Area*

*+/- 6,000 persons*

#### *The Settlement Areas*

##### *Mount Albert*

*+/- 8,000 persons*

##### *The Central Growth Area*

*+/- 113,600 persons*

**Evaluation:** The proposed development will introduce 40 units thereby supporting the anticipated population growth targets in the Town.

**Policy 2.1.c)** states *It is recognized that the projections to 2051 established by York Region are minimum growth estimates that the Town is required to achieve. The Town*



*may achieve higher growth projections in consideration of the actual potential of the Town to accommodate appropriate growth in order to achieve the planning and engineering objectives of the Town, including:*

- i. To permit the Town to comprehensively manage the long-term land supply over the entire 2051 planning horizon;*
- ii. To properly respond to the housing market and to ensure a competitive development environment;*
- iii. To respond to emerging employment demands and ensure the economic competitiveness of the Town;*
- iv. To support the Province's ongoing approval, funding, and development of the Bradford Bypass/Highway 400-404 Connecting Link; and,*
- v. To support and move forward with the Upper York Sewage Solutions Project and the Water Reclamation Centre, or other alternative servicing solutions/strategies.*

**Evaluation:** The proposal development will introduce 40 residential units. These units will assist in accommodating the projected growth projection and housing market.

**Policy 2.2.b)** states *Schedule 2 differentiates lands within the Settlement Area Boundaries. The Settlement Areas are the focus for new development within the Town, and are further subdivided as follows:*

- i. The Delineated Built-Up Area – The Delineated Built-Up Area within both the Mount Albert Settlement Area and within the Central Growth Area was defined by the Province in 2006. It includes those areas within the Settlement Area Boundaries where the intensification target is to be measured. It includes the following components:*
  - Strategic Growth Areas - incorporate higher intensity mixed-use centres and corridors;*
  - Community Areas - are primarily residential in nature, but also include neighbourhood supporting uses such as office uses, retail and service commercial uses, institutional uses, public service facilities and parks and open spaces; and,*
  - Employment Areas - Employment Areas are intended primarily for employment generating land uses including business parks and industrial uses.*

**Evaluation:** The proposed development will be solely residential and provide intensification along Leslie Street.

**Policy 2.3.a)** states that *Growth in East Gwillimbury will occur through a combination of intensification within the Delineated Built-Up Area, and development within the Designated Greenfield Areas. These two development contexts, as identified on Schedule 2, have different policy frameworks to guide their planning, approval, and development.*

**Policy 2.3.b)** states that *This Plan requires that a minimum of 700 new dwelling units*

*within the Town shall be identified as intensification and shall occur within the Delineated Built-Up Area of the Town to 2051.*

**Evaluation:** The proposed development will provide a total of 40 units, assisting in intensification objectives and the provision of dwelling units by 2051, within the Delineated Built Up Area.

**Policy 2.3.c)** states that *To facilitate residential intensification, this Plan includes defined Strategic Growth Areas intended to provide an effective framework for the provision of higher density, mixed-use development that will support an efficient and integrated transit system. These Strategic Growth Areas serve and connect different areas of the Town that provide different community functions, and will therefore be different in terms of character, scale, mix of uses, and potential to accommodate future growth. Residential intensification initiatives will be subject to the following policies:*

- i. Intensification opportunities will be primarily accommodated within the Strategic Growth Areas;*
- ii. Intensification opportunities within the Community Areas will be limited, and will be primarily focused on the development of additional residential units, as defined in this Plan; and,*
- iii. Intensification of the Employment Areas within the Delineated Built-Up Area will be encouraged, where appropriate.*

**Evaluation:** The proposed development will intensify the Subject Lands with 40 residential units, which are located along a *Corridor (Built Up Area)*, and *Community Area (Built Up Area)*. The Corridor is considered a Strategic Growth Area, which is intended to accommodate a higher intensity of development. Additionally, Community Areas are generally residential in nature, and therefore, the proposed development will be appropriate.

### **3.0 – Building a Successful Community**

**Policy 3.1.b)** states that *A Successful Community recognizes existing, historic land use patterns and development trends and builds upon these patterns and trends to promote efficient, cost-effective development and land use changes that will stimulate economic growth while protecting the natural environment and public health.*

**Evaluation:** The proposed development will provide a development that preserves the historical character and is consistent with existing land uses, which are primarily low-rise detached dwellings.

**Policy 3.2.2.a)** states that *Elements of a Complete Community included within this Plan include:*

- i. 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*

- ii. *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,*
- iii. *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.*

**Evaluation:** The proposal is an appropriate intensification to the Strategic Growth Areas. The proposal will provide a private street that integrates and connects the site to the existing road network, and add to the current housing options available in the Town.

**Policy 3.2.2.b)** states that *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.*

**Evaluation:** The proposal development will be transit-supportive, and is an appropriate intensification of underutilized lands.

**Policy 3.2.2.d)** states that *This Plan incorporates broad permissions for a range and mix of compatible land uses and built forms within the Strategic Growth Areas, both as a means of distributing land use diversity throughout the Town, as well as in support of enhanced transit and active transportation facilities. The identified urban structure of centres and corridors supports the development of community infrastructure and institutional uses, office uses, recreational uses, public buildings, and arts and cultural facilities in locations that are accessible by transit and the active transportation network to meet the needs of East Gwillimbury's residents throughout the various stages of their lives.*

**Evaluation:** The proposal development will provide residential units compatible with the surrounding residential context, and will diversify housing options. Further, the proposal will be well-served by existing transit options and the existing transportation network through the proposed sidewalk and future connection to the north of the terminus of the private street.

**Policy 3.2.2.h)** states *this Plan is premised on enhanced local transit. Transit planning will be integrated with this Plan to ensure development supports an enhanced level of transit service over time. The local transit network will grow to connect core user groups, neighbourhoods, and key destinations within the Town and beyond, with direct routes and street-side amenities that make taking public transit an attractive and practical travel option.* Further, **Policy 3.2.2.i)** states that *the Town will continue to develop its active*

*transportation network. Active transportation modes, including walking and cycling, will be recognized as safe, convenient, and appealing options for travelling around the Town. Pedestrian-friendly community design, as identified in the Urban Design Manual, and enhanced and connected trail networks will provide mobility options and enhanced connectivity across the Town for people of all ages, abilities, and needs.*

**Evaluation:** The proposal development will be well-serviced by existing transit options and integrate the proposed private street. Furthermore, the proposed sidewalk, bicycle parking at the terminus of the private street, and future connection north of the terminus of the private street will encourage and provide access for active transportation.

**Policy 3.2.3.a)** states *The Town shall encourage a mix and range of market-based housing types, styles, tenures, and affordability characteristics to meet the needs of a growing and diverse population. The Town shall make best efforts to maintain:*

- i. A minimum 15 year supply of lands to accommodate growth through residential intensification and redevelopment, and greenfield lands which are designated and available for residential development; and,*
- ii. A minimum five year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

**Evaluation:** The proposal will increase the supply of housing stock while also providing a variety of housing types.

**Policy 3.4.4.a)** states that *The Town will manage, conserve, and protect East Gwillimbury's cultural heritage resources which reflect and contribute to the history, identity and character of the Town. Pursuant to the Ontario Heritage Act, the Planning Act and other enabling legislation, the Town may designate cultural heritage resources, including:*

- i. Individual properties or groups of properties;*
- ii. Whole or specific parts of buildings or structures upon designated property;*
- iii. Heritage Conservation Districts; iv. Cultural Heritage Landscapes;*
- iv. Areas of Archaeological Potential; and,*
- v. Other heritage elements including, but not limited to, scenic heritage routes, roads, or road allowances.*

Furthermore, **Policy 3.4.4.d)** states *All new development permitted by the land use policies and designations of this Plan shall:*

- i. Have regard for cultural heritage resources that are designated in accordance with the Ontario Heritage Act, or that are listed on the Town's Heritage Register, or identified in the Town's Master Plan of Archaeological Resources;*

- ii. *Be planned in a manner that conserves and enhances the context in which cultural heritage resources are situated;*
- iii. *Consider the influence of Indigenous Communities in conserving cultural heritage and archaeological resources; and,*
- iv. *Wherever possible, incorporate cultural heritage resources into any new development plans in a manner that conserves their integrity.*

**Evaluation:** The proposed development will retain and preserve the existing heritage dwelling, integrating it with the proposed surrounding multiple-dwellings on the Subject Lands. The Heritage Impact Assessment prepared by Parslow Heritage Consultancy Inc. concludes and recommends that the existing 1860 structure be retained, and that the proposed development is to occur surrounding the existing heritage dwelling.

**Policy 3.4.4.g)** states that *The Town shall prepare a Heritage Conservation District Plan to provide additional guidance to development within a Designated Heritage Conservation District. Prior to designating a Heritage Conservation District, the Town may identify by By-law a Heritage Conservation District Study Area for up to one year, and require the submission of a Heritage Impact Assessment as part of a complete development application within the Study Area during that time.*

**Evaluation:** A Heritage Impact Assessment is prepared by Parslow Heritage Consultancy Inc. in support of this application and provides recommendations and the retention of key attributes and features.

**Policy 3.5.2.a)** states that *The Town shall plan for an active transportation system which is highly integrated and connected within the community, the adjacent communities, and to transportation systems that serve the broader Region. This Plan requires that all development will contribute to the creation of a walkable and connected community with multiple destinations within walking distance of all residents.*

- i. *Sidewalks, bike lanes, and multi-use paths will connect to the street network and to community amenities and will ensure that corridors between key destinations are fully accessible and support active transportation; and,*
- ii. *Key active transportation routes, such as sidewalks, bike lanes, and multi-use trails will include streetscaping elements that promote pedestrian and cyclist comfort and safety, are designed to enhance accessibility for all residents, and will comply with the Accessibility for Ontarians with Disabilities Act.*

**Evaluation:** The proposed development will provide a sidewalk internally to the Subject Lands and a future connection to the north of the terminus of the private street, contributing to a walkable and connected community.

## Section 4 – Land Use Policies

**Policy 4.1.3.1.a)** states that *Lands within the Village Core Area Designation, shown on Schedules 3A, 3C, and 3E, are historic main street areas associated with the communities of Holland Landing, Sharon, and Mount Albert that are intended to grow and provide greater density and a broader mix of uses to support the local community at densities which are supportive of transit. The planned function of Village Core Areas is to serve as a hub of activity and the centre of each community, providing the widest range of goods and services warranted by that community in a pedestrian-focused setting.*

**Evaluation:** The Subject Lands are designated *Village Core Area*, and the proposal will provide a density that is transit supportive.

**Policy 4.1.3.2.a)** states that *Lands within the Village Core Area Designation may be zoned to permit a wide range of uses, including retail stores, personal service shops, restaurants, business and professional offices, medical clinics, mixed uses, residential units or apartments within commercial buildings, as well as institutional uses and open space.* **Policy 4.1.3.2.b)** states that *uses that are not permitted on lands within the Village Core Area Designation shall specifically include drive-through facilities of any kind, outdoor storage, service stations, gas bars, car washes, self-storage, and generally any use that is primarily automobile oriented.* Further, **Policy 4.1.3.2.c)** states that *the list of permitted/prohibited uses may be further refined through the Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community.*

**Evaluation:** The proposed development will provide additional residential units to the existing housing options in the Town. The proposal does not include the above uses and will be purposed solely for residential uses.

**Policy 4.1.3.3.a** states *Applications for new development within the Village Core Areas shall satisfy the applicable policies of this Plan and the following criteria:*

- i. Not exceed a height of 4 storeys, except for ornamental structures, such as clock towers, which may be higher;*
- ii. Notwithstanding the identified maximum building height, the Town may consider additional height, where the Town is satisfied that the proposed height achieves compatible development, and where appropriate transitions to abutting lower scale development are established. Appropriate transitions may be achieved through the implementation of regulatory techniques including, but not limited to new height limitations, enhanced building setbacks and step backs, enhanced landscape buffers and planting requirements, and/or the implementation of an angular plane. Permissions for taller buildings may be established through a site specific zoning By-law Amendment; and,*
- iii. Demonstrate that the development is integrated with adjacent lands, wherever feasible, with respect to parking, landscaping, and pedestrian and vehicular circulation systems.*

**Evaluation:** The development will be a maximum of 3.5 storeys, and will provide 40 units on the Subject Lands. This is appropriate for the Subject Lands as it contributes to growth targets in the Town and Region. The development will be respectful of the surrounding lands, and provide sufficient landscaping, pedestrian access through the proposed sidewalk, and an appropriate amount of parking. The proposed private street will be the central organizing element of the development, with the provision of a sidewalk supporting the objective of well-connected walkable communities, provision of parking that meet the daily needs of people and support a mix of activities. Furthermore, the proposal will support active transportation and public transit use provide a comfortable, attractive and vibrant, safe and accessible setting for community life and daily social interaction.

**Policy 4.1.3.3.b)** states *Development, including intensification in areas designated Village Core Area shall preserve, complement, and enhance the historical and/or architectural character of these areas. Among the specific requirements are the following:*

- i. The sensitive location, limited extent, and effective buffering of parking facilities so as not to detract from historic streetscapes and adjacent buildings and uses;*
- ii. The consistency of setbacks and continuity of character, in order to maintain and restore pedestrian-oriented streetscapes and the encouragement of pedestrian activity by providing linkages between the Village Core Area Designation and adjacent areas of residential or other development; and,*
- iii. Compliance with the heritage policies of this Plan.*

**Evaluation:** The proposed development is an appropriate intensification of underutilized lands while preserving the existing historical character. This will be done through the preservation of the existing historical dwelling, and providing an architectural design that fits the aesthetic of the surrounding historical character.

**Policy 4.1.3.3.c)** states *Development within the Village Core Area Designation shall satisfy the following criteria:*

- i. Traditional main street areas shall be revitalized and preserved to reinforce the character of the main street;*
- ii. Cultural heritage resources shall be conserved and where possible, enhanced;*
- iii. Transit facilities should be easily accessible to pedestrians;*
- iv. The surrounding areas should relate to, and be efficiently connected, with the Village Core Area through the integration of bicycle and pedestrian trail systems; and,*
- v. All utilities shall be provided underground, where feasible.*

**Evaluation:** The proposed development will be integrated and will have access to the Leslie Street through the proposed private street. The proposal will preserve the existing heritage dwelling to be used as live-work, and provide a sidewalk to access existing transit options. Utility details to be provided during the detailed design stage.

**Policy 4.1.3.3.g)** states that *Parking shall be located interior to the block or at the rear of buildings within the Village Core Area Designation. Limited on-street parking may be explored in appropriate areas.*

**Evaluation:** The proposed development will provide parking interior to the site, and visitor parking will be provided to the terminus of the proposed private street.

**Policy 4.1.3.4.a)** states *In addition to the policies of this Section of this Plan, the following additional policies apply to lands designated Village Core Area within the Sharon Secondary Plan Area, as shown on Schedule 3C:*

- i. *Notwithstanding any other policy of this Plan, drive through facilities are prohibited within the lands designated Village Core Area in Sharon.*
- ii. *Development within the Village Core Area Designation in Sharon shall recognize the unique nature of this area and provide for the protection and enhancement of its historical and architectural features. The preservation and adaptive reuse of existing buildings in a manner compatible with the heritage character of the community shall be encouraged.*
- iii. *The Town shall establish a Civic Precinct in the area surrounding the Civic Centre as a community focal point and vibrant central gathering place for residents.*
- iv. *Development surrounding the Civic Precinct should reinforce and support the Civic Precinct district in order to enhance the vitality of the area.*
- v. *The Town shall explore opportunities for development which build on the heritage character of the area and enhance the Sharon Temple as a historical and cultural focal point.*
- vi. *Development of permitted uses within existing buildings or minor modifications to existing buildings shall be encouraged and shall generally be permitted without an amendment to the Zoning By-law, once the By-law is amended to bring it into conformity with this Plan and provided that adequate services and parking are available; and,*
- vii. *New development shall be designed to be compatible with surrounding development, and shall be evaluated based on submission of the following information:*
  - *Detailed site and landscape concept plans that include information on how the development will be integrated with the surrounding portions of the Village Core Area; and,*
  - *Perspective drawings of the proposed buildings.*

**Evaluation:** The additional policies are addressed where applicable in the following:

- The proposed development will not have drive through facilities.
- The proposed development will preserve the existing heritage character, through retaining the existing heritage dwelling on the Subject Lands.



- The retained heritage dwelling which will be used as live-work will be serviced appropriately and have adequate parking.
- The proposed development respect the existing historical character of the neighbourhood. Architectural plans and Landscaping plans are provided to support this OPA application with further details provided in subsequent applications required by staff.

**Policy 4.4.9.2.a)** states *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.*

**Evaluation:** A Site Servicing and Stormwater Management Report was prepared in support of the application, that addresses the above-noted matters with further details to be provided during the detailed design stage.

**Policy 4.4.9.2.b)** states *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.*

**Evaluation:** A Site Servicing and Stormwater Management Report was prepared in support of the application, that addresses the above-noted matters with further details to be provided during the detailed design stage.

**Policy 4.4.9.2.c)** states *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.*

**Evaluation:** The supporting Site Servicing and Stormwater Management Report addresses the proposal relative to Wellhead Protection Quantity Area matters with further details to be provided in subsequent development applications and technical reports required by staff.

**In our opinion, the proposed Official Plan Amendment conforms to the Town Official Plan (2022).**



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