Proposed Modifications to Amendment No. 4 to the Town of East Gwillimbury Official Plan
Green Lane Secondary Plan

Note: ~~Strikethrough~~ text denotes deleted text
Bold underline text denotes added text and/ or format change
Includes Schedules as adopted and revised by the Town of East Gwillimbury and additional proposed modifications

PART I THE PREAMBLE

2.1 PURPOSE OF THIS AMENDMENT

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 a community along the Green Lane Corridor.

2.2 LOCATION OF THIS AMENDMENT

The lands affected by this Amendment are located north of the East Gwillimbury/ Newmarket boundary, east of Bathurst Street and west of Leslie Street and generally comprise of:

- Part of Lots 101 and 102, Conc. 1 WYS;
- Part of Lots 100-103, Conc. 1 EYS**; and,**
- Part of Lots 5-7, Conc. 2**.**

2.3 BASIS

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

1. The subject lands are located within the Urban Area (Map 1) of the Regional Municipality of York's Official Plan (2010).

2. The subject lands are located within the Community Area (Schedule A) and identified as Secondary Plan Study Area B-5 (Schedule B) in the Town's Official Plan (2010). Secondary Plan Study Area B-5 is the Green Lane Secondary Plan area.

3. The lands contain a Regional Corridor, as well as a series of Local Corridors and Major Local Centres, which contemplate additional uses intended to serve the Town's growing population.

4. The use of the lands for the proposed range of residential, commercial, office, institutional, open space and environmental uses are considered appropriate land uses.

5. The Environmental Assessment for the east-west collector road has been completed and will generally form the northern boundary of the proposed community.

6. Full municipal services are available within a portion of the subject lands through the York Durham Sewer System (YDSS), with the rest of the lands to be serviced through the Upper York Servicing Solution (UYSS).

7. The Secondary Plan has been developed on the basis of the following principles:

Community Structure

- The Major Local Centre at Yonge Street and Green Lane is a region-serving commercial mixed use area that will include and intensify with residential and employment uses and be developed in a built form to support transit and enhance the pedestrian realm.
- The Major Local Centre at Green Lane and 2nd Concession will develop with a mix of higher density residential, institutional and office uses, to support the existing East Gwillimbury GO Rail Station.
- The Major Local Centres will cater to pedestrians though the orientation of buildings to pedestrian sidewalks, the design of streets and the pedestrian realm of those streets. Automobiles will be accommodated but not to the detriment of pedestrian safety and comfort.
- Green Lane, a Regional Corridor, will be a high capacity regional arterial road and transit corridor with bus rapid transit services in a dedicated right of way between Yonge Street and the GO Station. Development along the street will be a compact, intense mixed use area that is pedestrian and transit supportive.
- The Major Local Centres will function as the core areas of the community, providing retail, personal services, human services and connections to rapid transit. These core areas will be within walking distance of a significant portion of the population.

Mobility

- Existing and planned transit infrastructure, including the GO Station, will be supported through active and vehicular transportation modes and connections.
- A range of transportation choices will be provided, including transit, cycling and walking, through a diverse transportation network, so that all ages and levels of mobility can safely, comfortably and conveniently access all parts of the community.
- Land use mix and density will support alternative transportation options.

Newmarket Interface

- Development in the Secondary Plan area will be compatible with and provide appropriate transition to the existing stable residential area in Newmarket.

Connectivity

- Connectivity between the Green Lane Secondary Plan area and Newmarket will be provided through existing road connections and new pedestrian and cycling trail connections.
- Future road connections, while limited, should be reviewed for feasibility to provide additional connectivity between the two municipalities.

Healthy Living and Walkability

- Active and healthy living will be promoted through the distribution of parks/open spaces, trails, schools, commercial services and mixed use areas and in the arrangement of streets and blocks to create a walkable/bike friendly community for all ages and abilities.
- Streetscape design will emphasize the comfort and safety of pedestrians and cyclists through massing and built form, the relationship of buildings to the street, sidewalk and crossing design and visibility and accessibility.
- The community will be designed, through public parks, active streets and mixed use areas, to foster a sense of place.

Natural Heritage System

- The Natural Heritage System will be protected and enhanced through buffers, while also serving as an asset within the community, providing opportunities for views, nature appreciation and trails.

Natural Hazards

- Development will be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage and will not create new or aggravated natural hazards.

Housing Choice

- A wide range and mix of housing types, tenures and sizes, including affordable housing, will be planned to meet the needs of residents of all ages and abilities.

Phasing and Fiscal Sustainability

- Phasing of infrastructure and development will ensure growth occurs in a logical and fiscally sustainable manner.
- Development will occur in a manner that does not place unnecessary costs on new or existing residents and the municipality.

Traffic Management

- The transportation system should strike a balance between Regional mobility objectives of supporting Green Lane as a high capacity multi-modal transportation corridor, the connectivity needs of the collector road system, the accessibility of special development nodes and the overall permeability of the Green Lane Secondary Plan area.

Sustainability

- Sustainable growth will be promoted by providing a mix of land uses and densities in appropriate locations, optimization of active and public transportation networks and protection of the natural environment.
- A healthy environment will be promoted by incorporating climate change adaptation measures into neighbourhood design.
- A healthy environment and climate resiliency will be promoted through enhanced tree canopy, passive solar design, orientation of buildings, mix of uses, green buildings, low impact development and street design that will achieve reduced energy use and greenhouse gas emissions and minimized stormwater runoff.

Cultural Heritage

- Community design will be sensitive to the area's heritage character.
- Heritage resources will be preserved and appropriately incorporated into new development.

Servicing

- Water and wastewater infrastructure will be based on a spine servicing approach as set out in the Region and Town Master Plans and shall be planned to reduce long-term life cycle costs.

Complete Community

- The mix of uses and transportation options shall foster the creation of a complete community.

PART II THE AMENDMENT

3.1 INTRODUCTION

All of this part of the document entitled "PART III: THE AMENDMENT", consisting of the following text and attached Schedules constitutes Amendment No. 4-2018 to the Official Plan of the Town of East Gwillimbury.

3.2 DETAILS OF THE AMENDMENT

The Town of East Gwillimbury Official Plan is further amended as follows:

Section 2.2 Economic Sustainability

1. By the addition of a new objective (viii) to Section 2.2, which reads:

   "Require a mix of residential and employment generating uses, including offices, around major transit station areas **and key development areas**."

2. By inserting the following new policy after Policy 2.2.9 and renumbering subsequent policies accordingly:

   "A mix of uses, including residential, commercial and offices uses are required at *Major Local Centres* with a priority for office development in a portion of the *Major Local Centre* at 2nd Concession and Green Lane."

Section 2.3 Social Sustainability

3. By adding a new policy after Policy 2.3.9, which reads:

   "2.3.10 Within the Green Lane Secondary Plan Area shown on Schedule B-5:

   a) units with two or ~~three~~ **more** bedrooms in medium and high density residential uses are encouraged;
   b) construction of *secondary suites,* including in accessory laneway buildings, and building design that allows for the addition of *secondary suites* is encouraged;
   c) construction of units with more basic amenities, materials, details etc., is encouraged to keep the housing costs low;
   d) the construction of rental units with two or more bedrooms in a range of unit types is encouraged; and,
   e) dwellings should be designed to accommodate and support all ages and accessibility. Design solutions may include internal features, such as doorway and hallway widths, as well as smaller, single level, or grade-related units that can support aging in place."

Section 2.4 Towards a Sustainable Community

4. Section 2.4 is amended as follows:

a) By the addition of new policies after Policy 2.4.14 that read:

"2.4.15 New buildings are encouraged to include renewable energy sources and be designed to support net zero energy systems. Partnerships and pilot projects supporting net zero *development* are encouraged.

2.4.16 The Town requires a green infrastructure approach to *development*, including the use of **L**ow **I**mpact **D**evelopment **(LIDs)** techniques ~~LIDs~~, to improve stormwater infiltration.

2.4.17 Within the Green Lane Secondary Plan Area shown on Schedule B-5, the use of large, land intensive stormwater management ponds shall be minimized and shall only be used if LID options are not appropriate in the area or are not able to accommodate all of the anticipated stormwater flows.

2.4.18 The Town encourages protection of the existing tree canopy and measures that support increased tree canopy.

2.4.19 New and reconstructed buildings with internal parking shall contain electric vehicle charging stations or be pre-wired to allow for future incorporation of electric vehicle charging stations."

and renumbering subsequent policies accordingly.

b) Through the addition of a new policy after current Policy 2.4.19 (2.4.24 after renumbering) to foster multi-modal transportation around the GO Station, to read:

"2.4.25 Around the East Gwillimbury GO Station, road design, layout and connectivity and building placement should be designed to allow for and promote multiple transportation options."

Section 3.2 Urban Area Structure

5. Section 3.2 is amended by deleting "and B-5" from the second sentence of the first paragraph and adding "Green Lane" after "Sharon". Reference to Schedule B-5 is also to be added to the third sentence.

6. By deleting Policy 3.2.3.1(i) in its entirety and renumbering subsequent policies.

7. Section 3.2.3.2.1 Major Local Centres is amended by:

a) inserting "**and B-5**" to the first sentence of the first paragraph;

b) deleting the last sentence in the first paragraph; and

c) through the addition of a 4th paragraph to read:
"Key ~~D~~**d**evelopment ~~A~~**a**reas outlined in the York Region Official Plan are implemented through the *Major Local Centre* policies."

8. Section 3.2.3.2.1(i) Yonge Street and Green Lane Centre is amended as follows:

a) In the first paragraph, replacement of the words "on Schedule A-1" with "schematically on Schedule A-1 and more precisely on Schedule B-5";

b) Subsection b) is reworded to remove reference to the Secondary Plan process to read:

"b) *Development* within this *Centre* shall be planned to achieve a Floor Space Index (FSI) goal of 1.5 at full build-out and shall appropriately address the built form and uses contemplated by this Plan. ~~The~~ **This** *Centre* may achieve a ***density*** of 2.5 FSI through *intensification*."

c) Policies c) through g) are deleted and replaced with the following policies:

"*Uses*

c) Mixed use buildings are required; but new single use retail, commercial and residential uses may also be permitted if planned in conjunction with a permitted mixed use building and provided they are co-ordinated within the same site in a manner that achieves the urban design requirements of this section.

d) The northwest corner of Yonge Street and Green Lane shall be planned for and reserved for a mixed use building.

e) Where major retail uses are contemplated, the primary building form should be planned in combination with mixed use and/or multi-storey buildings.

f) At grade retail and service commercial uses are required in buildings located in the *Pedestrian Oriented Retail Priority Area*. No at grade residential uses are permitted in this area except for residential lobbies.

g) The existing commercial *development* on the east side of Yonge Street is envisioned to intensify with mixed use *development* over the life of this plan. Higher density mixed use *development* is

encouraged and will be facilitated abutting the Yonge Street and Green Lane intersection and along Green Lane.

Building Location

h) Buildings should be developed along the street edge, particularly along Yonge Street, Green Lane and in the *Pedestrian Oriented Retail Priority Areas* in accordance with build-to lines that are established in the urban design guidelines and zoning by-law.

Pedestrian Oriented Retail Priority Area

i) In the *Pedestrian Oriented Retail Priority Area* shown on Schedule B-5, primary building entrances shall face the street and fenestration and active windows are encouraged. Minimum requirements for ground floor fenestration shall be set out in the urban design guidelines and the zoning by-law.

j) Multi-storey buildings are required along the *Pedestrian Oriented Retail Priority Area* and along Yonge Street to address differences in grade with second storey entrances facing the *Pedestrian Oriented Retail Priority Area* and at grade entrances facing internal parking lots. The urban design guidelines shall demonstrate such design solutions.

Pedestrian Oriented Streets

k) Along the *Pedestrian Oriented Streets* on Yonge Street and Green Lane, shown on Schedule B-5, buildings shall be located up to the municipal sidewalk with building entrances facing the street and with build-to lines established in the urban design guidelines and zoning by-law.

Height and Transition

l) The minimum building height shall be 3 storeys (approximately 9 metres) for buildings facing Yonge Street and Green Lane and 2 storeys (approximately 6 metres) within the *Pedestrian Oriented Retail Priority Area*.

m) Building heights shall be a minimum of 6 storeys (approximately 18 metres) and a maximum of 20 storeys (approximately 61 metres) at the intersection of Green Lane and Yonge Street.

n) A transition to lower density residential areas abutting the *Major Local Centre* shall be provided by providing a stepping down of heights, except for those fronting on Green Lane.

o) For buildings above 6 storeys (approximately 18 metres), podiums should be incorporated in the base of the buildings with tower elements set back from the podium.

Urban Design Guidelines

p) To ensure *development* proposed in this *Major Local Centre* delivers the vision for this *Centre* as articulated in this Plan, detailed urban design guidelines shall be prepared and ~~adopted~~ **approved** by Council. The guidelines will provide for the following:

a. parking, pedestrian and cyclist connectivity, landscaping and relationship of buildings to the street, in order to reinforce and promote a safe and comfortable public realm and pedestrian-friendly streetscape for all ages and abilities;

b. setbacks from the street, primary entrances, fenestration, build-to line requirement, outdoor amenity space, such as patios or urban squares, provision of outdoor furniture and architectural design, within the *Pedestrian Oriented Retail Priority Area*, in order to create an environment that invites pedestrian traffic and promotes pedestrian comfort;

c. setbacks to the street, entrances, fenestration and detailing and build-to line requirements, along pedestrian-oriented streets~~capes~~, in order to create an environment that emphasises the pedestrian realm; and**,**

d. step backs, angular planes, building separation, maximum floorplate sizes, shadow study requirements, and podium and tower requirements (including height), for mid-rise and taller buildings, as a means to achieve a transition of heights, particularly to adjacent lower density designations abutting the *Major Local Centre*.

Affordability

q) A minimum of 35% of the units developed in the Yonge Street and Green Lane *Major Local Centre* will meet the definition of *affordable.* Applicants shall demonstrate, to the satisfaction of the Town, how ~~the~~ **each *development* application contributes to the** 35% target **of *affordable* housing** ~~can be achieved~~ in the *Major Local Centre*.

Public Art

r) The inclusion of public art is encouraged in all significant private sector developments in the Yonge Street and Green Lane *Major Local Centre*, and 1% of the capital budget of all major Regional and Local municipal buildings in ~~the~~ **this** *Centre* is to be dedicated to public art.

Phasing

s) In addition to the Phasing Plan, it is recognized that *development* within the Green Lane Secondary Plan **area** will develop incrementally over many years, however, the first phase of *development* within the Yonge Street and Green Lane *Major Local Centre* shall include the following minimum threshold requirements:

a. Within the *Commercial Mixed Use* designation on the west side of Yonge Street, a minimum of 50% of the floor space in the first phase shall comprise of residential and/or office *development* in a mixed use format, with retail commercial space equating to no more than 50% of the total floor space constructed in the first phase of *development*. The Town may use a holding provision and other zoning provisions to achieve this mix in the first phase.

b. Within the *Commercial Mixed Use* designation on the east side of Yonge Street, for any additional floor space beyond approved Site Plan approvals, a minimum of 50% of the floor space shall comprise of residential and/or office *development* in a mixed use format, with retail commercial space equating to no more than 50% of the total floor space constructed in the first phase of *development*. The Town may use a holding provision and other zoning provisions to achieve this mix.

9. Section 3.2.3.2.1(ii) 2nd Concession and Green Lane Centre is amended as follows:

a) By adding the following sentence at the beginning of the first paragraph: "The 2nd Concession and Green Lane *Major Local Centre* is shown schematically on Schedule A-1 and more precisely on Schedule B-5."

b) By deleting "as appropriate" from first paragraph since the policies in this section require major office in the Centre.

c) By deleting "as further delineated through the Secondary Plan Process." from subsection a).

d) By deleting and replacing subsection b) to read as follows:

"b) A minimum of 35% of the units developed in the 2**nd** Concession and Green Lane *Major Local Centre* will meet the definition of *affordable*. Applicants shall demonstrate, to the satisfaction of the Town, how **each** ~~the~~ ***development* application contributes to** the 35% target **of *affordable* housing** ~~can be achieved~~ in the *Major Local Centre*."

e) Policies c) through f) are deleted and replaced with the following policies:

"Uses

c) Office uses shall be developed within the ***Office Priority Area*** *i*dentified on Schedule B-5 in accordance with the requirements of section 4.3.5.

d) At grade retail and service commercial uses are required in buildings located in the *Pedestrian Oriented Retail Priority Area*. No at grade residential uses are permitted in this area except for residential lobbies.

e) Underground and/or structured parking is required in order to achieve the target density of 2.5 FSI.

f) Adjacent to the GO station, alternative parking standards including consideration of shared parking shall be considered through supporting transportation studies.

g) Large scale, at-grade, parking areas are not permitted. Underground parking and structured parking shall be considered in lieu of at-grade parking.

Building Location

h) Buildings shall be developed along the street edge, particularly along 2nd Concession, Green Lane and in *Pedestrian Oriented Retail Priority Areas* in accordance with build-to lines that are established in the urban design guidelines and zoning by-law.

Pedestrian Oriented Retail Priority Area

i) In the *Pedestrian Oriented Retail Priority Area* shown on Schedule B-5, primary entrances shall face the street and fenestration and active windows are encouraged. Minimum requirements for ground floor fenestration shall be set out in the urban design guidelines and the zoning by-law.

Pedestrian Oriented Streets

j) Along the *Pedestrian Oriented Streets* on 2nd Concession and Green Lane, shown on Schedule B-5, buildings shall be located up to the municipal sidewalk with building entrances facing the street and with build-to lines established in the urban design guidelines and zoning by-law.

Connectivity

k) Pedestrian and cyclist connectivity to the GO Station shall be prioritised in site design and the orientation of the local street network on nearby properties.

Height and Transition

l) Building heights, minimum of 6 storeys (approximately 18 metres) and up to 20 storeys (approximately 61 metres) shall be required at the intersection, transitioning downwards to heights of 4 to 6 storeys (approximately 12 metres to 18 metres) along Green Lane and 2**nd** Concession Road.

m) The minimum building height in all other areas shall be 2 storeys (approximately 6 metres).

n) A transition to lower density residential areas abutting the *Major Local Centre* shall be provided by providing a stepping down of heights.

o) For buildings above 6 storeys (approximately 18 metres), podiums should be incorporated in the base of the buildings with tower elements set back from the podium.

Urban Design Guidelines

p) To ensure *development* proposed in this *Major Local Centre* delivers the vision for this *Centre* as articulated in this Plan, detailed urban design guidelines shall be prepared and ~~adopted~~ **approved** by Council. The guidelines will provide for the following:
   a. parking, pedestrian and cyclist connectivity, landscaping and relationship of buildings to the street to reinforce and promote a safe and comfortable public realm and pedestrian-friendly streetscape for all ages and abilities;
   b. setbacks from the street, primary entrances, fenestration, build-to line requirement, outdoor amenity space, such as patios or urban squares, provision of outdoor furniture and architectural design, within the *Pedestrian Oriented Retail Priority Areas*, in order to create an environment that invited pedestrian movement;
   c. setback to the street, entrances, fenestration and detailing and build-to line requirements, along pedestrian-oriented streets~~capes~~, in order to create an environment that emphasises the pedestrian realm;
   d. step backs, angular planes, building separation, maximum floorplate sizes, shadow study requirements, and podium and tower requirements (including height), for mid-rise and taller buildings, as means to achieve a transition of heights, ~~*particularly to adjacent lower density designations abutting the*~~ **particularly to adjacent lower density designations abutting the** *Major Local Centre*; and
   e. protection of views to the open space system associated with the East Holland River, active transportation connections, streetscape, building and landscape design, adjacent to the

Holland River, in order to respect the character and public realm of the river and surrounding open space lands."

Public Art

q) The inclusion of public art is encouraged in all significant private sector developments in the 2nd Concession and Green Lane *Major Local Centre,* and 1% of the capital budget of all major Regional and Local municipal buildings in ~~the~~ **this** *Centre* is to be dedicated to public art.

Phasing

r) In addition to the Phasing Plan, it is recognized that *development* within the Green Lane Secondary Plan will develop incrementally over many years, however, the first phase of *development* within the 2nd Concession and Green Lane *Major Local Centre* shall include the following minimum threshold requirements:

a. A minimum of 50% of the total floor space in the first phase shall be comprised of residential units. Of the non-residential component in the first phase, a minimum of 50 percent shall be designed for and occupied by office uses. The first phase shall comprise a minimum of 250 residential units. The Town may use a holding provision and other zoning provisions to achieve this mix in the first phase."

10. Section 3.2.3.3 (i)(a) Regional Corridor is amended by deleting ", as further delineated through the Secondary Plan Process."

11. Section 3.2.3.3 (ii)(a) Local Corridor is amended by deleting ", as further delineated through the Secondary Plan Process."

Section 3.3 Urban and Public Realm Design

12. Section 3.3(ii) is amended by deleting "for all Secondary Plan Areas and may be further refined".

Section 3.4 Staging and Phasing of Growth

13. Adding "Green Lane" to the list of Communities referenced in subsection 3.4.1(x)

14. Amending 3.4.2.3 to read "Near term growth will be distributed amongst the Secondary Plan Areas of Holland Landing, Queensville, Sharon, and Green Lane."

15. Section 3.4.2.10 is amended by replacing "other approved Secondary Plan Areas" with "the Green Lane Secondary Plan Area" to read "*development* within the Green Lane Secondary Plan Area, with higher intensity uses within key *Centres* and *Corridors*, and/or".

16. Amending policy 3.4.2.12 to read as follows:

"Within the Green Lane Secondary Plan **area** identified on Schedule B-5, each phase of **residential** *development* shall be substantially complete (i.e. generally 75% of residential land area which is available for *development* be built) before a subsequent phase may be registered, to ensure the orderly *development* of land."

17. The addition of a new subheading for the Green Lane Secondary Plan area and new policy after 3.4.3.3 that is specific to the Green Lane Secondary Plan to read as follows:

Green Lane Secondary Plan Area

"3.4.3.4 Approval of *development* shall be in accordance with the ~~approved~~ Phasing Plan **and associated infrastructure requirements as** set out in the **approved** Green Lane Master Environmental Servicing Plan (MESP), **which may be revised through site-specific servicing, transportation and other appropriate studies as part of *development* application(s), to the satisfaction of the Town, in consultation with York Region. The Phasing Plan may be revised without an amendment to this Plan.** ~~and c~~ **C**onditions of draft plan approval shall identify the infrastructure works that are required prior to registration ~~in accordance with the Phasing Plan~~.

Section 4.3 Commercial and Mixed Use Designations

18. Section 4.3.4.1 is amended by:

a) deleting "~~(ii) supermarkets and grocery stores~~" which would continue to be permitted as retail uses under subsection (i) and renumbering the list; and,

b) adding new subsection ix) to permit post-secondary educational uses in the Commercial Mixed Use designation:

"**ix) post-secondary educational uses.**"

19. Section 4.3.4 is amended by adding new policies 4.3.4.4 and 4.3.4.5 to address the development of the Commercial Mixed Use designation at Green Lane and Yonge Street:

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

4.3.4.5 In the *Major Local Centre* at Green Lane and Yonge Street, the area designated as *Commercial Mixed Use* on the east side of Yonge Street should be planned to accommodate a minimum of 500 residential units through intensification of the existing commercial *development*."

20. Section 4.3.5.2 is amended by adding new subsections vi) to permit post-secondary educational uses and to clarify that restaurants would be permitted in Residential Mixed Use designation.

"vi) post-secondary educational uses
vii) restaurants."

21. Section 4.3.5 is amended by:

a) revising Section 4.3.5.3 to remove the last sentence and replace it with:

"Mixed use buildings are encouraged and single use buildings may only be considered when~~re~~ **built subsequent to or concurrently with** ~~planned on the same site as~~ mixed use, multi-storey building(s) **on the same site.**"

b) adding new policies to address the form of mixed use buildings and office development:

"4.3.5.4 Notwithstanding policy 4.3.5.3, within the *Major Local Centre* at Green Lane and 2nd Concession, except where office buildings are provided, mixed use buildings shall be required adjacent to Green Lane and the proposed collector road east of 2nd Concession Road, north of Green Lane. Within the remainder of the *Residential Mixed Use* designation within the *Major Local Centre*, mixed use buildings are encouraged.

4.3.5.5 Notwithstanding policy 4.3.5.3, single use residential buildings shall be permitted in the ~~Residential Mixed Use~~ *Residential Mixed Use* designation along Yonge Street provided the buildings are designed to allow for future conversion of the first floor to commercial use over time by designing ground floor units which adhere to the Ontario Building Code for commercial units.

4.3.5.6 In the *Office Priority Area* in the Green Lane and 2nd Concession *Major Local Centre*, major use office buildings are permitted. Other ~~land~~ uses shall not be permitted in the *Office Priority Area* unless a minimum of 10,000 square metres of office *development* is built on the site.

4.3.5.7 *Development* within the *Residential Mixed Use* designation in the Green Lane and 2nd Concession *Major Local Centre* shall be planned to accommodate a minimum of 1,000 residential dwelling units. Applications for draft plan and/or site plan approval shall illustrate how the minimum number of units can be accommodated as the area is developed.

4.3.5.8 *Development* within the *Residential Mixed Use* designations in the Green Lane Secondary Plan **area** shown on Schedule B-5 shall have a minimum height of 3 storeys (approximately 9 metres) and a maximum height of 12 storeys (approximately 37 metres) except in the area on the east side of Yonge Street, where the maximum height shall be 25 storeys (approximately 76 metres).

4.3.5.9 Notwithstanding Policy 4.3.5.8, in the area designated as *Residential Mixed Use* on the east side of Murrell Boulevard, the minimum height may be reduced to 2 storeys (approximately 7 metres), but at least one mixed use building with a minimum height of 3 storeys shall be constructed on the site and contain at least two of the three following uses: commercial, residential or office uses."

22. Section 4.3.6.2 is amended by:

a) Deleting "~~(iii) supermarkets and grocery stores~~" , and renumbering the list accordingly.

23. A new policy 4.3.7.4 is added to Section 4.3.7 Neighbourhood Commercial to read:

"The *Neighbourhood Commercial* designation on Green Lane, east of Murrell Boulevard, shall be developed in an integrated manner with the adjacent *Residential Mixed Use* designation. A supermarket or grocery store is permitted at this location to a maximum floor area of 2,500 square metres.

Section 4.4 Residential Land Use Designations

24. Section 4.4.1 General Residential Land Use Designation Policies is amended as follows:

a) Policy 4.4.1.3 reference to "Secondary Plan Area B-5" should be revised to refer to the "Green Lane Secondary Plan Area B-5".

b) New policy 4.4.1.5 added and subsequent policies renumbered accordingly:

"Notwithstanding Policy 4.4.1.4, in the Green Lane Secondary Plan Area, *Medium Density Residential* uses shall be focused along the R*egional*

Corridor and *Local Corridors*. However, the *Medium Density Residential* designations along the *Local Corridors* may alternatively be interspersed with the ~~*Low Density Residential*~~ **Low Density Residential** uses in the neighbourhood through implementing draft plans of subdivision in accordance with Policy 4.4.1.4 without amendment to this plan provided the same amount of land area is designated *Medium Density Residential* as illustrated on Schedule B-5."

c) Policy 4.4.1.5 (now 4.4.1.6) is revised to add "within the Town and adjacent municipalities" after the word "lands" to specify that this policy also applies to adjacent residential development in Newmarket.

d) Policy 4.4.1.15 (now 4.4.1.16) is modified to add "an emergency service facility" to subsection (iii) to specify that the emergency facility required in the Green Lane Secondary Plan **area** is permitted.

e) A new policy 4.4.1.17 is added to read "The Town may require a new emergency service facility within the Green Lane Secondary Plan Area. Applicants for Community Design Plans along Green Lane shall consult with the Town to determine the preferred location."

25. A new policy 4.4.2.7 is added to Section 4.4.2 Low Density Residential to clarify that in the Green Lane Secondary Plan area the provision for townhouses in the Low Density Residential designation is not mandatory due to the amount of Medium Density Residential contemplated along the Regional and Local Corridors:

"4.4.2.7 Notwithstanding Policy 4.4.2.3, for lands designated ~~*Low Density Residential*~~ **Low Density Residential** in the Green Lane Secondary Plan area shown on Schedule B-5, townhouses are encouraged, but not required."

26. Section 4.4.3 Medium Density Residential is amended as follows:

a) By deleting "non-ground-oriented" from the first sentence

b) By adding a new permitted use to the end of section 4.4.3.1 as follows:

"iv) Within the Green Lane Secondary Plan Area, live-work units.

c) By adding a new policy after policy 4.4.3.2 and renumbering subsequent policies accordingly:

"Within the Green Lane Secondary Plan Area, shown on Schedule B-5, the *density* for areas designated as *Medium Density Residential 1* shall be a minimum of 30 units per net hectare and a maximum of 50 units per net hectare, and the *density* for the areas designated as *Medium Density Residential 2* shall be a minimum of 50 units per net hectare and a maximum of 80 units per net hectare. The permitted uses of 4.4.3.1 apply

to both the *Medium Density Residential 1* and *Medium Density Residential 2* designation."

27. Policy 4.4.4.1(i) is amended to add "and, within the Green Lane Secondary Plan Area, up to a maximum height of 20 storeys (approximately 60 metres);"

28. Policy 4.4.4.5 is added to permit townhouses as part of a high density residential development as follows:

"Within the Green Lane Secondary Plan Area, townhouses and other ground-related multiple unit buildings may only be permitted in the *High Density Residential* designation in association with one or more apartment buildings, provided:

a) a minimum of 75% of the dwelling units are located in apartment buildings;
b) the apartment building is built prior to or at the same time as the ground related multiple unit buildings; and
c) the combined density conforms to policy 4.4.4.2.

Notwithstanding the above, with respect to the lands in the *High Density Residential* designation west of the north-south proposed minor collector road west of Yonge Street, stacked townhouses, back-to-back townhouses, townhouses and other ground-related multiple unit buildings shall be permitted provided the *density* conforms to policy 4.4.4.2 of this Plan."

29. Policy 4.4.4.6 is added to permit a hotel as part of a high density residential development as follows:

"**Lands designated *High Density Residential* on the west side of Yonge Street may also be zoned to permit hotels and conventions centres in association with one or more other high density forms of residential development. Where hotels and conventions centres are permitted, policy 4.4.4.5 is no longer applicable."**

Section 4.5 Institutional Land Uses

30. Policy 4.5.1 is amended to add:

"and away from significant known air emission sources."

31. Policy 4.5.5 is amended to add "transit station" to the list of permitted uses.

32. Policy 4.5.7 is amended to add subsection v) as follows:

"v) Construction should be to an urban standard, including consideration of alternative site size and design standards, multi-storey buildings and shared facilities."

Section 4.6 Educational Facilities

33. Policy 4.6.2 is amended to add reference to Schedule B-5.

34. Policy 4.6.7 is amended to add reference to Schedule B-5 in subsection iii).

Section 4.8 Parks and Open Space

35. Section 4.8 Parks and Open Space is amended as follows:

a) To include reference to Schedule B-5 in the first paragraph, policy 4.8.1 and 4.8.2.

b) To revise policy 4.8.7 to read "for public use".

c) Add new policy after 4.8.14 as follows:

"Within the Green Lane Secondary Plan Area, community gardens may be permitted in the ~~Natural Heritage System~~ ***Environmental Protection Area*** **designation**, but outside of features, subject to the approval of the Town and Conservation Authority."

c) Through the replacement of policy 4.8.16 (now 4.8.17) in subsection "Open Space – Special Study Area" as follows:

"4.8.17 The extent of flooding on the lands designated *Open Space Special Study Area* may be reduced in the future due to improvements to downstream watercourse crossings (e.g. culverts) or as a result of other *development* or new infrastructure. As a result, the boundaries of adjacent land use designations may be refined due to a reduction in the *Open Space Special Study Area*. Any refinements to the *Open Space Special Study Area* and to the abutting land use designations on a property may occur without further amendment to this Plan provided a floodplain study is approved by the Conservation Authority and the Town."

d) Through the addition of ~~a~~ new policies to the "Open Space – Special Study Area" subsections as follows:

"4.8.18 The lands subject to this policy as identified on Schedule B-5 as *Open Space Special Study Area* will be governed by the policies related to flooding, erosion and hazardous sites in accordance with the Provincial Policy Statement. Based on this approach, *development* and *site alteration* will not be permitted in:

i) the flooding hazard limit of the East Holland River or Sharon Creek;

ii) the erosion hazard limit of the East Holland River or Sharon Creek;
iii) hazardous sites including unstable soils adjacent to the East Holland River or Sharon Creek;
iv) a 30 metre buffer from the East Holland River or Sharon Creek.

4.8.19 In the Green Lane Secondary Plan area shown on Schedule B-5, a road is shown connecting Green Lane to an extension of Bayview Parkway in Newmarket. This road traverses the ~~Open Space Special Study Area~~ ***Open Space Special Study Area***. *Development* of this road is subject to cut/fill balance and other appropriate mitigation measures undertaken to ensure safe access is provided across the ~~Open Space Special Study Area~~ ***Open Space Special Study Area*** to the satisfaction of the Town and Conservation Authority."

Section 4.16 General Policies for Specific Uses

36. Section 4.16.3 Places of Worship is amended by adding a new policy which addresses possible relocation of the existing Place of Worship on Yonge Street as follows:

"4.16.3.10 **Should the owners of the existing Place of Worship on Yonge Street wish to relocate out of the *Commercial Mixed Use* land use designation,** ~~T~~**t**he Town ~~shall~~ **may** work with the owners of the existing *place of worship* ~~along Yonge Street~~ to find an appropriate alternative location for the facility ~~should relocation out of the *Pedestrian Oriented Retail Priority Area* be desired~~. If the ~~p~~**P**lace of ~~w~~**W**orship is expanded or altered at its existing site, it is encouraged to redevelop in a manner consistent with the ***Commercial Mixed Use* land use designation** ~~*Pedestrian Oriented Retail Priority Area*~~ policies of ~~section 3.2.3.2.1(i)~~ **this Plan**. If the p**P**lace of ~~w~~**W**orship remains on its existing site, the **lands designated *Commercial Mixed Use*** ~~*Pedestrian Oriented Retail Area*~~ north of the Place of Worship site can be developed for the adjacent *Medium Density Residential* and *Residential Mixed Use* designations."

Section 5.4 Restoration, Enhancement and Securement

37. By adding an additional policy after policy 5.4.1.1 to provide guidance on the Restoration area located in the Green Lane Secondary Plan area as follows:
"5.4.1.2 The *Restoration Area* shown on Schedules D and D1 shall be restored as part of the ~~Natural Heritage System~~ ***Natural Heritage System*** and may be used as compensation, as approved by the Conservation Authority, for refinements of features and buffers in other areas of the Green Lane Secondary Plan."

Section 7.2 Transportation

38. Additional text should be added to the end of policy 7.2.2.4 to read "Proposed trail locations shown on Schedules F and F-1 are approximate and trail impact studies may be required to determine actual location and the design of the trail."

39. A new policy 7.2.4.1.10 is added to Section 7.2.4 Roads:

"A complete streets approach to collector and local roads is encouraged to support reduced travel times and alternative modes of travel. Community Design Plans shall identify active transportation and transit routes, which best connect origins and destinations within the Town and beyond. Community Design Plans shall also incorporate an integrated local street network, sidewalks on both sides of all roads, short blocks with ideal lengths set out in the urban design guidelines and reduced roads widths where active transportation connections and improved transit are provided to move people of all ages and abilities safely through the community. The requirements of the York Region Pedestrian & Cycling Master Plan and York Region Transit-Oriented Design Guidelines, as amended, should also be incorporated into new *development* applications."

40. A new policy 7.2.4.1.11 is added to Section 7.2.4 Roads:

"**7.2.4.1.11 Within the lands shown as *Pedestrian Oriented Retail Priority Area*, west of Yonge Street on Schedule B-5, a continuous north-south local road shall be provided from the existing signalized intersection at Green Lane and extending northerly to the proposed east/west major collector road. The portion of this continuous north-south road located in the *Commercial Mixed Use* designation may be a public road or a private road with a public easement, subject to approval of development applications and supported by the applicable studies for this area.**"

41. Policy 7.2.4.4.6 is modified to read:

"**The following policies apply to the lands outlined on Schedule B-5.**

(i) In recognition of the need for the continued function of Green Lane as a high capacity Regional arterial road with bus rapid transit facilities, it is the policy of this ~~p~~**P**lan to protect for a continuous east/west **major** local collector **road** north of Green Lane, as shown conceptually on Schedule E, to facilitate additional traffic flows resulting from urban expansion as contemplated by this ~~p~~**P**lan.

(ii) ~~Through the review and approval of development applications within the Green Lane Secondary Plan Area, the Town shall work with landowners to secure and provide for the early delivery and construction of the east/west collector. Prior to the approval of~~ Community ~~Development~~ **Design** Plans~~,~~ **shall include** an implementation strategy ~~will be developed~~ that addresses construction timing **and financing of** ~~for~~ the east/west **major local** collector road **for the lands outlined on Schedule**

B-5, to the satisfaction of the Town, in consultation with ~~Region of~~ York **Region**.

(iii) **Through the review and approval of *development* applications within the Green Lane Secondary Plan Area outlined on Schedule B-5, which require the construction of all or part of the east/west major local collector road in accordance with the implementation strategy referenced in (ii) above, the Town shall work with the appropriate landowners to secure and provide for the early delivery and construction of the east/west major collector road."**

42. Section 7.2.5 is amended to reference schools and other sensitive development as well as residential development and have 300 metres be the distance wherein the noise study is required but maintain the 75 metre distance where a vibration study is required. The first section of policy 7.2.5.2 shall be replaced with the following:

"Prior to the approval of *development* applications that result in or permit residential *development*, schools or other sensitive *development*, the applicant shall be required to submit, for *development* within 75 metres of a railway right-of-way, a vibration study and, for *development* within 300 metres of a railway right- of-way, a noise study, to the satisfaction of the Town and appropriate railway authority:"

Section 7.8 Telecommunications, Utility and Technology Infrastructure

43. Section 7.8.3.3. is amended to add "and the Green Lane Secondary Plan Area" after "Village Core Areas".

Section 8.1 Complete Application and Pre-Consultation

44. One new bullet is added to Policy 8.1.1 to read:

"**(xxii) Mobility Plan**"

~~"(xxiii) Confirmation from the Town that sufficient municipal water and wastewater servicing allocation is available to facilitate construction of the *development* within 3 years from the date of submission;~~"

~~45. A new policy 8.1.6 is added (with subsequent policies renumbered accordingly) which reads:~~

~~"In accordance with Section 7.3, for applications proposing residential *development*, confirmation from the Town that sufficient municipal water and wastewater servicing allocation is available to facilitate construction of the *development* within 3 years from the date of submission, shall be required as part of a complete application. An application for residential *development* shall be deemed incomplete if such confirmation is not provided by the Town. This policy does not apply to Community Design Plans."~~

Section 8.2 Development Approval Process

46. Policy 8.2.1.5 is deleted, as the Secondary Plan process will be completed with the adopted Official Plan ~~amendment~~ **Amendment**.

47. Policy 8.2.1.8 (now 8.2.1.7) is amended to replace the term "Secondary Plans" with "Secondary Plans or Community Design Plans".

48. Policy 8.2.2 is amended as follows:
    a) Rewording the second paragraph to add reference to the Regional Official Plan as well as the Town Official Plan, to read "At a minimum, the Community Design Plan shall address the policies of this Plan **and the York Region Official Plan**, pertaining to:"

    b) adding the following paragraph after xv:

    xvi) "The community energy plan criteria outlined in policy 5.6.10 of the York Region Official Plan.

49. Policy 8.2.2.1 is amended by adding the following sentence:

    "Community Design Plans are done on a smaller scale/land area than a Secondary Plan Area."

Section 9.1 General Policies (Interpretation)

50. Policy 9.1.2. is amended by replacing the words "in the case of" with "where the boundary follows".

Section 9.4 Special Provisions and Exceptions

51. New sections 9.4.4 d) and e) are added to address intensification, which read:

    "d) *Intensification* of the site is encouraged to accommodate residential and mixed use *development* in accordance with the policies of Section 3.2.3.2.1(i).

    e) Retail and commercial *intensification* of the site is encouraged along the northern boundary to accommodate a *Pedestrian Oriented Retail Priority Area* in accordance with the policies of Section 3.2.3.2.1(i)."

52. Site specific policy 9.4.14 is deleted as it is no longer applicable **and subsequent policies are renumbered accordingly.**

53. A new Policy 9.4.18 is added (after existing policy 9.4.18 is renumbered to 9.4.17) to allow for the transfer of density from the future well house and potable

water treatment facility site to lands immediately adjacent to the west of the subject lands as follows:

" **9.4.18 Lands in Part of Lot 101, Concession 1 EYS, more specifically Part 1 on 65R-37475 and designated *High Density Residential* on Schedule B-5, the property may be used for a future well house and potable water treatment facility site on lands that would otherwise be developable, shall continue to be included as net developable hectares for the purposes of calculating density in accordance with policy 4.4.4.2.**

The density rights encumbered by this infrastructure may be transferred to the abutting lands directly to the west, designated *High Density Residential* on Schedule B-5."

Schedules

54. Schedule B is revised to remove the designations shown within the Green Lane Secondary Plan Area and replace it with a "New Secondary Plan Area" symbol and revise the label to "Refer to Schedule B-5", as attached as Schedule AA to this amendment. The revised schedule also removes reference to site specific policies 9.4.4 and 9.4.14.

55. A new Schedule B-5, attached as Schedule BB to this amendment, is added to the Town's Official Plan to outline the land use designations within the Green Lane Secondary Plan Area.

56. Schedule B-5 attached as Schedule "BB" be modified as follows:

- **a. The *Commercial Mixed Use* designation in the northwest quadrant of Yonge Street and Green Lane south of proposed minor east-west collector be extended west reducing the size of the *Medium Density Residential 1, Medium Density Residential 2 and High Density Residential* designations.**
- **b. The Major Local Centre Boundary be adjusted to reflect the extended *Commercial Mixed Use* designation outlined above (a.).**
- **c. The *Pedestrian Oriented Retail Priority Area* running east-west on the west side of Yonge Street, north of Green Lane be relocated further west and reoriented in a north-south direction.**
- **d. The northern most Proposed Elementary School and Proposed Park in the northwest quadrant of Yonge Street and Green Lane be relocated westerly from the border of the *Medium Density Residential 1* and *Low Density Residential* designation to be entirely within the *Low Density Residential* designation.**
- **e. Site-specific policy reference number be added to the *High Density Residential* designation on the north side of Green Lane between Yonge Street and 2nd Concession Road**

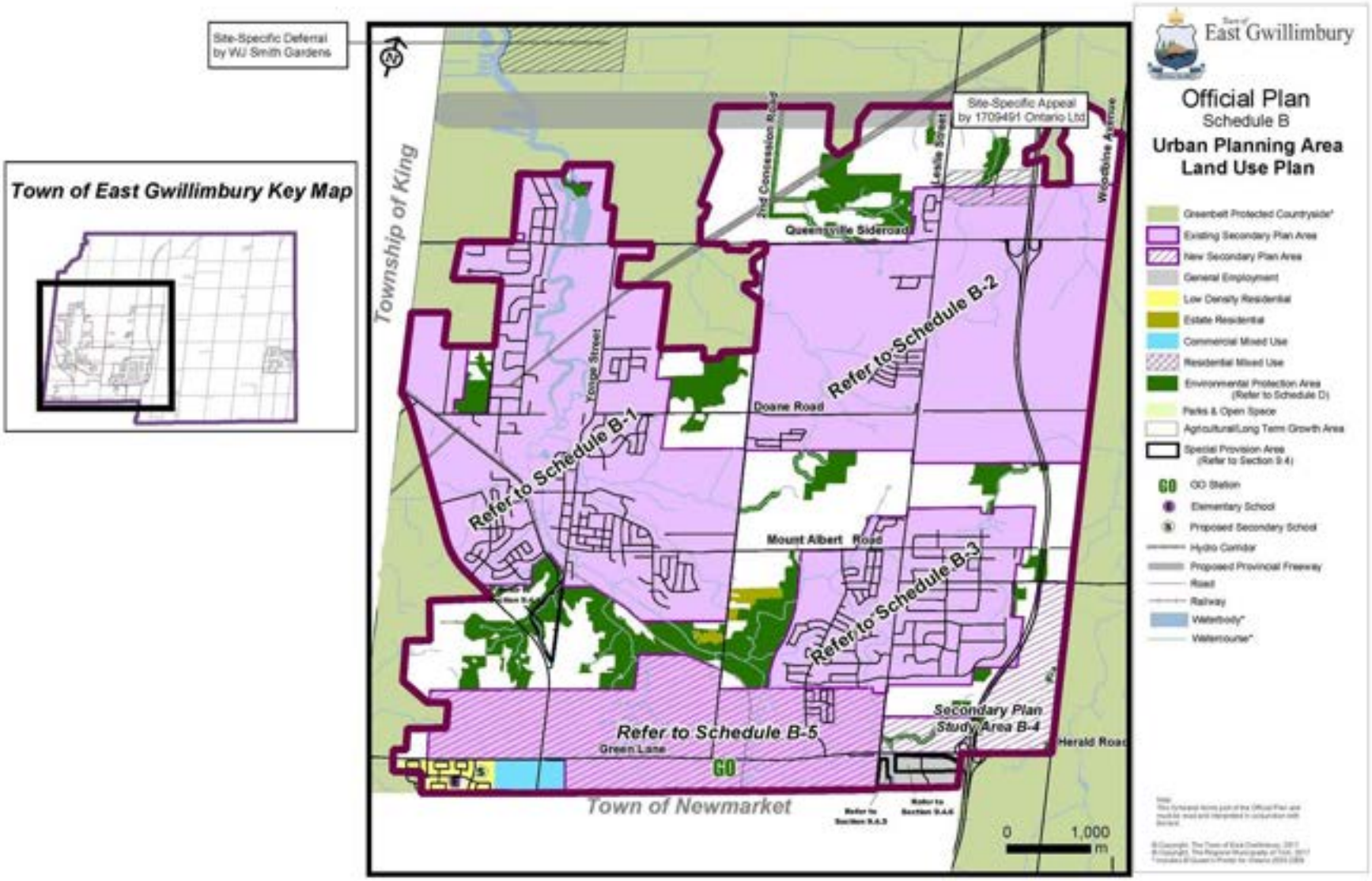
57. Schedules A, A-1, D and D-1 are revised to show the proposed collector roads and the Natural Heritage System as refined through the Green Lane Secondary Plan process, as attached as Schedules CC, DD, EE and FF to this amendment.

58. Schedules E and E-1 are revised to update the proposed collector road system and proposed cycling network, as attached as Schedules GG and HH to this amendment.

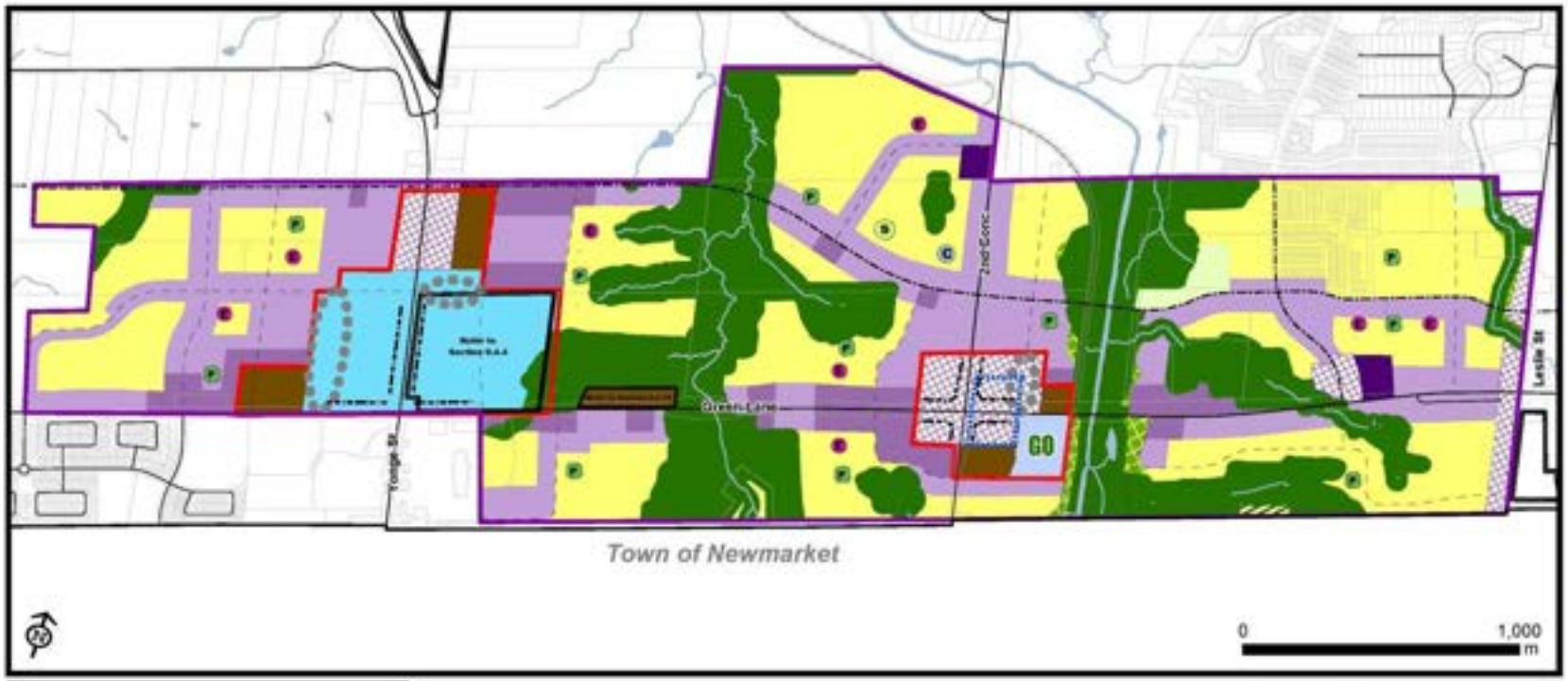
59. Schedules F and F-1 are revised to show the revised Natural Heritage System and proposed parks and collector roads as determined through the Green Lane Secondary Plan process, as attached as Schedules II and JJ to this amendment.

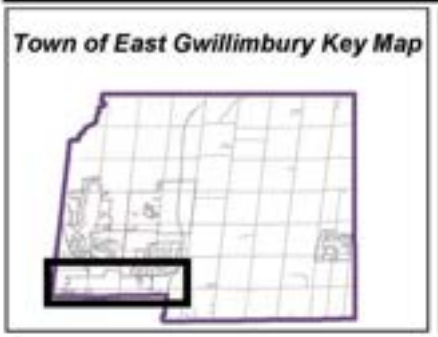
60. Schedules "BB", "CC", "DD", "GG", "HH", "II" and "JJ" be modified to reflect the relocation of the proposed north-south minor collector road in the northwest quadrant of Yonge Street and Green Lane further to the west.

SCHEDULE "AA" – URBAN PLANNING AREA LAND USE PLAN
OFFICIAL PLAN AMENDMENT NO. 4-2018
TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN



SCHEDULE "BB" – GREEN LANE LAND USE PLAN
OFFICIAL PLAN AMENDMENT NO. 4-2018
TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN





Green Lane Secondary Plan
Residential Mixed Use
Commercial Mixed Use
Low Density Residential
Medium Density Residential 1
Medium Density Residential 2
High Density Residential
Neighbourhood Commercial
Institutional
Parks and Open Space
Major Local Centre
Special Provision Area (Refer to Section 9.4)

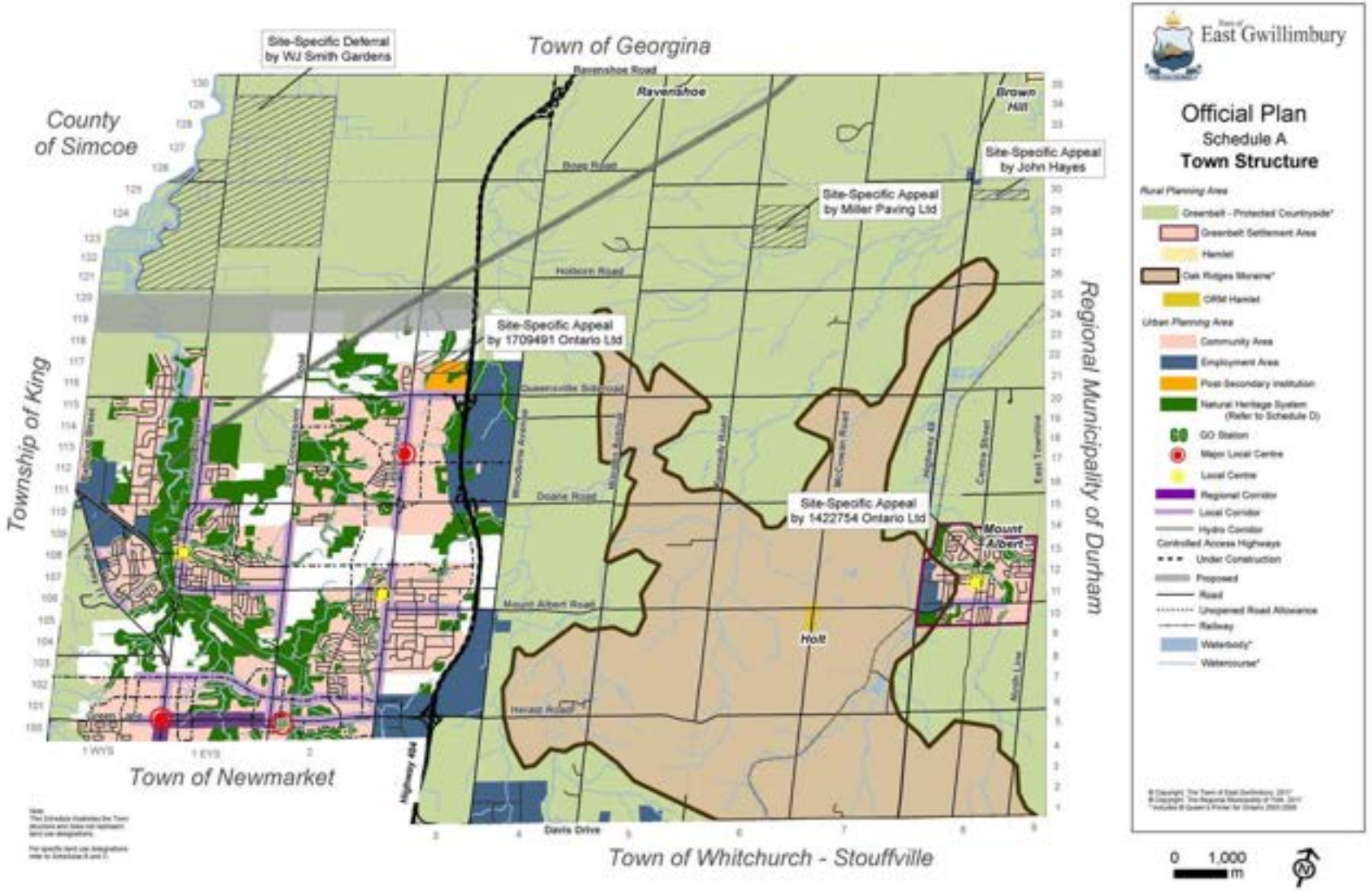
Office Priority Area
Pedestrian Oriented Retail Priority Area
Environmental Protection Area (Refer to Schedule D)
Restoration Area
Open Space - Special Study Area
Road
Proposed Major Collector Road
Proposed Minor Collector Road
Pedestrian Oriented Streets
Railway
Waterbody*
Watercourse*

GO GO Station
Elementary School
Proposed Elementary School
S Proposed Secondary School
P Proposed Park
C Proposed Community Centre

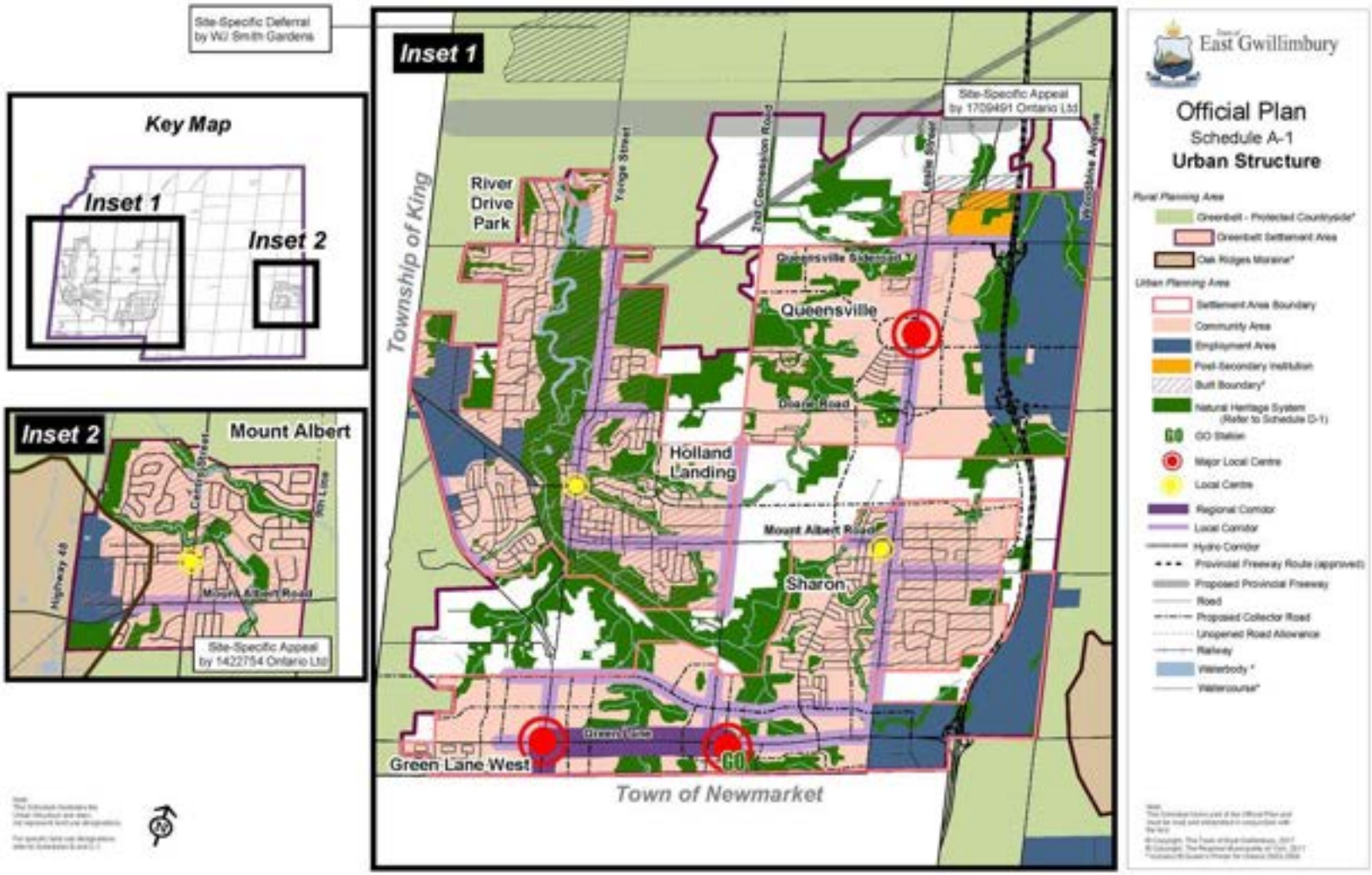
East Gwillimbury

Official Plan
Schedule B-5
Green Lane Corridor Land Use Plan

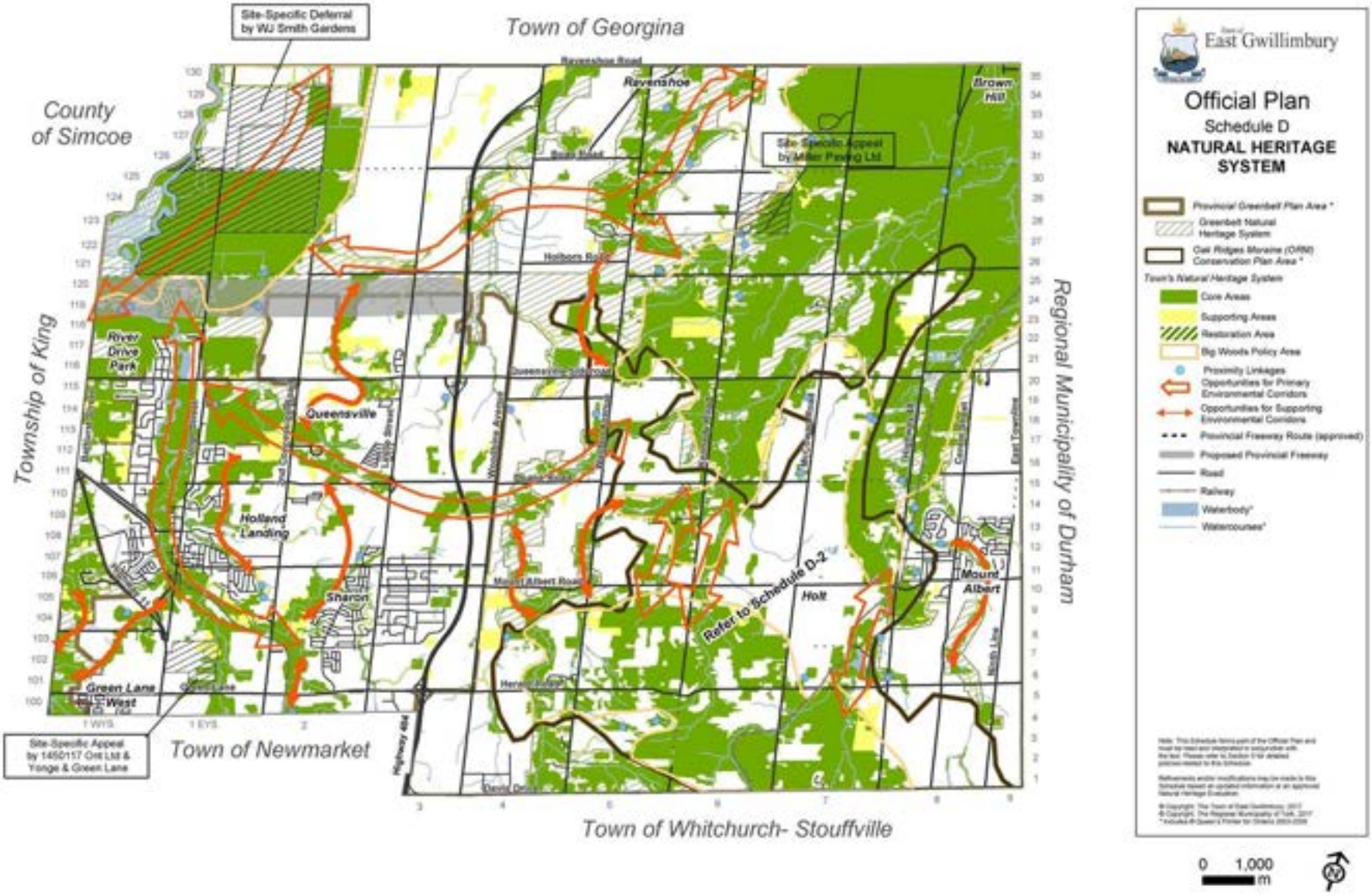
SCHEDULE "CC" – TOWN STRUCTURE
OFFICIAL PLAN AMENDMENT NO. 4-2018
TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN



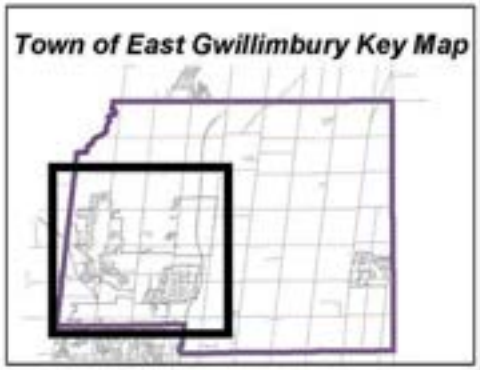
SCHEDULE "DD" – URBAN STRUCTURE
OFFICIAL PLAN AMENDMENT NO. 4-2018
TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN

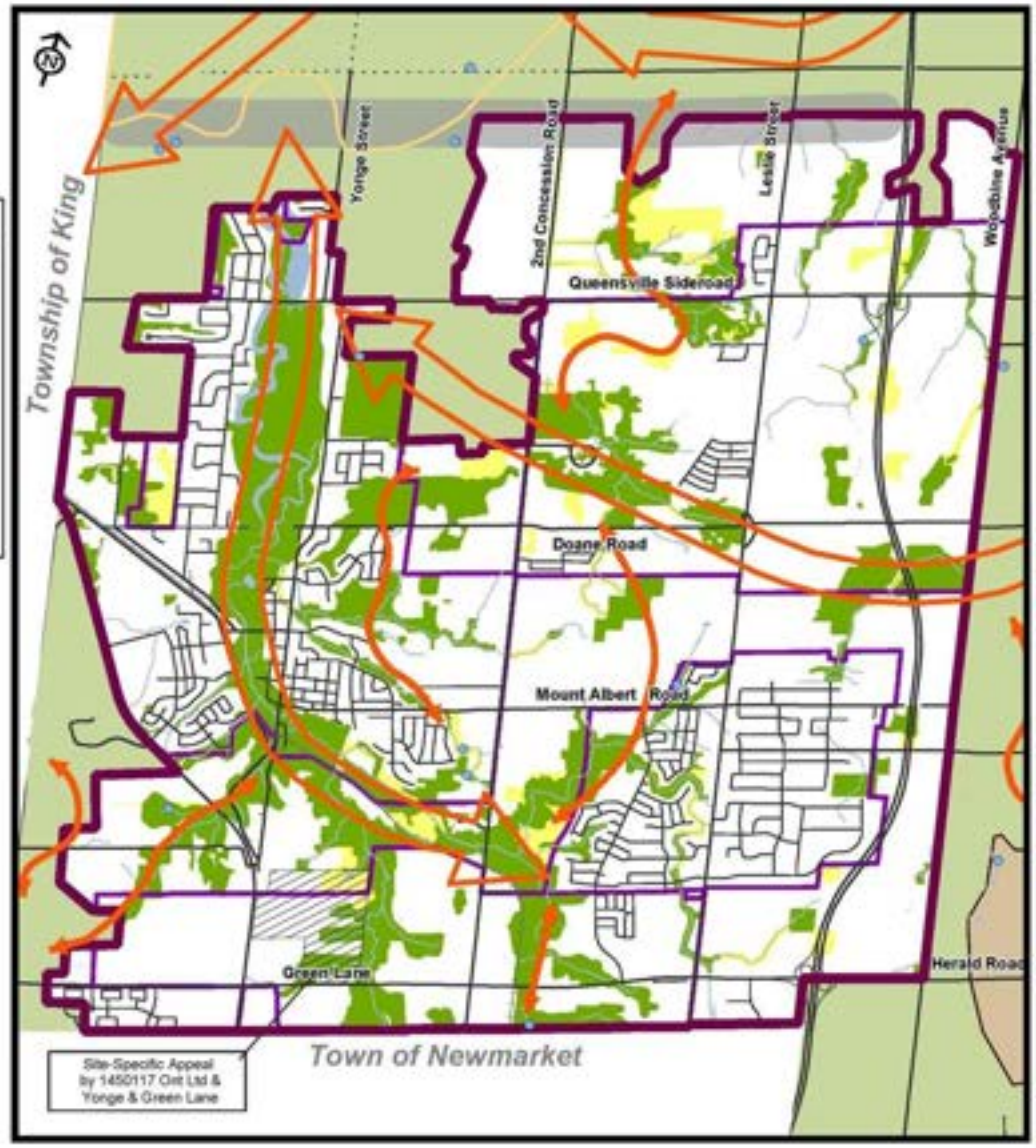


SCHEDULE "EE" – NATURAL HERITAGE SYSTEM
OFFICIAL PLAN AMENDMENT NO. 4-2018
TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN



SCHEDULE "FF" – NATURAL HERITAGE SYSTEM IN THE URBAN PLANNING AREA
OFFICIAL PLAN AMENDMENT NO. 4-2018
TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN







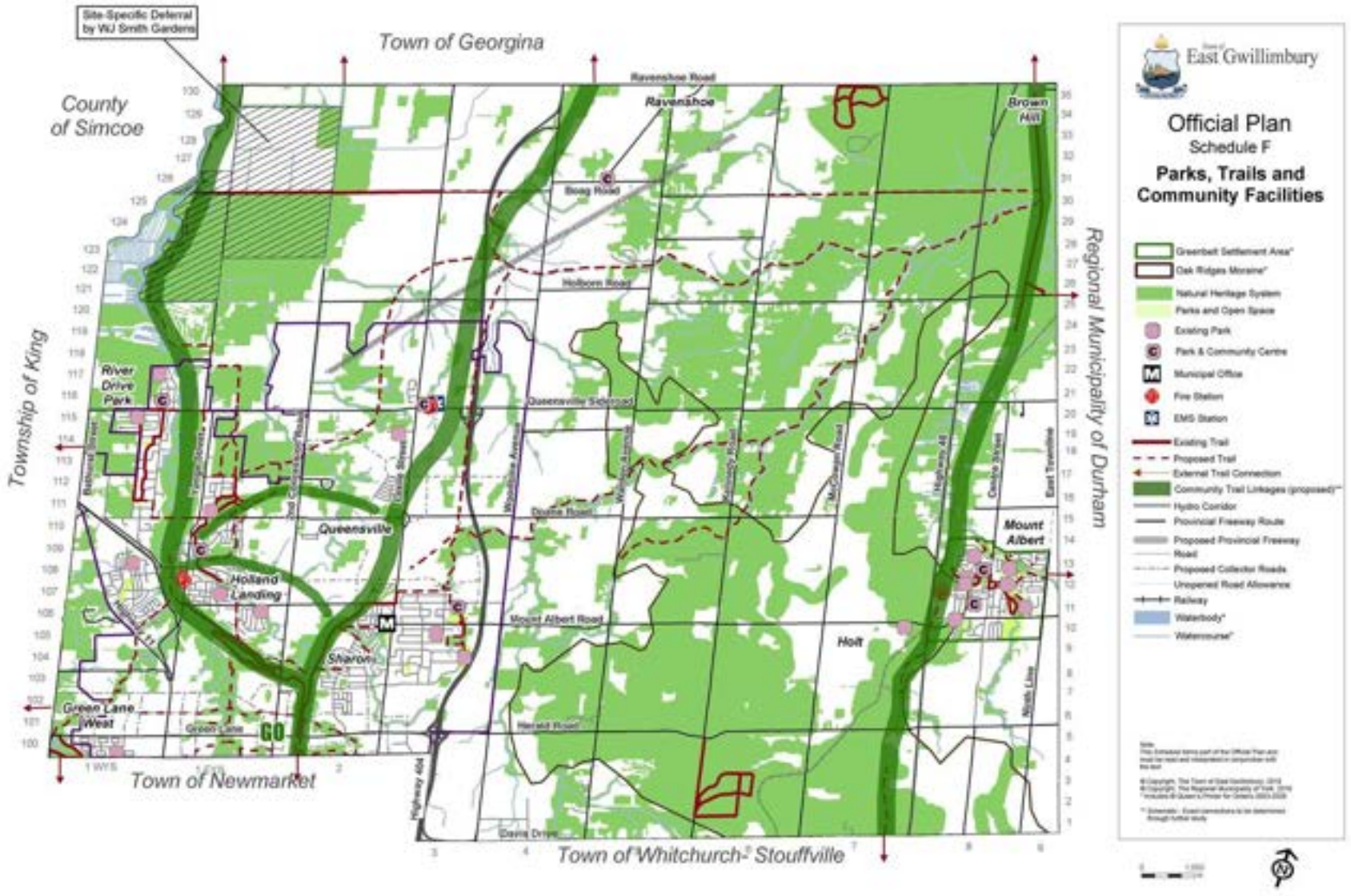
SCHEDULE "GG" – TRANPORTATION NETWORK
OFFICIAL PLAN AMENDMENT NO. 4-2018
TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN



SCHEDULE "HH" – CYCLING NETWORK
OFFICIAL PLAN AMENDMENT NO. 4-2018
TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN



SCHEDULE "II" – PARKS, TRAILS AND COMMUNITY FACILITIES
OFFICIAL PLAN AMENDMENT NO. 4-2018
TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN



SCHEDULE "JJ" – PARKS, TRAILS AND COMMUNITY FACILITIES IN THE URBAN PLANNING AREA
OFFICIAL PLAN AMENDMENT NO. 4-2018
TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN

